



WEST MIDLANDS
COMBINED AUTHORITY

Transport Delivery Committee Meeting

Date	14 May 2018
Report title	Safer Travel Update
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Report to be/has been considered by	Cllr Worrall, Chair of Transport Delivery Committee Cllr Holl-Allen, Lead Member for Safe and Sustainable Travel

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note the details of the report.
2. Note the overall current crime trends in 3.1-3.4

1.0 Purpose

- 1.1 The purpose of this report is to provide Transport Delivery Committee Members with an update on the performance and operations of the Safer Travel Partnership
- 1.2 The purpose of this report is also to provide Transport Delivery Committee with an overview of the development of the TfWM Control Centre (TCC)
- 1.3 This report will also provide members with an overview of some of the new Powers available to the West Midlands Combined Authority

2.0 Background

- 2.1 The Safer Travel Partnership consists of just over 100 staff brought together from a number of organisations including TfWM, West Midlands Police, British Transport Police, operators and private security companies. Managed through TfWM, the Partnership has the main objectives of delivering the Safer Travel Plan, reducing/managing crime levels on public transport and making passengers feel safe.
- 2.2 The Safer Travel Partnership is nationally unique and has received National and European praise for its innovative crime reduction methods and for bringing together a range of partners to deliver the results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model (NIM). This approach has ensured that the right resource is in the right place, at the right times, doing the right things to reduce crime and make passengers feel safer.

3.0 Performance Update

- 3.1 In 2017/18 total recorded bus crime increased by 7% compared to the previous year. This equates to an increase of 185 offences. Most notable increases are in criminal damage and common assault. There has however been a decrease in theft offences during the same time period. It is important however to put these figures into a wider context. During 2017/18 total recorded crime across the whole region increased by 13.8%, so the increases experienced on public transport aren't to the scale experienced within the region more widely.
- 3.2 In 2017/18 total recorded rail crime increased by 18% compared to the previous year. This equates to an increase of 356 offences. This increase should be seen as significant, but does mirror exactly the national picture on the rail network. The most significant increases have been seen in ASB (Birmingham New Street), theft of passenger property (Cross Country train) and vehicle crime. A key target theme was cycle crime, which led to a 12% reduction over the 12 months.
- 3.3 In 2017/18 Total recorded Metro crime increased by just 20 offences. Decreases have been seen across virtually all crime types except common assault and ASB. Metro remains a part of the daily patrol strategy of Safer Travel. Work is underway with the British Transport Police Authority (BTPA) to ensure that there is no disruption in policing during the transfer of Metro services.
- 3.4 Because of the increase in crime on bus and rail, overall Recorded Public Transport Crime is up 12% It is worthy of note that despite this, the increase experienced in the West Midlands is far less than others areas of the country. It is also important to point out that the longer term trend is downward with crime on the bus network having reduced by approximately 70% in the last 10 years and crime on the rail network by over 20%. In addition to this, in the final 2 months of the year, the transport network experienced much lower crime levels than expected.

4.0 Safer Travel Plan

4.1 The Police and Crime Commissioners new Safer Travel Plan (STP) was formally signed off in October 2016 and approved for delivery. Delivery will continue through until 2020. The Safer Travel Plan has 30 deliverables under the 6 main work streams of:

- Reduce Crime, Disorder and ASB
- Further improve Passenger Perception of Personal Safety
- Maximise the benefits from the use of technology
- Ensure a Co-ordinated, Partnership response to issues of Road Safety
- Enhance the use of Civil Interventions
- Improve Passenger Engagement and Communication

4.2 The Safer Travel Plan will continue to be the main and core focus of the Safer Travel Partnership over the next three years, building on the success of the previous Local Transport Policing Plan, whilst incorporating the work of the Central Motorway Policing Group and the Roads Policing Unit.

5.0 Recent Developments and Operations

5.1 Throughout 2017/18 the Safer Travel Partnership have continued to evolve and carry out targeted operations with great success. This has included the addition of a couple of new posts, a slight restructuring of delivery, as well as operations focussed on cycle theft, vehicle crime and criminal damage. A review of demand has led to a new shift pattern being implemented from April 23rd 2018.

5.2 The Safer Travel Partnership now has a dedicated Communications Officer, this role has supported the new use of various forms of social media, development of a new Safer Travel website, new more simple to use reporting facilities for operators and various other media releases. The Safer Travel Partnership also now has a dedicated Education Officer. With around 80% of all public transport related crime affecting those 13-21, this post is critical in ensuring young people understand appropriate behaviour and also understand how to keep themselves safe.

5.3 The Safer Travel Partnership has led on a number of high profile operations including Operation Villis (Criminal Damage), Operation Bale (robbery and ASB) and Operation Snow (Christmas markets and alcohol related disorder).

6.0 TfWM Control Centre

6.1 Built in 2012 for centralisation of monitoring services of TfWM CCTV the TCC has grown significantly with regard to the range of services it provides. TfWM have entered into agreements with London Midland, Chiltern Railways, Solihull MBC and East Staffordshire BC. For London Midland this has meant monitoring 240 CCTV cameras and numerous lift alarms, for Chiltern this has meant the monitoring of 50 CCTV cameras, for Solihull MBC,

this has meant the monitoring and maintenance of their 98 CCTV cameras and managing their Out of Hours phone service. Finally for East Staffs BC has meant the monitoring of their 48 CCTV cameras in Burton and Uttoxeter and their town centre radio system.

- 6.2 In September 2017, the TfWM Control Centre began to receive images from the Walsall MBC public space CCTV system as well as signals from their town centre radio system. TfWM now provide, through their contracts, the staffing, maintenance and management of the Walsall MBC system. The savings achieved by Walsall MBC by moving their service has ensured the sustainability of service for the foreseeable future. Initial operational performance shows some levels of improvement. In addition a sound business case to upgrade their entire system on a spend to save basis is being developed.
- 6.3 In the last few months TfWM have put in place a new 100Mbps link between the TCC and West Midlands Police Events Control Suite. This will improve the emergency response of TfWM in the event of major incident or event. This was utilised during recent EDL and FLA demonstrations in the region.
- 6.4 Whilst the net operational cost of CCTV is approximately £1 million less than in 2011/12, officers are exploring other opportunities to reduce costs and increase income. Additional savings are now being realised in the transmission mode used for the CCTV system in the order of £100k per year.
- 6.5 The entire WMCA/TfWM CCTV system will be fully upgraded to high definition IP by the end of July 2018. The move will not only improve image quality but also open the door to video analytics. Trials are underway to test the video analytics capability of products on the market in the areas of heat mapping, car/passenger counting, average speed, early notice disruption, left luggage, ANPR, trespass and modal share. It is hoped that all of these forms of analytics will support disruption mitigation as well as major events like the Commonwealth Games.

7.0 New West Midlands Combined Authority Powers

- 7.1 The West Midlands Combined Authority (Functions and Amendment) Order 2017 gave the West Midlands Combined Authority (WMCA) numerous powers from May 2017. Included within this Order is the ability for the WMCA to apply for and manage regional Injunctions for anti-social behaviour. This is a concurrent power so would require close coordination with the 7 Local Authorities, however this will overcome previous boundary limited interventions used to date. Whilst Anti-Social Behaviour is legally defined within the Crime and Disorder Act 1998, it is worth noting that this covers all behaviour that is likely to cause alarm, harassment or distress. Any injunctions applied for will be on the basis of last resort, once all other interventions have been explored.
- 7.2 Under section 18 of the Order, the WMCA also now have the concurrent power of enforcing smoking in public places, specifically to include buses and bus stations. Again this power will also include the need to closely coordinate with the 7 Local Authorities. This section of the Order also provides the WMCA the ability to empower other bodies to act on their behalf in regard to this power. Enforcement is by way of a Fixed Penalty Notice.
- 7.3 Both of the powers described in 7.1 and 7.2 have now been approved internally for use, and subject to need will be utilised in the near future.

8.0 Financial implications

8.1 There are no direct financial implications arising from this update report. Any costs incurred or support provided by WMCA from undertaking activity referred to in this report will be from within agreed overall budgets and resources.

9.0 Legal implications

9.1 There are no direct legal implications arising from this report.

10.0 Equalities implications

10.1 There are no direct equalities implications arising from this report

APPENDIX A

Glossary of Terms

Word / Acronym	Explanation
ASB	Anti-Social Behaviour – a type of behaviour that causes alarm, harassment or distress to one or more other people.
CCTV	Closed Circuit TV
IP	Internet Protocol
Local Transport Policing Plan	A plan with 30 objectives signed off and approved by the ITA, Police and Crime Commissioner and British Transport Police Authority. Objectives have the overarching aim of reducing crime and making passengers feel safe on public transport in the West Midlands
NIM	Which stands for National Intelligence Model – is a nationally recognised Policing model based on detailed crime pattern analysis
PC	Police Constable
PCSO	Police Community Support Officer
POP	A crime reduction approach, which focuses on intelligence led interventions, stands for Problem Orientated Policing
Project Empower	Project launched in 2014, with the objective of increasing reporting of, and increased confidence in the reporting of sexual offences on public transport.
Rail Safety Accreditation Scheme	Administered by the British Transport Police, enables those holding the accreditation to hold a number of delegated powers.
Restorative Justice	Restorative justice is an approach to justice that focuses on the needs of the victims and the offenders, as well as involving the community. This contrasts to more punitive approaches where the main aim is to rehabilitate the

	offender and reconcile with the victims and the community, or satisfy abstract legal principles
Safer Travel Partnership	The Partnership of Centro, West Midlands Police, British Transport Police and Operators, tasked with reducing crime and making passengers feel safer
SARA	A crime reduction planning tools, which stands for Scan, Analyse, Respond, Assess.
Special Constables	Volunteer Police Officers. Required to work a minimum of 16 hours a month, receive full constable training and hold full powers of a PC
Year to Date	Crime figures used to compare the like for like time period from the previous year. Year to date figures generally commence 1 st April