



**WEST MIDLANDS**  
COMBINED AUTHORITY

## Transport Delivery Committee Meeting

<b>Date</b>	6 <sup>th</sup> November 2017
<b>Report title</b>	Safer Travel Update
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<b>Report to be/has been considered by</b>	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 Total recorded bus crime has increased by 8% in the first half of 2017/18 compared to the previous year. This equates to an increase of 96 offences. Most notable increases are in criminal damage and robbery. There has however been a decrease in public order and violence offences. The Safer Travel Police Team have put in place Operation Villis which will target the most significant form of criminal damage, which is smashed windows. This will include the peak months of October, November and December.
- 3.2 Total recorded rail crime has increased by 36% in the first half of 2017/18. This equates to an increase of 296 offences. This increase should be seen as significant, but does mirror the national picture. The most significant increases have been seen in theft of passenger property, robbery and importantly vehicle crime. BTP have started to review their deployment principles in line with their new demand picture. TfWM officers have met with senior representatives of British Transport Police (BTP) to discuss a way forward on this issue. In addition to this the Safer Travel Police team are working with the national car crime force, to tackle the issue of vehicle crime in the WMCA Park and Ride sites, again this is an issue mirrored across the region (with the West Midlands affected more than the national average).
- 3.3 Total recorded Metro crime has shown a significant decrease of 31% in the first half of 2017/18. This equates to a decrease of 19 offences. Decreases have been seen across virtually all crime types. 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 17% (372 offences). 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%.

## **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 the first 6 months of 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.

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 CCTV control centre working with West Midlands Police and British Transport Police have worked together to try and tackle vehicle crime and cycle theft. The CCTV operators have managed to capture images of numerous perpetrators of both types of offences. Images collected by operators have led to the arrest and conviction of many well-known and persistent offenders.

## **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, as well as opened up the opportunity of reinstating previous broken cameras and upgrading cameras where required.
- 6.3 In the last few months TfWM have put in place a new 100Mbs 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.
- 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. There exists a opportunities to revise current transmission techniques which will reduce revenue spend by over £100k per year, there is also an opportunity to replace some existing components which will reduce maintenance costs and liability. In terms of increasing income, proposals have been made to a couple Local Authorities to provide services on their behalf. Consideration is also being given as to future space requirements for the TCC.

## **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.

## **8.0 Financial implications**

- 8.1 There are no immediate financial implications as a result of the recommendations within this update report. All current activity is funded within existing revenue and capital budgets with

further opportunities being explored to both increase CCTV income and reduce CCTV related operational costs.

## **9.0 Legal implications**

9.1 Legal implications have been set out in the body of the Report, There are no further direct implications arising.

## **10.0 Equalities implications**

10.1 There are no direct equalities implications arising from this report.

## Glossary of Terms

<b>Word / Acronym</b>	<b>Explanation</b>
<b>ASB</b>	Anti-Social Behaviour – a type of behaviour that causes alarm, harassment or distress to one or more other people.
<b>CCTV</b>	Closed Circuit TV
<b>IP</b>	Internet Protocol
<b>Local Transport Policing Plan</b>	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
<b>NIM</b>	Which stands for National Intelligence Model – is a nationally recognised Policing model based on detailed crime pattern analysis
<b>PC</b>	Police Constable
<b>PCSO</b>	Police Community Support Officer
<b>POP</b>	A crime reduction approach, which focuses on intelligence led interventions, stands for Problem Orientated Policing
<b>Project Empower</b>	Project launched in 2014, with the objective of increasing reporting of, and increased confidence in the reporting of sexual offences on public transport.
<b>Rail Safety Accreditation Scheme</b>	Administered by the British Transport Police, enables those holding the accreditation to hold a number of delegated powers.
<b>Restorative Justice</b>	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
<b>Safer Travel Partnership</b>	The Partnership of Centro, West Midlands Police, British Transport Police and Operators, tasked with reducing crime and making passengers feel safer
<b>SARA</b>	A crime reduction planning tools, which stands for Scan, Analyse, Respond, Assess.
<b>Special Constables</b>	Volunteer Police Officers. Required to work a minimum of 16 hours a month, receive full constable training and hold full powers of a PC
<b>Year to Date</b>	Crime figures used to compare the like for like time period from the previous year. Year to date figures generally commence 1 <sup>st</sup> April

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