



STRATEGIC POLICING AND CRIME BOARD 1 December 2015

Roads Policing and Safer Travel

PURPOSE OF REPORT

1. The purpose of this report is to update the Commissioner and the Strategic Policing and Crime Board on progress towards delivery of the objectives set out in the Police and Crime Plan that relate to Roads Policing and the Safer Travel Plan.

ROADS POLICING

2. On 1st September 2015 the Central Motorway Police Group (CMPG) Roads Policing Team was established, following the latest West Midlands Police (WMP) Priority Based Budgeting and Zero Based Budgeting review process for West Midlands' Roads Policing.
3. The new Roads Policing team works under the governance and leadership of CMPG and comprises of 8 Sergeants and 84 Constables, operating on a four shift pattern, parading from two bases at Wednesbury and Chelmsley Wood.
4. The enhanced operating model aligns Motorway and Roads Policing teams under CMPG Inspectors, working the same shift pattern as well as benefitting from the CMPG intelligence structure. The Roads Policing team operates within the Force boundaries and is not deployed to conduct routine patrol activity on the Motorway.
5. The main aim of Roads Policing is to provide security and safety to road users. This is achieved by disrupting criminality (denying criminals the use of the road) and targeted enforcement of the main contributors to deaths and serious injuries on the roads of the West Midlands.
6. A new supplementary section, incorporating the role and responsibilities of WMP Roads Policing, will be added into CMPG's 5 year strategic document, 2020 'Security & Safety'. This new section will be underpinned by an enhanced business plan as well as a new performance portal. This

portal will incorporate a diagnostic framework that will capture information and data with the aim of ultimately enhancing understanding of performance at a force level.

DISRUPTING CRIMINALITY

7. Roads Policing prioritises support to the Force via a risk/harm/threat and vulnerability premise which is informed via the national, regional and force level tasking processes. In addition, bespoke support is provided on an individual basis via requests (and subsequent authorisation) to the CMPG intelligence department. Support/actions are sanctioned via a Co-Ordination and Tasking Officer (CATO) and monitored via the daily management meeting.
8. Since 1st September a rise in the volume of operations that Roads Policing has been requested to lead or participate within has been observed. The team has supported 76 requests for assistance (45 from Local Policing and 31 from Central Force departments or partner agencies) in regards to crime related operations, initiatives or tasking. In addition, the team provides assistance in relation to dynamic incidents on a daily basis.
9. Please find detailed below a brief overview of a selection of the areas of demand in regards to crime that the team has contributed to.
10. **Organised Crime Groups:** Roads Policing has provided a pro-active response with regards to the supply of drugs and money laundering. Over 25 separate operations have led to arrests and the recovery of Class A, B and C controlled drugs.
11. **ANPR:** The same period has seen numerous individuals arrested for local, force, regional and national crime utilising ANPR in a proactive manner. Those individuals were arrested for a multitude of serious offences such as kidnap, sexual assault, domestic violence, business crime as well as cross border vehicle crime including car key burglaries and keyless thefts. Stolen property, including numerous stolen vehicles from across the force area, has been recovered.
12. The above demonstrates the proactivity of Roads Policing in countering organised criminality across the force area. The activities around drug supply have been significant. There is no doubt that some, if not all the recovered drugs would have found their way into communities across the force area had they not been intercepted proactively by Roads Policing.
13. **Immigration:** West Midlands Police continue to see an influx of foreign nationals/illegal immigrants being dropped off/stopped across the force area. 50 plus illegal immigrants have been arrested/detained during a number of incidents.
14. **Child Sexual Exploitation (CSE):** Roads Policing has undertaken numerous tasking requests in regards to CSE that has led to valuable intelligence being obtained and the safeguarding of a number of young

females. Additional training has been provided to enhance officers' ability to tackle this issue.

ROAD SAFETY

15. A key element to the work undertaken by CMPG Roads Policing is road safety. The team undertakes daily focused patrols to tackle the 'fatal 4' (namely speeding, drink/drug driving, distraction/mobile phones and seat belts) which are the recognised four main causation factors contributing to death or serious injury following road collisions. Detailed below are the results from two national initiatives undertaken specifically in relation to road safety:-

16. TISPOL Seat Belt Campaign – September 7th to September 13th 2015:

- A total of 203 enforcement actions were conducted against driver who were not wearing seatbelts.

17. NPCC Mobile Phone Campaign – September 24th to September 30th 2015:

- A total of 150 drivers were seen using their mobile phones whilst driving and were reported for the offence. Many were handed three points and a £100 fine with others offered the opportunity to attend a driver improvement course.

ROADS POLICING FINANCE

18. Following participation in the Zero Based Budgeting (ZBB) process and the implementation of the new model of roads policing, a further £1.8 million year on year saving, has been identified and realised.

19. Detailed below are the headline figures in relation to baseline staff and non-staff costs for the new Roads Policing budget.

	Pre (Force Traffic) Budget	New Roads Policing Budget (1st Sept 2015)	Savings
Baseline staff costs	£6,190,200	£4,474,000	- £1,716,200
Baseline non-staff costs	£396,317	£307,400	- £88,917
Total	£6,586,517	£4,781,400	- £1,805,117

CAMERA ENFORCEMENT UNIT

20. The Camera Enforcement Team is led by a Police Staff Manager with seven camera operators, two administrative staff and two constables who deal with fraudulent attempts to evade prosecution.
21. The team is responsible for the deployment of mobile speed cameras across the West Midlands area. There are currently 169 mobile sites; each site is given a grading (Red, Amber, Green & White) which is based on the number and severity of collisions at each location. Each site is reviewed annually to ensure the evidence base for deployment is current.
22. In addition to the mobile sites the team processes the camera activations for the Motorway variable speed limits on behalf of Highways England and the average speed cameras at roadwork sites in the force area.
23. The team has the capacity to deal with approximately sixty thousand prosecutions per year. The latest data reveals an average of 5,020 activations per month have been viewed by the team which has resulted in the region of 4,200 offences being passed to the Central Ticket office. Current data for the last six months reveals an average of 1,900 Speed Awareness Courses being completed each month.
24. At the time of writing there is no confirmed news about the award of the tender for the digital speed pilot between Birmingham City Council, Solihull Metropolitan Borough Council and WMP.

SAFER TRAVEL PLAN

25. WMP Safer Travel Staff are partially funded by Centro (48.6%) with additional funding being provided by National Express and the Local Sustainable Transport Fund (LSTF), the latter to March 2016.
26. Current staffing levels are as follows;
 - 1 Inspector (BTP)
 - 3 Sergeants (2 WMP / 1 BTP)
 - 12 PCs (9 WMP / 3 BTP)
 - 23 PCSOs (15 WMP / 8 BTP)
 - 9 Special Constables (3 WMP / 6 BTP)
 - 1 WMP LIO
 - 1 WMP Analyst
27. The Safer Travel Partnership operates primarily within the WMP force area however the Centro region goes slightly further than this into parts of Worcestershire, Staffordshire and Warwickshire under the 'Journey to Work' concept, including for example the extreme ends of the Cross City line and the Chase (Rugeley) line thus officers work in these areas as required by intelligence as part of normal business. Officers occasionally travel further distances when engaged in cross border/national operations, primarily Operation Magnum seeking to deter/detect luggage thieves on mainline routes e.g. West Coast mainline to London Euston.

28. Safer Travel is tasked independently providing its own intelligence products specific to public transport; industry partners form part of the monthly tasking process. All resources at Safer Travel work on mixed teams led by one a Sergeant and work across all modes of public transport. Gateway operations (revenue focused enforcement) form part of the tactical options for Safer Travel working closely with revenue inspectors as well as crime reduction focused impact work and local/regional engagement activity.

29. Flagship operations continue including:-

- Op Bale (formerly Hay) – education initiatives during the return to school in September and January
- Op Goliath – high profile ‘all out’ activity supported by LPU/Sector during October (mischief week) and March (highest risk month for bus related crime)
- Op Snow – Safer Travel and BTP response to the Birmingham Christmas market
- Op Vilis – focused on preventing/detecting damage to vehicle (bus, tram or train) offences
- ASB operations – informed by ReACT (ASB case management system) which records See Something Say Something reports allowing Safer Travel to focus on lower level matters that concern people.
- Project Empower – focused on sexual offences across public transport seeking to build confidence and improve reporting through effective marketing whilst providing a robust response to such offences. An education phase is about to commence across 12 high schools in Birmingham using a forum theatre approach.

30. These flagship operations have benefited from Birmingham Community Safety Partnership funding (Business Crime, Vulnerable Victim and Youth Violence strands) totalling £59,000 during the last two years.

PERFORMANCE

31. Total recorded crime across all modes of public transport (as at 31st October 2015) is experiencing a 4% reduction year to date compared to the same period last year. Breaking this down, total bus crime is showing a 3% reduction and total rail crime a 5% reduction. The rail crime figure includes a reduction of 5% on trains and an increase of 5.6% (equivalent to 4 offences) on metro. See **Appendix A** to this report for crime data.

32. Most bus related crime categories are experiencing reductions year to date; only criminal damage and violence with injury are showing increases. Violence is also showing an increase year to date on trains. Most other categories of train crime are showing reductions, apart from robbery and sexual offences.

33. Passenger confidence data¹ focuses on the 'feeling of personal security' of bus, train and metro users both at the stop or station and on board. Satisfaction levels as follows;

		2014/15	2012/11		2014/15	2012/11
Bus	At Stop	76%	61%	On Board	78%	73%
Train	At Station	67%	68%	On Board	76%	78%
Metro	At Stop	80%	79%	On Board	83%	81%

FINANCIAL IMPLICATIONS

34. None Apparent

LEGAL IMPLICATIONS

35. None Apparent

RECOMMENDATIONS

36. The Board is asked to note the content of this report.

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¹ The data is from 14/15 autumn wave, the figures in brackets are from 11/12 to demonstrate the positive growth.

APPENDIX A

1. Online Reports by incident type (date reported)

Operator Reports by Incident Type October 2015	Total
Walkers	31
Threats/Abuse/Intimidation towards passengers	9
Disruptive passengers	7
Threats/Abuse/Intimidation towards staff	6
Begging	2
Drugs	2
Trespass on rail lines	2
Vandalism	2
Alcohol related/drunks	1
Smoking	1
Vagrancy (rough sleepers etc.)	1
TOTAL	64

2. Performance Tables for Crime – as at 31/10/2015

Safer Travel summary - as at 31/10/2015					
Measure	YTD 14/15	YTD 15/16	Percentage Inc/Dec	Trend	Prev. % Change (Apr - Sep)
Total Public Transport	3561	3420	-4%	Reducing	-1%
Total Bus Crime	1588	1538	-3%	Reducing	-1%
Total Rail Crime	1973	1882	-5%	Reducing	-2%

3. Bus Related Crime

Bus		YTD 14/15 to 15/16			
Measure	YTD 14/15	YTD 15/16	Percentage Inc/Dec	Trend	Prev. % Change (Apr - Sep)
Total Recorded Crime	1588	1538	-3%	Reducing	-1%
Common Assault	158	152	-4%	Reducing	2%
Public Order	155	130	-16%	Reducing	-15%
Theft From The Person	146	127	-13%	Reducing	-15%
Criminal Damage	424	435	3%	Not reducing	3%
Robbery	129	102	-21%	Reducing	-22%
Violence With Injury	244	255	5%	Not reducing	11%
Sexual Offences	89	87	-2%	Reducing	1%

Bus		LSTF 14/15 to 15/16			
Measure	YTD 14/15	YTD 15/16	Percentage Inc/Dec	Trend	Prev. % Change (Apr - Sep)
Total LSTF Crime	655	656	0%	Not reducing	2%
LSTF Black Country	446	463	4%	Not reducing	6%
LSTF Central Birmingham	209	193	-8%	Reducing	-5%

4. Rail crime

Rail	14/15 to 15/16				Previous % Change (Apr-Sep)
	Baseline YTD 14/15	YTD 15/16	% Change (Apr - Oct)	Status	
Total Recorded Crime	1973	1882	-4.6%	Reducing	-1.6%
Public Order/ASB	313	293	-6.4%	Reducing	-3.8%
Route Crime/Railway Trespass	409	403	-1.5%	Reducing	2.2%
Theft of Passenger Property	239	239	0.0%	Static	6.5%
Pedal Cycle Offences	154	151	-1.9%	Reducing	-3.3%
Criminal Damage/Graffiti	116	115	-0.9%	Reducing	17.4%
Violence/Common Assault	118	140	18.6%	Not reducing	6.7%
Aggression Towards Staff	68	46	-32.4%	Reducing	-32.8%
Vehicle Crime	86	51	-40.7%	Reducing	-35.2%
Robbery	11	21	90.9%	Not reducing	80.0%
Sexual Offences	20	39	95.0%	Not reducing	117.6%
Shoplifting	90	82	-8.9%	Reducing	-7.0%

Train	14/15 to 15/16				Previous % Change (Apr-Sep)
	Baseline YTD 14/15	YTD 15/16	% Change (Apr - Oct)	Status	
Total Recorded Crime	1902	1807	-5.0%	Reducing	-1.9%
Public Order/ASB	292	286	-2.1%	Reducing	1.6%
Route Crime/Railway Trespass	395	377	-4.6%	Reducing	-1.7%
Theft of Passenger Property	236	236	0.0%	Static	7.1%
Pedal Cycle Offences	151	144	-4.6%	Reducing	-5.7%
Criminal Damage/Graffiti	111	110	-0.9%	Reducing	17.0%
Violence/Common Assault	112	137	22.3%	Not reducing	10.1%
Aggression Towards Staff	63	44	-30.2%	Reducing	-30.4%
Vehicle Crime	80	48	-40.0%	Reducing	-34.8%
Robbery	8	17	112.5%	Not reducing	100.0%
Sexual Offences	20	37	85.0%	Not reducing	105.9%
Shoplifting	90	82	-8.9%	Reducing	-7.0%

Metro	14/15 to 15/16				Previous % Change (Apr-Sep)
	Baseline YTD 14/15	YTD 15/16	% Change (Apr - Oct)	Status	
Total Recorded Crime	71	75	5.6%	Not reducing	6.5%
Public Order/ASB	21	7	-66.7%	Reducing	-70.0%
Route Crime/Railway Trespass	14	26	85.7%	Not reducing	116.7%
Theft of Passenger Property	3	3	0.0%	Static	-50.0%
Pedal Cycle Offences	3	7	133.3%	Not reducing	300.0%
Criminal Damage/Graffiti	5	5	0.0%	Static	25.0%
Violence/Common Assault	6	3	-50.0%	Reducing	-60.0%
Aggression Towards Staff	5	2	-60.0%	Reducing	-60.0%
Vehicle Crime	6	3	-50.0%	Reducing	-40.0%
Robbery	3	4	33.3%	Not reducing	33.3%
Sexual Offences	0	2	#DIV/0!	#DIV/0!	#DIV/0!
Shoplifting	0	0	#DIV/0!	#DIV/0!	#DIV/0!

Rail	LSTF - 14/15 to 15/16				Previous % Change (Apr-Sep)
Route/Concern	Baseline YTD 14/15	YTD 15/16	% Change (Apr - Oct)	Status	
Total Recorded Crime (on LSTF Routes as below)	1105	1054	-4.6%	Reducing	0.7%
Black Country	430	422	-1.9%	Reducing	0.3%
Central Birmingham	675	632	-6.4%	Reducing	0.9%