

## PILOT EVALUATION Executive Summary

14<sup>th</sup> to 25<sup>th</sup> January 2002 on routes 109 and 159

### Croydon and Lambeth Boroughs

- 1 The pilot was set up to test the proposed objectives for the Transport Operational Command Unit (TOCU) and the concept of partnership between the Metropolitan Police Service (MPS) and Transport for London (TfL).

The three objectives were:

- a) to ensure that the public and staff feel safe using the relevant bus service(s), relevant bus stops and the roads on the agreed pilot routes and corridor for the pilot period;
  - b) to ensure the efficient movement of 109 and 159 buses in Croydon and Lambeth for the duration of the pilot; and
  - c) to ensure that the law relating to taxis and private hire vehicles is enforced on the route corridor during the trial period.
- 2 As far as possible the resources used for the pilot replicated the proposed ones set out in the strategic document 'A Modern Enforcement Strategy for London's Buses, Taxis and Private Hire Vehicles'

Monday 14 <sup>th</sup> – Friday 18 <sup>th</sup> January 2002.  Projected resources for route plus task force and an additional removal unit.	1 Insp. 2 PS 19 PC's 31 Traffic Wardens 6 Revenue Protection Inspectors 2 Vehicle Removal Units
Monday 21 <sup>st</sup> – Friday 25 <sup>th</sup> January 2002  Projected resources for route plus 6 revenue protection inspectors and a removal unit.	1 Insp. 1 PS 7 PC's 28 Traffic Wardens 6 Revenue Protection Inspectors 1 Vehicle Removal Unit

An activity outline can be seen on the executive summary page 1c. As a result of the activity non-urgent calls (P) increased by over 200%. Despite this, average response times were reduced from over 45 minutes to about 10 minutes (see activity graphs executive summary page 1b).

- 3 There is evidence that the three objectives were realistic and achievable:

**Objective a) Fear of crime.** The MPS Crime Reporting Intelligence System (CRIS) is not set up to accurately identify crime trends along relatively narrow bus route corridors. However, there is evidence that there was downward pressure on street robbery, vehicle crime, disorder, criminal damage and assault along the route. The greatest reductions were in disorder and assault. Crime reductions were also experienced in the route crime hotspot areas of Brixton Town Centre and West Croydon Bus Station, and when comparing year-on-year crime statistics. See crime arrests and crime graphs - executive summary pages 1b and 1c respectively.

**Objective b) Bus movement.** The pilot activity reduced vehicles illegally obstructing the route. An independent survey indicates that the number of vehicles illegally parked decreased during the pilot and increased once again when it was over. This is supported by Bus Lane Enforcement Camera monitoring.

**Objective c) Law enforcement of taxi and private hire vehicles.** All relevant mini-cab premises were visited and two enforcement operations were undertaken. However, these resulted in relatively few prosecutions as the routes concerned do not experience high illegal mini-cab activity.

- 4 The partnership between TfL/MPS worked extremely well at all levels and at each stage of the pilot. This was typified by the co-operation needed to run a 'joint' control room.
- 5 All relevant stakeholders supported the pilot. This included the bus companies and their employees, the local police management teams and Lambeth and Croydon Local Authorities.