Transport Delivery Committee Meeting

Date	11 January 2021
Report title	Safer Travel and Emergency Planning Update
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Report 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
4. Note the latest work by the Emergency Planning Team

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 progress made against the 12-month Interim Safer Travel Plan.

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

1.4 The report will provide an overview of the work carried out by the wider team on COVID-19 and EU Exit.

2.0 Background

2.1 The Safer Travel Partnership consists of just over 100 staff brought together from several 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.

2.4 The Emergency Planning team within TfWM acts a Category 2 level within the Local Resilience Forum structure under the Civil Contingencies Act and acts as the single point of contact for public transport, working alongside Highways England and other partners.

3.0 Performance Update

3.1 From April 2020 to the end of November 2020 total recorded crime on the bus network showed a significant decrease of 22% compared with the same period 12 months previous. This equates to a decrease of 55 offences per month. Reductions were seen in almost all crime types, with a slight increase seen in public order offences (7 offences total).

3.2 From April 2020 to the end of November 2020 total recorded crime on the rail network showed a significant decrease of 38.8% compared with the same period 12 months previous. This equates to a reduction of 627 offences. Crimes reduced in every recorded area, with an increase of just 1 offence in 'aggression towards staff'.

3.3   From April 2020 to the end of November 2020 total recorded crime on Metro showed a decrease of 25.7%, but as a nationally very low crime network this equates to 18 offences. Almost all crime types reduced, of note bucking this trend were theft of passenger property which increase by just 5 offences and common assault which has increased by 4 offences.

3.4   It is important to ensure that these crime figures are considered in the context of COVID-19, national restrictions, regional restrictions, and the public transport specific regulations. Patronage levels have decreased significantly through 2020, with the biggest decrease being seen on rail

3.5   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.

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 there had been a change early in the year to previous analysis but in recent months, for the majority of crime types the peak time of the day has returned to be from 15.00 to 18.00.

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, considering 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. For future planning, i.e. from April 2021, it is likely that 2020 will be discounted from this process because of the extraordinary circumstances.

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 continues to be 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. There has also been a recent increase in some areas of the black country with incidents at West Bromwich, Halesowen and Stourbridge bus stations. These areas have subsequently received much more Police coverage, with many perpetrators identified.

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.

5.3 Working with various partners and utilising the various data sources mentioned above, work is currently underway to complete a detailed strategic assessment of crime on the transport network. To ensure the partnership remains data led, it is envisaged that this work will inform a new Safer Travel Plan to run concurrently with the term of the PCC, i.e. up to May 2024.

6 Recent Safer Travel Projects and Operations

6.1 Throughout the COVID-19 pandemic, the Safer Travel Police Team have continued to support the public transport network. This work has included supporting the initial push for social distancing at interchanges and onboard. This work was further developed into supporting the enforcing the wearing of face coverings, with up to 1,000 people a day being engaged to achieve this an innovative collaboration between the Safer Travel Police Team, National

Express and Bus Station Staff was established to form a mask taskforce visiting our bus stations. It is important to note that of those approached, not wearing a face covering, just 11.5% had a valid exemption. These works continue, and Safer Travel as with the wider police forces continue to follow the 4 E's of Engage, Explain, Encourage and Enforce. Fortunately, high levels of compliance with the former has meant a limited requirement for enforcement.

6.2   Following a significant amount of discussion with the Ministry for Housing, Communities and Local Government (MHCLG), there has been some progress on the implementation of bus byelaws. TDC will have seen a report that was received and approved by WMCA Board in November, and following their direction, at the time of writing, WMCA have submitted a regulatory assessment document, and it is hoped that these will progress with pace in early 2021.

6.3   There has been significant progress in the recruitment and training of Transport Safety Officers under the Community Safety Accreditation Scheme (CSAS). Although national restrictions have delayed the training of the team, training is planned to commence on 11th January, and it is hoped deployment will commence in February. This team will have the primary focus on tackling low level nuisance and ASB, with a secondary ability to support the direction of traffic.

6.4   Working with Local Authority colleagues, TfWM have assisted in securing funding for the upgrade of every public space CCTV camera in Walsall Borough. This has come in addition to the significant savings and initial upgrade works that took place a couple of years ago. Areas such as Brownhills, Bloxwich, Palfrey, Leamore, Willenhall and Darlaston will all benefit from new HD cameras. In addition to this through the RTCC project, TfWM have been able to support the roll out of additional roadside cameras in Sandwell helping Highways Officers from the authority to get real time visibility of the network.

6.5   As mentioned in a previous report to TDC, 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 has been agreed by Partners. Following this new artwork has been put in place for 2 key Safer Travel campaigns, namely the See Something, Say Something campaign and the Hate Crime campaign. These artworks are being rolled out across the bus network through December, January and February.

7   Emergency Planning

7.1   Emergency Planning is an area which has to date had minimal visibility with Members, but this report will help provide some background, context and information on what this includes and involves.

7.2   The Emergency Planning work within Transport for West Midlands is underpinned by the Network Emergency Plan (NEP). The NEP provides structure and guidance on what action will be taken in the event of an 'incident'. What constitutes an 'incident' within the plan is broad but covers all forms of unplanned event. The NEP pulls together all site-specific plans into one place, provides step by step direction on actions that should be taken in an incident and provides the support structure (both internal and external) in which these actions will be taken.

7.3   The NEP has ensured that TfWM has 24/7/365 cover and resilience in its operation, and in the operation of the public transport network. The NEP sits within the regional Local Resilience Forum (LRF) response, which ensures that activities are co-ordinated with blue light organisations, Local Authorities and others. The NEP is set up in a familiar Gold, Silver and Bronze form, supported by on call arrangements at each level. The NEP is tested every 12 months and refresher training is provided to all officers providing on call support.

7.4   The Emergency Planning team, sitting within the LRF structure represents public transport within the region, co-ordinating the efforts of operators. By way of an example, under the current COVID pandemic, the Emergency Planning team have provided the direct interface with partners at a strategic and tactical level, ensuring that the transport network responds to the needs of the region, co-ordinating minimum cleaning standards, standard messaging and communications, providing testing for people in the transport industry as key workers, ensuring that transport waiting facilities in busy city centre locations support wider social distancing requirements. This work has also included assisting in planning assumptions for seasonal impact, Government National Restrictions and Tiered structure across the region. Working with partners to evaluate Testing and Vaccination sites for suitability, accessibility and mapping these sites against other key functions such as gritting routes. Coordinating a multi-agency response to EU-Exit and the upcoming Inland Port within the region.

7.5   From a practical point of view, the NEP has been instigated on a number of occasions over the last 12 months, some examples include the murder and stabbings in Birmingham City Centre (which saw road closures, amended bus routes etc), for a large RTC which impeding buses from serving a station (where fall back positions were implemented, transport operators were communicated with and passengers were supported with human resource), and for an ICT issue which impacted on Swift (where rectification works were planned, out of hours communications were put out and websites were updated)

7.6   The Regional Transport Coordination Centre (RTCC) provides a key function in supporting the transport networks response to an incident. The RTCC ensures there is a coordinated approach across all modes and takes into

consideration a West Midlands wide impact of an incident, not focused solely on one local authority area. Using established communication channels information is relayed to partners for them to make appropriate amendments to services if required. Importantly there is a dedicated communications team to inform the public of what services or roads are impacted to inform their travel choices.

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.

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