

## SAFER TRANSPORT

**Officer Contact**

Nav Johal, Central Services

**Papers with report**

None

### REASON FOR ITEM

To enable the Committee to review the work being undertaken with regard to safer transport in the Borough.

### OPTIONS AVAILABLE TO THE COMMITTEE

1. Question the witnesses using the suggested questions/key lines of enquiry
2. Ask additional questions as required
3. Make recommendations to address issues arising from discussions at the meeting

### INFORMATION

#### Background

1. The Committee have asked to examine this issue on an annual basis following concerns raised by local residents about anti-social behaviour on buses and trains and on the way to and from public transport stops and interchanges.
2. The main points noted in previous years are:
  - The Council had been working with schools in the Borough to develop School Travel Plans (STP) and there were only two schools in the Borough that did not have one.
  - Work was underway to look at the North/South bus provision in the Borough. Proposals were still at the conception stage and being explored with Transport for London (TfL).
  - New software was being developed to measure the Council's carbon footprint and it was anticipated that this would be incorporated into current systems by 2011.
  - The Safer Transport Team (STT) covered overland areas: buses, bus shelters and bus routes as well as the routes in between.
  - In Hillingdon, there had been a 5.6% reduction in bus crimes in last year's report (down from 644 offences to 608 offences).

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### PART 1 – MEMBERS, PUBLIC & PRESS

- The STT had visited Year 6 pupils in 22 schools in the Borough to assist with the applications for free travel cards (Zip cards); the young people had signed the behaviour code as an integral part of this process.
- TfL had permanently removed more than 5,000 cards from young people since the Zip Card scheme was introduced in June 2008 with many more being removed temporarily and then reinstated when the young person shown a willingness to work with TfL to get it back.
- STT worked closely with Operation Bus Tag, which was funded by TfL and tackled criminal damage and anti-social behaviour on London buses using CCTV.
- There had been a reorganisation at TfL which meant that Hillingdon would no longer be considered a priority area as the work that had been undertaken had been very successful in reducing the fear of crime.
- The number of reported robberies had reduced and one of British Transport Police's (BTP) ten priorities was to increase the number of ASB detections by 20%.

TfL has informally accepted the Council's Local Implementation Plan (LIP) for transport for the period 2011-2014 with projects, proposals and programmes through to 2014. LIP Objective 4 is concerned with improving safety and security of the transport system, including the number of collisions. The Borough is performing well on road safety with some encouraging trends showing reductions at least in line with the rest of London.

The Council has continued working with schools in developing and implementing School Travel Plans (STP). It is the first time ever that the LIP allocation has a very substantial component to fund measures to help schools encouraging school communities to travel more actively.

Various bus services have been subject to dedicated surveys and action programmes to improve behaviour on different school routes. In partnership with the police, Safer Neighbourhood Teams (SNTs) and the Council's parking enforcement team, safety and compliance in school environments are pro-actively being addressed in a systematic manner.

Work is ongoing with a view to introducing at North/South bus provision in the Borough. Cost and difficulties in assessing demand are the main problems in progressing implementation.

Consultants have provisionally established Hillingdon's carbon footprint based on the base material available to date. Software has been developed to measure the effect of significant developments and measures proposed in the LIP.

### **The aim of this meeting:**

- Receive an annual up-date about the role and impact of the Hillingdon Safer Transport Team, the Community Safety Team and British Transport Police.
- Examine any issues that may undermine or affect their effectiveness.

## **Witnesses**

3. The representatives from the following organisations have been invited to attend the meeting:

- British Transport Police
- Community Safety, LBH
- Safer Transport Team, Metropolitan Police Service

## **SUGGESTED SCRUTINY ACTIVITY**

Members to question representatives from the Metropolitan Police Service, British Transport Police and Transport for London on the developments regarding safety and decide whether to take any further action.

## **BACKGROUND REPORTS**

Council's Local Implementation Plan (LIP):

<http://www.hillingdon.gov.uk/index.jsp?articleid=9096>

## **SUGGESTED KEY QUESTIONS/LINES OF ENQUIRY**

1. What are the major Anti Social Behaviour (ASB) problems on public transport in Hillingdon?
2. What activities has the Hillingdon Safer Transport Team (STT) undertaken to address these problems?
3. What difference has the STT made to ASB on public transport in the last year?
4. How does the STT work with the British Transport Police?
5. How are the priorities for the STT decided (i.e. how and where the STT will be deployed)?
6. For how long is the STT funded? Can the officers be abstracted to other duties?
7. Where does the remit of STTs end – e.g., are officers able to deal with the issues around graffiti and vandalism of bus shelters?
8. What is the pattern in terms of ASB on buses: has the situation improved or deteriorated in the last year?
9. What has been the impact of the free travel initiative?
10. Could the process for identifying perpetrators of ASB and then removing free travel entitlement be improved?
11. What role does the Council have in tackling ASB on public transport? Could this role be enhanced or developed?
12. What issues undermine or affect the effectiveness of the STT/BTP? How could the STT/BTP become more effective?
13. How will the changes being made to the number of SNT sergeants affect safer transport in the Borough?
14. Will there be any changes to the structure of SNT/STT and how will this affect the levels of policing in the Borough?
15. Will there be any changes to the structure of BTP and how will this affect the levels of policing in the Borough?
16. How are the different organisations continuing to work with schools to reduce ASB?