



Transport Delivery Committee Meeting

Date	7 th January 2019
Report title	Safer Travel Update
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Report to be/has been considered by	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 3.1-3.3

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 update on the potential for the introduction of byelaws across the bus network

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 From April to end of November 2018 total recorded bus crime showed an increase of 4% compared to the same period in the previous year. This equates to an increase of 78 offences. The most notable increase is in public order offences which have increased by 74 offences. There has however been a decrease in criminal damage during the same time period. It is important however to put these figures into a wider context. During the same time period non public transport crime recorded across the whole region increased by 10.1%.
- 3.2 From April to end of November 2018 total recorded rail crime showed an increase of just over 16% compared to the same period in the previous year. This equates to an increase of 251 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) by 100 offences and pedal cycle theft by 151 offences.
- 3.3 From April to end of November 2018 total recorded Metro crime increased by just 36 offences. Route crime (5 offences) and ASB (15 offences) are the most significant increases.

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 2018 the Safer Travel Partnership have led on and been involved in a series of operations set up to target key crime types. Operation Villis continues to target criminal damage and along with other interventions has seen criminal damage reduce by 121 offences on the bus network and by 11 offences on rail.
- 5.2 The Safer Travel Partnership is working to secure some additional funding within 2019/20 which will see the number of Police Constables increase with the team, which will in itself support the recruitment of up to 12 Special Constables. This should see a significant increase in visibility on the network – something that Transport Focus surveys have shown is highly regarded by passengers in improving their feelings of personal safety.
- 5.3 The Safer Travel Partnership has supported Operation Snow throughout December to address issues of increased volumes of passengers on late night rail services and to combat seasonal expected increases in alcohol related incidents. At the time of writing, this is once again showing impressive results and positive feedback
- 5.4 Working with the Road Harm Reduction team, Safer Travel have supported the introduction of Operation Topdeck. Although generating mixed reviews from the public, the Operation sees vital work carried out to target mobile phone usage by car drivers. Mobile phone use is seen as one of the fatal 5, leading to multiple people being killed and seriously injured on the road network. Operations to date have highlighted these offences as well as driving without insurance, driving an non-roadworthy vehicle, driving without a license as well as individuals wanted by the Police for other matters.

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 West Midlands Trains, Chiltern Railways, Solihull MBC and East Staffordshire BC. For West Midlands Trains 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 TfWM have also now been carrying out a comprehensive CCTV monitoring and maintenance service for Walsall Council for just over 12 months. This has seen Walsall Councils direct CCTV operating costs reduce by over £200k per year. In addition to this TfWM have assisted the Council in replacing all town centre cameras with the latest High Definition IP versions, whilst also bringing back into commission 5 cameras that had been out for over 4 years. By providing expert advice, TfWM are leading on the installation of new systems in both Aldridge town centre and also at a newly extended car park at Bloxwich Rail Station.

- 6.3 The CCTV control centre is always seeking to improve its operational outputs and its efficiency, and to do this has continued to trial various forms of video analytics. The most successful forms of analytics utilised to date include people counting, motion detection, car counting, ANPR, average speed, average journey time and CO2 emissions.
- 6.4 In terms of accreditations, following an external audit in December 2018, the control centre has once again retained its British Standard 7958, providing reassurance that the system is legislatively compliant and being operated in accordance with the Surveillance Camera Commissioners Code of Practice. The CCTV data centre has now also been awarded ISO27001:13 accreditation, meaning that this is being operated in line with the standards expected of commercial ICT data centres. ISO27001 opens opportunities of TfWM being able to provide ICT data centre services not only for themselves but also for key partners.

7.0 Bus Bye Laws

- 7.1 On the Railway, there exists 24 bye laws made in 2005 by statutory instrument under section 219 of the Transport Act 2000. The powers cover passenger conduct and behaviour, equipment and safety, control of premises and travel and fares. On Midland Metro, there exists a number of powers. Not only do the same powers as those with railways exist, but also additional powers under the Midland Metro (Penalty Fares) Act 1991. There exist no such equivalent bye laws on the bus network, with staff relying on Bus Operators own "Conditions of Carriage" not enforceable in criminal law. The Safer Travel Police team have regularly indicated that they sometimes feel their hands are tied when dealing with low level nuisance incidents. They are strongly supportive of implementing bus bye laws.
- 7.2 This subject matter has been discussed within previous reports to TDC and supported, however the expected route implementation at that point made it difficult to achieve. Recent changes have provided an alternative. The mechanism for the WMCA to make byelaws is 'The Byelaws (Alternative Procedure) (England) Regulations 2016.' Following advice, this procedure is now being followed and it is hoped that the proposed set of bus byelaws will be available for public consultation in early 2019.
- 7.3 The proposed byelaws mirror as closely as possible, those already in existence on both rail and Metro, this will ensure they are as simple as possible for Officers to apply and also for passengers to understand. The proposed byelaws are under the following headings
- Management of queuing
 - Control of potential dangerous items
 - Smoking /vaping
 - Intoxication
 - Unfit to travel
 - Unacceptable behaviour
 - Music, sound and advertising

- Station and premises
- General safety
- Obedience to safety instructions
- Unauthorised access or loitering
- Obedience to traffic signs, causing obstruction and parking
- Pedestrian only areas
- Ticketless travel
- Altering tickets
- Name and address
- Enforcement

8.0 Financial implications

8.1 There are no direct financial implications from this report with existing and planned activity in relation to TfWM funded from within 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

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

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