

Committee(s): Strategic Planning and Performance Committee	Dated: 6 th September 2021
Subject: Transform- Update on Sector / Local Policing (Deep Dive)	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1
Does this proposal require extra revenue and/or capital spending?	N/A
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Commissioner of Police Pol 52-21	For Information
Report author(s): Supt/ Chief Inspector Local Policing/ Sector Policing	

Summary

At the 16th October 2020 Performance and Resource Management Committee it was noted that the new Sector Policing Model was due to 'go live' from the 19th October 2020 and the Committee asked for an update on the implementation of the new model from May 2021 onwards, which was due to this September Strategic Planning and Performance Committee. However the new Chair at the Strategic Planning and Performance Committee on the 4th May, asked AC Sutherland to provide an interim update which was provided to the June meeting of the Police Authority Board (PAB).

Further guidance was sought from the Police Authority Team as to what further information was required for this September update, and were advised that Members would wish to see an update on any changes since the implementation in:

- Tackling Anti-Social Behaviour (ASB & localised crime)
- Roads Policing
- Public Order
- Community engagement/cohesion
- Partnership working with the Corporation to prevent & reduce crime

It should be noted however that the original request was for an update on Sector Policing Model (i.e previously community policing) which went live in October 2020 and so has been live for approximately one year. Sector policing does not include Roads Policing and Public Order. These are part of the overall Local Policing Directorate Taskforce, 24/7 Response and Contact which only went live in February to May 2021 so have not been live for a year; as such, there is no significant update on these in terms of specific outcomes from the change as yet.

Members will also be aware that the implementation of these models was set against a backdrop of a global Covid-19 pandemic which has had a significant impact on footfall, vehicular traffic and crime levels in the City of London in the last financial year.

At this juncture, the data for 2020-21 would therefore neither prove, nor disprove that the implementation of the new Sector Policing model, City Police Task Force (CPTF), and 24/7 Response has made a specific impact on local crime/ ASB.

Crime data for 2019-20 has been used as a benchmark for a normal operational year in terms of monitoring performance against some of the policing plan measures and is showing a reduction for 2021-22 compared to 2019-20 in key crime types for Q1- such as violent crime (-37%) and acquisitive crime (-68%) which is encouraging, but the City is still emerging from the most recent restrictions and has not yet returned to Business as Usual (BaU), so this trend will be monitored over the coming quarters.

A number of high level business benefits were identified in the Report to your July PAB (Transform Update on the High Level TOM) in Appendix B of that report (Pol 48-21 refers). These will be reported against as part of Transform updates going forward to whichever Committee is deemed appropriate in the future.

Colleagues in the City of London Corporation's Dept of Children and Community Services (Community Safety) and Strategic Transportation Planning have been consulted on this report and their comments included.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. As described in the Summary, a review of the Sector Policing Model was requested by the P&RMC in October 2020 for a future Committee after May 2021 to gauge the impact and successes of the new model. An initial interim update was provided to the June PAB . The Force has also been advised to cover Roads Policing and Public Order in this further update, although as detailed these services are not part of Sector Policing but part of the overarching Local Policing Directorate services.
2. Members will be aware that the Sector Policing model was the first phase of the new Transform model for Local Policing Services. City Police Task Force, (which includes Roads Policing and Public Order) 24/7 Response and Contact were implemented later in Feb- May 2021.
3. More significantly, Members will also be aware that the implementation of these models was set against a backdrop of a global Covid-19 pandemic which has had a significant impact on footfall, vehicular traffic and crime levels in the City of London throughout 2020 and 2021 to date. It is therefore difficult to assess the impact the new model has made in terms of comparison with previous years data. The data for 2020-21 would neither prove nor disprove that the implementation of the new Sector Policing model and City Police Task Force (CPTF) has made a specific impact on local crime/ ASB or other operational

services delivered by CPTF. Crime data for 2019-20 has been used as a benchmark for a normal operational year in terms of monitoring performance against policing plan measures and is showing a reduction for 2021-22 compared to 2019-20 in key crime types for Q1- such as violent crime (-37%) and acquisitive crime (-68%) which is encouraging, but the City is still emerging from the most recent restrictions and has not returned yet to Business as Usual, so this trend will be monitored over the coming quarters to further assess the impact of the new policing model.

4. A number of benefits were identified in the Report to your July PAB (Transform Update on the High Level TOM) in Appendix B of that report (Pol 48-21 refers) which stated the aim was to deliver the outcomes by 2025, in support of the force's Corporate Plan.
5. This outlined how the new model will contribute to delivering benefits under each of the City of London Police Corporate Plan ambitions. Those identified where Local Policing will contribute to delivery are:

Ambition: To make the City of London the safest city area in the world

- Crime and disorder rates fall towards the safest in the world
- Road safety improves with fewer deaths and serious injuries

Ambition: To deliver a policing service that is valued by those who live, work and visit the City of London.

- Police visibility in the square mile increases

6. The Force Benefits Manager is currently working on the Transform benefits - this is very much a work in progress. These benefits will be measured and tracked going forward when they are ready and reported to whichever Committee is deemed appropriate as part of the Quarterly Transform Updates in the future.

Current Position

Tackling ASB and localised Crime

7. As reported to the June PAB, the new Sector Policing model went live on 19th October 2020 as planned. Visibility, accountability and ownership is delivered by a team of 12 Dedicated Ward Officer's that lead on crime and disorder within a cluster of wards. These officers are supported and work in synergy with our central Partnership and Prevention Hub with further support by the second layer of taskable assets in the form of Sector Tasking and Proactive Crime Teams.
8. The Partnership and Prevention Hub (P&P) is a key feature of the sector Policing model and they work closely with the Corporation Community Safety team sharing information and improving awareness around the 5 key thematic areas:
 - Alcohol and drugs,
 - Vulnerable people (mental health) and places,
 - Young people,

- Hate crime/Counter Terrorism (CT)
 - Schools and youth engagement/cadets.
9. The ASB coordinator within the Corporation Community Safety Team, is co-located one day a week within the P&P Hub, where there is significant collaboration and information is shared around complex ASB cases. In addition to this the ASB coordinator assists the police in the following areas:
 - Op Luscombe
 - Providing access to information and training to the City and Pan-London information sharing system 'ECINS'
 - Signposting/Referrals into services e.g Safeguarding, Adult Social Care
 - Composing Community Protection Warnings (CPWs) /Community Protection Notices (CPNs) and other enforcement tools and powers
 - Analysing the suitability of referrals into Community and/or Domestic abuse Multi Agency Risk Assessment Conference(MARAC)
 10. As reported in June to PAB, this has been an extraordinary year and in terms of localised crime it is difficult to assess the impact of the new Sector Policing and Local Policing models. Many crime types have just not been evident during the national lockdowns such as shoplifting, ASB and violent crime. The City is only just starting to see an increase in these as it opens up.
 11. Although some crime types are beginning to see an increase, there had been a reduction in the volume of ASB incidents in the past year, and this was mainly due to the effect of Covid-19 and the various lockdowns and reduced footfall in the City of London, however it is acknowledged that there have recently been and are ongoing ASB issues in the City from the perspective of residents and workers and public perception differs from the reality of reduced volume of incidents.
 12. It has been assessed that although CoLP is taking action around the issues, this was not being communicated effectively to the residents and workers. The Introduction of a residential engagement platform that can target ward/cluster level audiences to ensure a better understanding of policing activities targeting local concerns will help to alleviate this disconnect with an increase in updates and communication of activity. To close this gap a bi weekly news round up focussing on East and West cluster activity has been launched from Friday 4th June 2021 with councillors and ward panel members being updated allowing messages to be cascaded out to the wider community.
 13. At the June PAB, the Commissioner reported that Sector officers have continued to attend calls to ASB; groups have been dispersed, warnings issued, and some arrests have been made for other offences. Dedicated Ward Officers (DWOs) have visited hotspot locations to identify CCTV opportunities, gather intelligence and provide visible reassurance to residents and businesses.
 14. A good example of recent proactive work around local crime by the Proactive Crime Team was the achievement of getting a Criminal Behaviour Order (CBO) in place against a prolific cycle thief. Whilst the thief's sentencing at court was delayed, officers liaised with court staff and defence representatives to ensure

that an interim CBO was put in place, effectively banning the thief from the Square Mile until his next court appearance.

15. In terms of numbers: Criminal Behaviour Order's (CBO's) granted
 - From October 2019 - October 2020 is: 10
 - From October 2020 to date as at 24/08/2021 is: 8
16. The Force currently has 29 live CBO's recorded on the Force Crime and incident recording system all obtained by CoLP. There are also a number within the court system currently and the Force is also assisting the MPS and BTP with several applications for individuals who cross borders.
17. The vast majority of the CBO nominals do not go on to breach the order, so they clearly work and are very effective. Each order has taken on average 4 court appearances to achieve.
18. Other impacts the new model has had can be evidenced through a series of bicycle initiatives to combat this progressive crime type. An evidence based approach was adopted through prevention, engagement and pro-active operations. This has led to an Organised Crime group being identified and dismantled, in one operation alone 60 bikes were recovered and restored to owners, a series of days of action has resulted in over 800 bikes being marked and significant social media presence resulting in over 2k views with one post alone thus further promoting the Sector Policing brand. Decoy/tracker bikes are regularly deployed in and around the square mile with proactive officers monitoring the movement of the bikes, This has led to over 30 arrests, further reducing this crime type, making it harder for criminals to engage in their activities within the square mile. This is supported by working with local business with a focus on crime prevention and engagement.
19. DWOs have maintained their online engagement via the Nextdoor app; publicising their whereabouts, patrol plans and opportunities for public meetings.
20. The DWO's have reached out to the managers of local supermarkets to discourage anyone loitering around their stores and security staff to take a more active approach on moving people on to reduce the risk of ASB incidents. During June, the City of London Police and the Supermarket have took the initiative to stop selling alcohol after 8pm on the match days during the Euro's football. This proved to be a success in reducing further ASB caused by drinking alcohol in the city.
21. ASB week launched week commencing the 19th of July. The week consisted of joint reassurance patrols with partner agencies and hubs set up at the Barbican, Mansell Street and Golden Lane, where Officers will be visible, engaging with residents and dealing with any repeat victims of ASB, as well as dealing with repeat ASB and repeat offenders. Messages were posted across all available platform the event was heavily publicised. See below for further details.

Current ASB headlines and related Operations

22. The Force has conducted an ASB Problem Profile covering the last 3 years (01/04/2019-28/07/2021. Covering the FY2019/20, FY2020/21 & FYTD2021/22). Headlines from this show that:

- There has been a 9.5% reduction in ASB reports from FY 19/20 to FY 20/21
- Current FYTD data trend indicates increases to pre-pandemic reported volumes (back to wards 80-120 reports per month)
- ASB in the City covers a wide range of issues with significant overlap in observed behaviour and activities

The main ASB reports in the City relate to:

- Homelessness and begging
- Cycles and skateboards (groups of youths).

Crosscutting and aggravating factors are:

- Calls for Police Assistance to deal with customers/ individuals refusing to leave (buses, street and venues etc – linked to more than 50% of incidents)
- Alcohol and drugs
- Noise
- Groups
- Youth related ASB
- Covid -19 related breaches

Current Operations to address these issues are:

- Operation Sagittarius: Urban Explorers- linked to less than 2% of total ASB
- Operation Luscombe: Begging- Linked to 9% of total ASB
- Operation Romsey: Youth ASB (cycles) in Castel Baynard and Tower Place linked to 16% of total ASB. The Force is looking at expanding this operation to Barbican which is also shown as a hotspot.

Further key data is attached at Appendix 1.

Business Crime Reduction Partnership

23. The Force has worked on the development and implementation of a Business Crime Reduction Partnership (BCRP) to augment engagement, intelligence sharing and communications between different business sectors. This has been funded by the COLP for this financial year circa £40k. The ambition is for the scheme to be self-funding by year end. Currently, fifty premises will be signed up initially with further engagement taking place to secure new members. Safer Business Network at present can't provide a forecast, but are heavily engaged at present across various partnerships & businesses. The BCRP will go under the banner name of "Safer Square Mile". The cost to each business is forecast at £10 per week. A BCRP manager will be co located within the partnership and prevention hub of sector policing to focus energy on building the client base. This will enhance the problem solving capabilities of the force sharing information

and enhancing the collaboration opportunities with business leads in the square mile and sharing the crime reduction opportunities with partners.

Licensing

24. As part of the transform programme the functions of the licensing team moved across into sector policing. Current resource establishment consists of
 - 1× Inspector
 - 2 x Constables
 - 2 x Police Staff
25. CoLP licensing work closely with the City of London Corporation (CoL) licensing function to ensure a holistic understanding of the licensing activities throughout the City.
26. Throughout the pandemic we saw closure of Night Time Economy venues as part of the various lockdowns and restrictions imposed. This has of course impacted significantly on this sector.
27. As the restrictions lifted and to support the venues reopening CoLP licensing supported by CoL licensing ran a number of engagement events focussing on the prevention of crime and venue obligations under the Licensing Act. These events were in addition supported by delivery of Welfare and Vulnerability Engagement training by our Business Crime Reduction Partners, Safer Business Network.
28. Since the implementation of our sector model in October 2019, one licensed premises required intervention due to disorder associated with the venue. No venues have been referred for licensing review during this period to date.

Localised Crime- Acquisitive Crime Electronic Monitoring Project

29. With further reference to localised crime, the Force is taking part in an acquisitive crime electronic monitoring project. This involves the compulsory tagging and monitoring of serious acquisitive crime offenders. Why the focus on Acquisitive Crime? It is because Acquisitive Crime has a high reoffending rate coupled with a low rate of detection/prosecution.
30. As part of the Government's ambition to reduce neighbourhood crime, the Minister requested a substantial programme of GPS trail monitoring for adult offenders convicted of acquisitive crimes.

Eligible offenders:

- have committed acquisitive neighbourhood crimes - burglary, robbery, theft from the person of another, theft from vehicles or theft of a motor vehicle;
- have been sentenced as an adult to a Standard Determinate Sentence of 12 months or more, and;
- will live within the geographical range of one of the eligible police force areas; and;

- are deemed suitable for electronic monitoring.
31. There were originally 6 path finder Forces and now 13 further Forces are joining the project under Phase 2, including the City of London and the Metropolitan Police Service (MPS). This phase is due to 'go live' at the end of September 2021.
 32. The premise of the project is summarised below:
 - All serious acquisitive crime offenders released with 12 months or more of their sentence remaining, will be electronically tagged and monitored as a condition of that early release. The monitoring is done by the Ministry of Justice (MoJ) and Probation Service.
 - Forces involved in the project will provide details of all their serious acquisitive crime offences to the MoJ on a weekly basis. (There are ambitions for this to move to a daily process).
 - The MoJ will overlay this data with their own monitoring data. They will send back proximity alerts to forces where an offender maps close to a crime. At present this is set to 150m.
 - MoJ assess that the current pilot forces get alerts from about 1% of crimes analysed.
 - Forces will assess the data and provide responses to the MoJ as to how the alert information has been resolved.
 - The location data is not of sufficient accuracy to evidentially confirm an exact location of a subject.
 - The returns will come via our Integrated Offender Management team. There are existing links with the MPS and Probation Service in order to share information.
 33. This will be interesting for the CoLP. In more rural areas, it will be of significant interest if a known offender is mapping near to a rural burglary, for example. The City of London is a different environment, but the information may still be developed into intelligence, inform other investigative options or be used as a basis for arrests.

Community Engagement/cohesion

34. The vision to improve engagement with our communities with dedicated ward officers (DWO) through cluster panels delivering agreed priorities and promises with our public at the heart of our plans. It is expected that the panels will be fully operational from this month (September 2021).
35. A monthly update to Councillors and Aldermen on Sector Policing activity to address crime and anti-social behaviour (ASB) in the City of London has been circulated by the Chief Inspectors for each Sector in July and August and will continue. This updates Members on all aspects of Sector Policing.
36. The Force is currently exploring the possibility of developing the role of an Engagement Officer to diarise and promote community engagement events across all sectors. Engagement is the bedrock of community policing to ensure

our collective communities understand our activities but more importantly, have a voice to ensure we are addressing local concerns. Having a single point of contact would streamline external engagement and ensure a clear route back into CoLP. This would support the work of the dedicated ward officers. This proposal is yet to be considered at a Force strategic level meeting.

Partnership working with the City of London Corporation to reduce Crime

37. The Partnership and Prevention Hub led on plans for the ASB Week, which was a national initiative. The National focus was to raise awareness and encourage reporting, thereby preventing/detecting ASB. They have provided some messaging that was published on the relevant days.
38. In line with National Direction, the activity centred around a Partnership Day and a Victims Day. The Partnership Day (Tuesday 20th) consisted of high-visibility patrols in hotspot areas and 2 engagement 'hubs' at St. Bride Street and Aldgate Square. On Wednesday 21st there was an Op Luscombe Hub (with the City of London Corporation), patrols in Liverpool Street, Aldgate, Fleet Street and Shoe Lane.
39. The Victims Day was four engagement stands in the Estates is an attempt to capture residents on their way home from work, supplemented by mobile reassurance patrols from the Sector Tasking Team.
40. Highlights of the week included: demonstrating to residents and businesses the work underway to tackle ASB, signposting relevant support services, offering crime prevention advice, as well as developing information and intelligence pertaining to ASB by appealing to residents.
41. The new model also advocates closer partnership working with current and developing Business Improvement Districts supporting Business Crime Reduction Partnerships.
42. BID's are used to support communications across various sectors within the CoLP policing area. Sector management sit on BID safe & secure steering groups to galvanise a cohesive response to community safety within the various BID footprints. Sector Chief Inspector leads are furthermore engaged with the two developing business partnerships (EC partnership & Fleet Street Quarter) to support and shape their respective Safe and Secure plans as they work towards BID status. The Aldgate partnership BID has opened up a funding stream into CoLP to support crime prevention activities within their footprint.
43. City of London Police continue to work with the City of London Corporation's Community Safety Team to share information/intelligence, assess risk and agree actions to mitigate that risk in several areas. These include but are not limited to homelessness, Begging (Operation Luscombe), ASB, Suicide Prevention and vulnerable people through the Multi-Agency Risk Assessment Conference (MARAC).

44. The Force and City of London Corporation continue to work in partnership on Road Danger Reduction and this is detailed in a later section (para 32 onwards).

City Police Task Force (CPTF)

45. Under the Local Policing Model as part of the Force's Transform programme, along with the creation of the Sector Policing model the Force has created a City Police Task Force (CPTF) to bring together all of the Force's specialist, uniform functions: Roads Policing, Firearms, Public Order, Dog support, and niche specialisms (Marine policing, explosives, Chemical Biological Radiological & Nuclear (CBRN) response and drones) which we deliver by seconding officers into the relevant Metropolitan Police Service (MPS) units.
46. CPTF was formed in February 2021, but its formal launch was delayed by the Covid-19 Pandemic. The purpose of the Task Force is to deliver a wide range of specialist capabilities to support all areas of the Force, including Sector Policing, our pan-London and National remits. This will be achieved by providing tailored, task-specific 'packages' of capability at the time and place they are needed to deliver the required 'effect' from specialist assets which supports the prevention, reduction and detection of crime.

Roads Policing

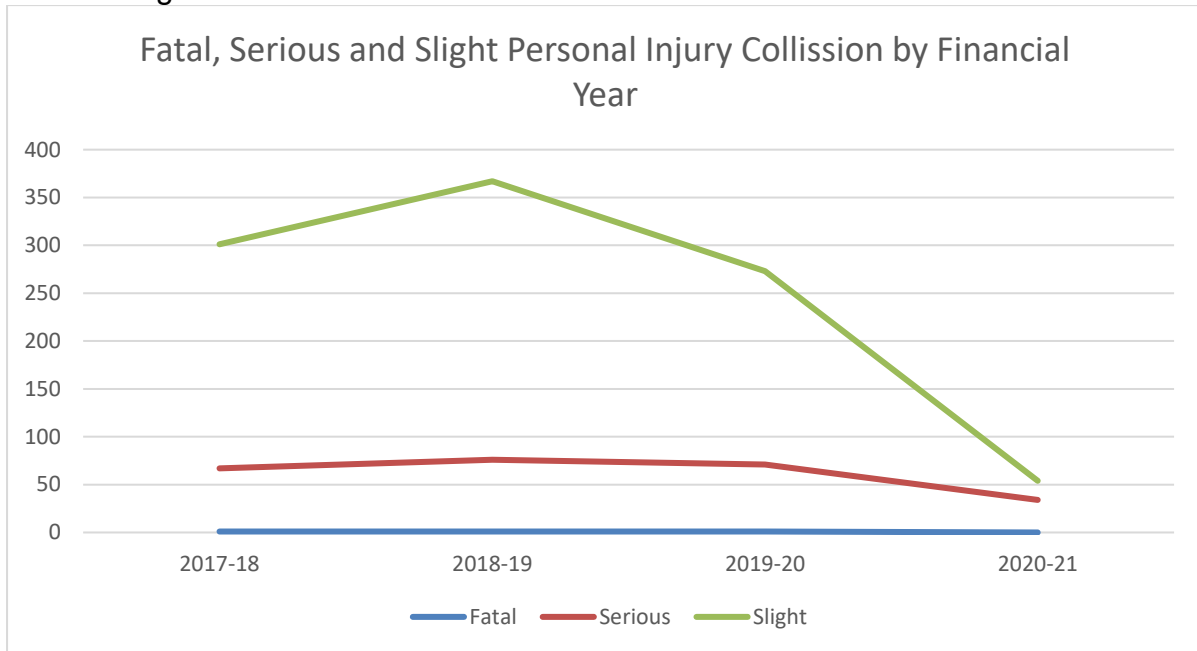
47. As part of the Force's Transform programme, the Roads Policing Unit and responsibility for Roads Policing moved from the former Community Policing structure (now Sector Policing) to the newly formed City Police Task Force (CPTF) under the Local Policing Services. As this change only took place in February 2021 it is too early to know if there has been a specific change or impact on delivering services.
48. As one of the benefits of Transform under the ambition "to make the City of London the safest city area in the world" is that road safety improves with fewer deaths and serious injuries; over the coming year the Force will transition from a unit structured around specific teams for different functions (core roads policing; road crime; commercial vehicles) to a single, highly and multi-skilled team that can be configured and deployed to deliver specific operational effects to counter the entire spectrum of Road Harms: from NPCC 'Fatal Four' national campaigns, to pan-London 'road harm' operations, support to other Force activity (for example, Project Servator, the National Lead Force functions around economic crime or in support of public order policing) and targeting specific, local road harm problems.
49. The Force remains committed to "Vision Zero", and in building the Roads Policing component of CPTF we have incorporated the findings of HMICFRS' report on Roads Policing (*Roads Policing – Not Optional*)¹ to create a capability that can holistically target 'road harms'. This concept recognises that those who use the roads to commit crime, are also more likely to be non-compliant drivers (no

¹ This is reported to this Committee in the regular HMICFRS Update

insurance, MOT, licence etc) and that they, in turn, pose the greatest risk to other roads users and pedestrians.

50. In 2020/21 there were no deaths on the City's roads (down from 1 the year before). The Roads Policing Unit will continue to focus on Vision Zero to sustain this achievement. Alongside this, personal injury collisions fell by 75% from 345 to 88. The effect of Covid-19 (already noted) has undoubtedly influenced these trends, but we will work to ensure these gains are sustained into the coming years, both through operational activity and with our partners through the Road Danger Reduction Partnership and Plan (chaired by the City of London Corporation). This has met twice in 2021 and has agreed a new Terms of Reference and membership. The Force will continue to support the partnership through prevention and enforcement initiatives.
51. CoLP contribution to this will be delivered in part by part of the Road Policing Units 'core' responsibilities of patrolling the roads (as opposed to patrolling *on* the roads), proactive campaigns targeting the 'Fatal Four' and leadership of a whole Force response that brings in other CPTF units and 24/7 Response. For example, during lockdown a large number of Response officers were trained in the use of Speed Detection Devices which enabled a series of proactive operational deployments. Throughout lockdown we have also effectively targeted criminal use of the road network (another core Roads Policing responsibility). This led, in Lockdown 3 alone, to over £200k in cash being seized, and over 60 arrests, including for gang nominals from as far afield as the West Midlands who had specifically travelled to the City during lockdown. In total, over the last year Road Crime operations have resulted in almost half a million pounds of cash seized under Proceeds of Crime legislation.
52. To date, Roads Policing has been almost exclusively funded through Transport for London (TfL) grant funding. Due to the financial pressure on TfL this arrangement will not be continued at current levels. We are working with TfL colleagues to agree a revised funding position, but this does create a pressure on core budgets, and will require a review of the Roads Policing Unit design again to better represent the split between core activity and 'additionality' funded by TfL. This will most likely lead to a smaller core Roads Policing multi-functional 'platform' that can deliver the full range of Roads Policing activities (from collision investigation to pursuit resolution) and a comparably sized team focused on key TfL priorities (focus on Vision Zero; vulnerable road users in particular pedestrians and cyclists; and violence against women and girls on the transport network).
53. In terms of specific activity, in response to both concerns raised by residents, and the launch of the e-Scooter Private Hire trial, the Force has formed a Gold Group to oversee our response to 'New, Novel and Non-Compliant' road users, chaired by Superintendent Head of CPTF, and includes colleagues from the City of London Corporation Department of Built Environment Strategic Transport Planning. This has led to the launch of "Op HORNET PLUS" in August 2021, with a focus on use of private e-Scooters and non-compliant cycle riding across the City. Over coming weeks this will be further reinforced with a series of education and engagement events (in conjunction with Sector Policing) to

promote good riding behaviour; Commercial Vehicle Unit deployments to promote better driving behaviour to promote Vision Zero; and enhanced enforcement patrols – both mobile, vehicle patrols and cycle patrols. This will be supported by a comprehensive communications plan, and hyper-local updates through the DWO network.



54. Over the coming year the Force will develop a more formal relationship with our partners in the Metropolitan Police Service (MPS): this will ensure a ‘one London’ approach to training and standards, as well as ensure the consistent provision of professional Roads Policing officers to the City (and wider London) on a 24/7 basis. This will also support our response to the HMICFRS² thematic report “Roads Policing – Not Optional”, and the concurrent drive to greater professionalisation of Roads Policing training and accreditation which will be underpinned by changes to be introduced by the Police, Crime, Sentencing and Courts Bill.
55. Roads Policing continue to lead the Force’s police cyclist capability. Working with Learning & Organisational Development, we will now incorporate cycle training for all probationers going through initial training. This will include training provision of new officers who have never cycled before. We continue to train officers in 24/7 Response and Sector Policing teams to enable more officers to deploy on cycle patrol, in line with the Fleet Strategy. In addition to this, in our negotiations with TfL over funding the core of our offer to them includes a largely cycle-based capability (albeit with additional skills to allow mobile patrol etc if the task requires). We are also leading regional efforts to codify the provision of police cyclists in support of public order policing (see below).

² Her Majesty’s Inspectorate of Constabulary and Fire and Rescue Services

Public Order

56. As with Roads Policing, it is too early to assess any specific impact of the change that the new model has brought about in terms of delivery of Public Order Services as these only occurred between February and May 2021. The focus of the coming year will be on embedding the new structures and ways of working as demand increases in the aftermath of the pandemic.
57. It is important to note that the majority of our Public Order capability is funded from the National Capital City Grant funding, which is provided to support activities which only occur due to the City being within the UK's capital. This funding was last reviewed in 2015, and a review in the coming 12-18 months is likely. Our successful bid for funding in 2015 was baselined against an average of over 200 capital City or Pan-London tasks a year, with each task being roughly a days' worth of activity. These tasks include policing protest in the City and Central London; the policing of events at the Central Criminal Court; support to pan-London policing that requires a specialist public order asset (from niche skills such as Evidence Gathering teams during large scale protest through to execution of warrants and 'rapid entries' to suspect premise). To retain this funding it is important that we continue to be able to demonstrate our continued commitment to this full range of tasks.
58. CPTF will continue to provide routine support to Sector and 24/7 policing, as well as the wider Force and our pan-London partners. We envisage a change in how this (and other CPTF resources) are requested and tasked that will require a shift in thinking, away from requesting a unit or resources, to describing the 'effect' that needs to be achieved. This is based on the well established process for requesting Military Aid to the Civil Authority, and will allow us to match the best asset (in terms of numbers of officers and combination of skills) to each request, which will deliver a more efficient response. This will be underpinned by an upgrade to our core operational system (funding for which was provided in the 2021/22 capital programme). Work with the supplier is ongoing to deliver this functionality.
59. CoLP continues to be able to meet its Strategic Policing Requirement (SPR) commitment for officers training in dealing with the most serious disorder. In line with all police forces nationally, CoLP has also received additional SPR obligations to generate teams of officers to respond to protest or mass participation events with more serious tactics. We are also able to meet this new SPR requirement. The current requirement is to provide 2 Police Support Units (PSU) (the first at 4 hours notice; the second at 8 hours notice), as well as one Basic Deployment Unit (BDU) (at 8 hour notice). In addition to this, we are able to generate a third PSU and a second BDU to retain in the City. The requirement to provide BDUs is a new SPR requirement that reflects operational learning from protest over the last 12-24 months, where numbers of officers available has been more important than providing officers trained to respond to disorder.

60. The Covid-19 Pandemic has significantly affected the incidence of violence and public order offences in general, and in the Night Time Economy in particular. With most of the licenced trade closed or severely restricted for most of the year, the City has seen a very low level of such offences compared to pre-Pandemic years.
61. The Force continues to support pan-London policing of public order and public safety events in conjunction with our partners in the Metropolitan Police Service and British Transport Police. Over the last year, Police Support Units (PSUs) and Command Teams from the City of London Police have supported all major events in London, including the Black Lives Matter (BLM) protests and counter-protests in summer 2020; policing of Unlicensed Music Events and the changing nature of Covid restrictions throughout the year; Extinction Rebellion and climate-related protest; the Million Mask March; the New Year's Eve policing plan; and Stand Up X and other anti-lockdown/anti-vaccination protests. In total, CoLP has deployed units to over 71 events in 2020-21.
62. In addition to PSU and Command Teams, the Force continues to provide specialist capabilities to support City and pan-London policing, including Public Order Medics, Evidence Gatherers and Forward Intelligence Teams. The Support Group are also trained in Method of Entry and Rapid Entry Tactics. These tactics are used to support other parts of the Force to gain entry to premise where there is a risk to officer safety from suspects (based on intelligence) or there is a risk of loss of evidence, or both. These tactics have been utilised broadly to support the Force, including the National Lead Force for Fraud and Cyber Crime. These have included numerous High Profile raids including Frauds linked to COVID and Intellectual Property, notably in March 2020 in Manchester. A Large Business premises linked to the sale of substantial quantities of counterfeit clothing and medication was targeted jointly by the National Lead Force, supported by the City Support Group and our counter-parts in Greater Manchester Police. Support Group officers played a key role in gaining entry to the premise and securing evidence and suspects.
63. The Force continues to pioneer the use of Police Cyclists in supporting the policing of public order/public safety events and have deployed Cycle Serials on 4 events over the past year (BLM protest Aug 2020; Central London Demonstrations, Dec 2020; Stand Up X demonstrations March and April 2021). We have developed the policy to formalise this capability which is due to be ratified through pan-London Public Order governance arrangements in the coming months.

Corporate & Strategic Implications –

Strategic implications – It has already been outlined earlier in the report how the new model aims to support the delivery of the City of London Police Corporate Plan aims. Local Policing Services supports the City of London Corporation Corporate Plan aim– People are safe and feel safe. CoLP aims to continue to work with CoL Partners to deliver crime reduction initiatives and the Road Danger Reduction Plan.

Financial implications- See paragraphs 52 and 57

Resource implications- None

Legal implications- None

Risk implications- None

Equalities implications- Implementation of the new Local Policing Services model has not adversely affected any of those individuals identified under protected characteristics.

Climate implications- None

Security implications- None

Consultation

64. Colleagues in the City of London Corporation Dept. of Children and Community Services (Community Safety) and Road Danger Reduction Partnership have been consulted on this report and their comments incorporated.

Conclusion

65. There is no doubt that the implementation of the new Sector Policing model is having an impact on improving the response and engagement at a local level. However, it is early days and as the City is only just emerging from restrictions brought about by the Covid-19 pandemic and so the full impact of the implementation will not be seen until some kind of normality has been restored over the next 1-2 years. With the CPTF services, these have only just been implemented so again, it is too early to know what the impact has been yet. As outlined in the introduction the Force is benchmarking with the performance in 2019-20 for key crime areas and this is showing some encouraging results which will be monitored over the coming quarters as part of the quarterly performance reporting.
66. As outlined above, there are key benefits that have been identified as part of the Transform Programme to show how the new TOM will contribute to deliver the Corporate Plan with Local Policing Services contributing to these. These are a work in progress with the Force Benefits Manager working on this currently. These will be reported on and tracked as part of Transform updates to future committee meetings.

Background Papers

Pol 36-21	Sector Policing Update	June 2021 PAB
Pol 48-21	Transform High Level TOM	July 2021 PAB

Appendices

Appendix 1- High level ASB data