



Transport Delivery Committee Meeting

Date	8 th June 2020
Report title	Safer Travel Update
Accountable Director	Anne Shaw, Director of Network Resilience Email anne.shaw@tfwm.org.uk Tel (0121) 214 7881
Accountable Employee	Mark Babington, Head of Safety, Security and Emergency Planning Email mark.babington@tfwm.org.uk Tel (0121) 214 7286
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
3. Note the crime analysis within section 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 as well as their recent work. This will cover passenger perception as well as crime data linked to all 3 modes.
- 1.2 The purpose of this report is also to provide Transport Delivery Committee with an overview of the new Interim Safer Travel Plan.

1.3 This report will also provide Members with an update on a number of projects, programmes and operations carried out within and by the Safer Travel Partnership.

1.4 The report will provide an overview on the impact of COVID-19 on policing

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.

2.3 The Safer Travel Partnership analyst produces on a monthly basis a tactical assessment of crime which highlights geographic profile, thematic profile, temporal analysis, victim profile and offender profile. This assessment supports a monthly Partnership tasking process where resources of the team, as well as operators are deployed according to need.

3.0 Performance Update

3.1 From April 2019 to March 2020 total recorded crime on the bus network showed a moderate increase of 2% compared with the previous 12 months. This equates to an increase of 4 offences per month. Reductions were seen in almost all crime types, however a significant increase of 125 offences of common assault more than offset these reductions. When looked at in more detail, one particular form of common assault (equating almost exactly to the overall increase) has been highlighted, that of spitting. A detailed analysis of this crime type has been carried out with victims, with these overwhelmingly being male bus drivers, with around 10% of these being racially aggravated. Work has been carried out by Safer Travel which may have contributed to this increase in reported offences, including the pro-active promotion of DNA spit kits, a dedicated officer being made available to support investigation and also the introduction of a new, simpler reporting method introduced by National Express. Birmingham as a Local Authority area was disproportionately represented as the location for the offences taken place. It is worthy of note that DNA spit kits were collected for over 50% of offences and 77% had corresponding CCTV images collected and circulated, leading to 31% of

offenders being identified. This will be a significant area of focus for the team through 2020/21.

- 3.2 From April 2019 to March 2020 total recorded crime on the rail network showed a moderate decrease of 2% compared with the previous 12 months. This equates to a reduction of 51 offences. Crimes against the person dropped in every area with the only increases seen in property and route crime such as damage and trespass. 2 key areas of focus through the last 12 months has been ASB and cycle crime (both of which increased the previous year), both have now reduced by 11% and 40% respectively (196 offences).
- 3.3 From April 2019 to March 2020 total recorded crime on Metro showed a decrease of 18%, but as a nationally very low crime network this equates to 22 offences. Almost all crime types reduced, of note bucking this trend were robbery and criminal damage offences, which increase by an average of less than 1 offence per month.
- 3.4 The most recent wave of survey results from Transport Focus has shown that there has been a moderate improvement in passenger perception of personal safety. Areas of concern most commonly cited within the survey were rowdy behaviour, feet on seats and loud music. These are key areas of focus highlighted within the proposed byelaws covered in section 7 of this report.

4.0 Public Transport Crime Analysis

- 4.1 As described in section 2.2 and 2.3, the Safer Travel Partnership and all of its resources are deployed entirely based on intelligence. To inform this, data is gathered from West Midlands Police, British Transport Police, online reporting, See Something Say Something and operator reports. The Partnership then utilise their dedicated analyst and intelligence officer to produce an annual strategic assessment, monthly tactical assessment and daily hot tasking document. The following sub sections provide some detail of the current position with this regard
- 4.2 Temporal analysis is the analysis of crime and how this fluctuates by time. For the purpose of the Partnership, this is done by time of day and day of week. The current temporal analysis shows that for the majority of crime types the peak time of the day continues to be from 15.00 to 18.00. The analysis further shows that the peak days for bus crime are Monday, Wednesday and Friday, and for rail crime are Thursday, Friday and Saturday.
- 4.3 Seasonality profiling is the analysis of crime and how this fluctuates through the year. For the purpose of the Partnership this is done by month of the year, taking into account specific variances (such as Easter etc) from crime patterns over the preceding 5 years. The current seasonal analysis shows that there is variance by mode, with bus crime peaking in October, November and March, and rail crime peaking in July, August and October.
- 4.4 Geographic analysis is the analysis of crime and this changes by location. For the purpose of the Partnership this is based on not only geographic location,

but also by service route (by mode). The current geographic analysis shows that the highest volume crime location is Birmingham City Centre, which is unsurprising considering the density of public transport and high patronage levels. The routes with highest volume of crime are likewise, those with high patronage and those serving Birmingham City Centre and the Outer Circle. The geography of crime on the West Midlands bus network follows the results of national research which has shown that public transport crime is higher in areas which are generally higher in non-transport crime, and lower in areas that are generally lower in non-transport crime. This shows that crime on the bus network largely reflects the crime profiles of the areas they serve.

5.0 Safer Travel Plan

5.1 With the global COVID-19 pandemic there was a Government decision to postpone the West Midlands PCC elections for 12 months. It has been agreed with the Police and Crime Commissioners Office that a 12-month interim Safer Travel Plan will be worked to from May 2020 until the elections in May 2021. The Interim Safer Travel Plan has 25 deliverables under the following 5 main work streams:

- Achieving a reduction in Crime, Disorder and Anti-Social Behaviour
- Achieving further improvements in public perception of Personal Safety, Passenger Engagement and Communication
- Maximising on the benefits of Technology
- Ensuring a Co-ordinated Transport Partnership response to Event Planning
- Adapting and responding to a new Transport Network

5.2 The Safer Travel Plan will continue to be the main and core focus of the Safer Travel Partnership over the 12 months, building on the success of the previous Safer Travel Plan.

6 Recent Safer Travel Projects and Operations

6.1 In December Safer Travel once again took part in Operation Snow, put in protect the network from alcohol related incidents. Due to the RMT strikes during this period, footfall was significantly reduced and therefore the team were flexible in their approach and supported the Regional Transport Co-ordination Centre (RTCC) and other intervention to ensure that public transport passengers remained safe and were guided to alternative travel modes

6.2 Throughout the last 6 months, Safer Travel have supported both the wider West Midlands Police and British Transport Police operations to target County Lines activities. Utilising both overt and covert patrols supported by CCTV, the

team helped identify a number of perpetrators of this activity and seized a number of weapons as well as drugs.

- 6.3 Following a slight increase in funding made available the process for recruiting additional Special Constables into Safer Travel has commenced. Drawing upon best practice from the team at Birmingham Airport, recruitment information is being made available to encourage existing Special Constables into the team, as well as a process to recruit new colleagues. There have been 2 new Special Constables join the team from British Transport Police since the last Safer Travel Update. It is hoped that the team will grow to 12 Officers.
- 6.4 Work by the TfWM CCTV team has seen the transfer of Tamworth BC CCTV services to the WMCA control room. The move will provide a contribution towards the ongoing WMCA operational cost whilst improving operational performance of Tamworth's CCTV system, upgrading all cameras, recorders, transmission and network, whilst providing them with around £500k of savings over the first 5 years. The service transfer took place on 30th March, on time and on budget.
- 6.5 The TfWM CCTV system was externally audited in January by the Security Systems and Alarms Inspection Board (SSAIB). This in-depth review measured the system against a range of operational, tactical and legislative criteria. The assessor reported no areas of concern and no areas for improvement and signed off WMCA with a further 12 months of BS7958.
- 6.6 As the current Safer Travel Partnership brand has been in place for the last 11 years, and now sits outside the wider West Midlands transport branding family, design work has been conducted and a new 'West Midlands Safer Travel' brand will be taken forward over the Summer. The brand will bring Safer Travel into the wider regional approach and provide a new, fresh and modern look for the future.

7 COVID-19 and Policing

- 7.1 Throughout the COVID-19 pandemic, Safer Travel Police have continued to operate and pro-actively patrol the public transport network. With the significant reductions in public transport use, crime has likewise fallen on the network within every crime category. However, the team continue to deal with incidents, including COVID-19 related crimes, such as the spitting (common assault) offences highlighted in section 3.1.
- 7.2 Safer Travel have followed the wider West Midlands Police and British Transport Police approach to non-adherence to Government guidelines, utilising the 4 E's of Engage, Educate, Encourage and Enforce.
- 7.3 The Safer Travel Police have been working with TfWM and operators to continually monitor the network for locations where social distancing is not

being adhered to. As guidance changes, Safer Travel are pro-actively working with partners to identify where they may be able to assist operators and indeed passengers in maintaining social distance. At the time of writing the intention is to continue with the 4 E's approach to COVID-19.

- 7.4 The CCTV and RTCC control facilities are playing an important role in acting as the eyes of the network, gathering real time information of the step down and step up of public transport and highways use. This is enabling the wider organisation to make intelligence led decisions quickly and appropriately. This approach also serves to highlight where demand meets or exceeds supply and helps identify persons, locations and times where guidelines are not being adhered to.

8 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 Legal implications

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

10 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
Fixed Penalty Notice	A tool utilized for dealing with ASB, enabling offices to deal with issues on the spot.
Safer Travel Plan	A plan with 25 objectives signed off and approved by TfWM, 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
Community safety Accreditation Scheme	Administered by the West Midlands Police, enables those holding the accreditation to hold a number of delegated powers.
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 TfWM, 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

