

PRECISION STOP & SEARCH

SIU Project Evaluation

INTERNAL TO MPS ONLY

Strategic Insight Unit 26/02/2024

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EXECUTIVE SUMMARY



**METROPOLITAN
POLICE**

**MORE
TRUST**

**LESS
CRIME**

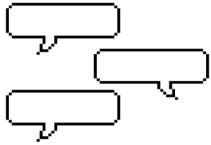
**HIGH
STANDARDS**

Background & rationale of the Precision Stop & Search (PreSS) pilot

Aims of the pilot:



1. **Improving encounters:** This is about improving the quality of the encounter, not the volume of stops undertaken.



2. **Engaging public and communities in what we are doing at a hyper local level** – so they understand the issues we are trying to address and advise us on how best to do this, working together to find solutions.



3. **Using data to inform where we conduct Precision Stop and Search.** This is to have maximum impact on weapon enabled crime and minimise intrusion, making sure we are in the right places. Sharing our methodology and seeking engagement and views on the pilot with our communities.



4. **Reviewing standards of approach to allow for continuous improvement.**

These steps are to help improve trust and confidence, reduce crime and improve standards.

PreSS specifics

- **Pilot sites were chosen based on London-wide data on harm from weapon enabled crime. Three clusters** were selected including 9 Wards (3 Wards in Barking & Dagenham; 6 Wards in Lambeth). **Each cluster contained a Ward in the top 10 across London of highest weapon-harm.**
- **Targeted patrols were delivered in each of the Wards** between June and December 2023; maps were provided with details about the specific locations of weapons-related offending.
- Officers received an **intensive one-day training course** based on the four 'pillars' of Procedural Justice (Listening, Neutrality, Respect, and Trustworthy motives). The course covered the evidence-base behind PJ in policing & de-escalation techniques.
- The aim was also to take a new approach by **engaging communities via consultation sessions** in Lambeth and Barking & Dagenham.

Background & rationale of the PreSS evaluation

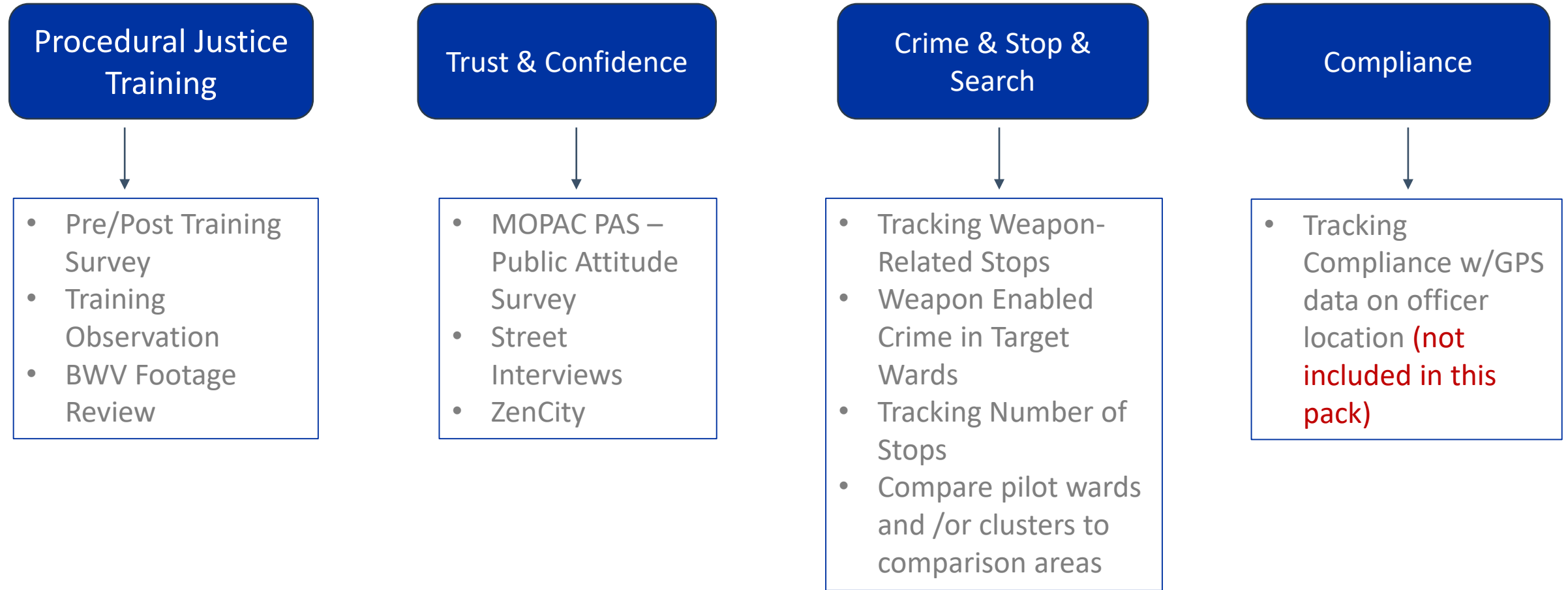
Aims of the evaluation:

We aimed at evaluating the success of the pilot on **crime**, **trust** and **standards**:

1. **Crime:** by assessing **violent weapon-enabled harm** for each of the deployment Wards, compared to similar London Wards not in the pilot.
2. **Trust:** monitoring **trust and confidence**, via a combined approach that will draw on data from MOPAC's Public Attitude Survey, exploratory use of interviews with individuals in local areas and online surveys through social media (Zen City).
3. **Standards:** aiming to **review the quality** of all precision stop and search encounters via body worn video footage.

Evaluation overview

The evaluation had several strands as listed in the boxes below.



Procedural Justice Training: brief summary of findings

- **Overall, there were promising results but further testing is needed**
- **Surveys & self-reports** indicated that officers' felt that the training had a positive impact on their reflective processes and interactions with the public during these encounters. They did not believe it would impact on their likelihood of conducting S&S.
- When we look at coded reviews of the **BWV footage** of S&S for 23 (of 114) officers, we found higher ratings on 4 of the 5 pillars of procedural justice (voice, neutrality, respect and trustworthiness) inside the PreSS areas, comparing average scores after training with average scores before training. This suggests that stops conducted in PreSS areas were of a better quality after training.
- However, it is important to note that when officers conducted stops outside of PreSS areas after being trained, the quality of stops were similarly rated to the ratings given before they were trained. This means that the differences we see pre- versus post-training could be a combination of training *and* the perception of additional scrutiny while deployed in PreSS areas.

Trust and confidence: brief summary of findings

- **Overall, further work is needed to develop more effective evaluation methodologies**
- **Street interviews** conducted two months after the start of the pilot suggested 68% (of 281) respondents noticed NO recent changes in police activity, with only 22% reporting an increase. This is consistent with expectations, given the small numbers of PreSS stops.
- Interestingly, one-third of respondents had direct 'police contact' experiences (vs. 9% in MOPAC Public Attitudes Survey), with half occurring near the interview location. One-third (93 out of 281) of respondents felt confident that S&S is used fairly (vs. 55% of PAS respondents).
- **PAS & ZenCity: neither PAS nor ZenCity could provide reliable data** to enable us to assess the impact of the PreSS on trust and confidence at a community level due to unanticipated methodological constraints.
- Consultation exercises with local community representatives, including MPs, provided community engagement opportunities, but in terms of measuring changes in trust and confidence as a result of the pilot, this was not possible using existing survey data.

Crime and Stops data: brief summary of findings

- **Overall, stops and weapon-related crime harm were not impacted by deployment**
- The emphasis for the pilot analysis was to understand whether the new approach 'did no harm'. That is, to ensure that the changes implemented were not clearly worse than what already happened. If the pilot was better or no different from business as usual, then that would mean that there is no barrier to larger-scale testing.
- **Crime: we did not find any clear impacts (positive or negative) on WEC offences/harm.** Compared to statistically matched Wards, there was no discernible impact of PreSS on the number of WEC offences or the overall level of WEC harm at the interim (3 month) or final (6 month) analyses.
- **Stops:** Interim findings showed that PreSS officers accounted for about 4% of **stops** (n=40) conducted in pilot locations between June-September.
- **Stops in pilot wards were (statistically) lower than in comparison wards.** This is not a true 'suppression' effect of stop-search in pilot areas but likely a consequence of including St James's Park Ward (West End) as a comparison: SJP is unique in terms of crime volume and harm and drove the overall difference.

Recommendations

- **CRIME:** It would be advisable to focus on more precisely located weapon-enabled harm hotspots (considering both harm and offence frequency) within BCUs. This will increase the statistical power to evaluate and allow for greater precision of patrol. Officers should be given patrol-routes (using precise data) and details re where they could focus stops.
- MPS needs to develop SOP regarding use of officer GPS data for research and evaluation. This project has not yet been able to use routinely generated GPS data to assess compliance with officer patrol locations.
- **TRUST & CONFIDENCE:** Street interviews provided useful local feedback (and from those with greater experience in police contact than we usually observe) but to support future work targeted at local areas, the MPS needs to develop better approaches to assessing trust and confidence.
- **PROCEDURAL JUSTICE TRAINING:** PJ training may be a useful approach in the MPS toolkit for S&S, but it needs to be tested more extensively and rigorously and we cannot assume that PJ training will influence officer behaviour in all situations. If training like this is applied again, the role of additional scrutiny / oversight should be explicitly considered part of the intervention (i.e. how do we check that those trained are actually using their training).

PRECISION STOP & SEARCH PILOT EVALUATION REPORT

PROCEDURAL JUSTICE TRAINING

Evaluation Elements

- Pre/Post Training Survey
- BWV Footage review
- Training Observation

Pre/Post Training Surveys

Aims

To assess the relevance and effectiveness of the training sessions in improving officers' understandings of the principles of procedural justice

Methodology

- 5 training sessions
- 101 officers trained
- Pre and post-training surveys distributed in the classroom to ensure as high a response rate as possible.
- Likert-scale style statements relating to procedural justice and questions on officers' views of the training sessions

Outcome

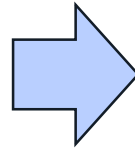
- Pre-training survey had a 80% (81/101) response rate.
- Post-training survey had a 76% (77/101) response rate.
- An additional survey was distributed to 8 community observers who attended two different training sessions a few days before the pilot started, which garnered 5 responses.

Pre/Post Training Surveys

Community feedback on the proposed training

Conclusions

The feedback from the community was mixed. However, the community representatives consulted were generally supportive of the Met's efforts to improve the ways in which stop and search is conducted



Findings/Results

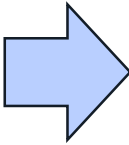
My heart sank when I heard you say "hotspots", where is the precision? In [name of local borough], there is over-policing in some areas. I've worked with a 16 year old who was stopped and searched six times in eight weeks and he was told it's because he lives in a high crime area. There has been too much geographical targeting, you need to think more about reasonable grounds for doing stop and search."

"Which youth groups have you engaged with as part of this? You need to engage with him for this to work. Community observers of the training are key. For this to work, the training has to be right."

Officers' feedback on the practical components of the training

Conclusions

Feedback on the practical component of the training was largely positive



"I found the use of language useful. I always try to remain polite and professional however I have slipped a few times with language that a member of the public might not appreciate even though I use it with good intentions, as little as a word missed in a sentence I give can have an effect on someone."

"It would be good to see some examples of some good and bad body worn footage of Stop and Searches."

"It would have been useful to have more realism as to what happens during stop and search. Let the officers role play as subjects with things on them and the speakers can act as officers."

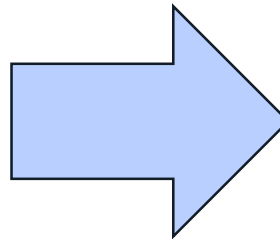
Pre/Post Training Surveys

Findings/Results

Officers' feedback on the theoretical components of the training

Conclusions

Feedback on the theoretical component of the training was initially mixed. However, this feedback was acted upon, and officer's feedback became more positive in later sessions



"I found the research useful. It shows officers the reasons behind the way of doing things and how it can reduce crime rather than just doing things because of the public."

The slides delivered by the professors were very useful however, a lot of information. They need to be more targeted towards specifics for officers to focus on."

"It would have been interesting for more UK based examples, as policing/crime varies drastically between the UK and US"

General feedback on the training approach was positive

Of the 70 officers (from 101) who responded to surveys, they agreed or strongly agreed that:

94%→ “The content presented was appropriate to me in my current role.” (66/70)

96%→ “The information presented in the training can be transferred to my role.” (67/70)

83%→ “The training was the right combination of presentation and discussion.” (58/70)

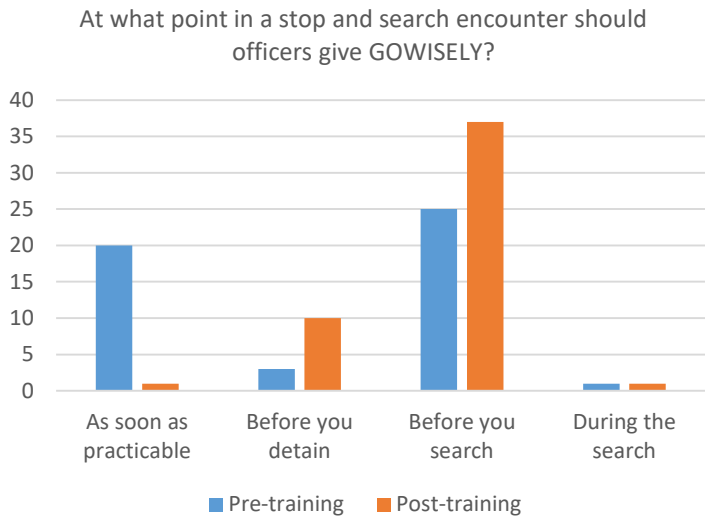
97% → “The trainers clearly explained the research behind the training.” (68/70)

97%→ “The trainers were willing to answer questions and provide clarification.” (68/70)

86%→ “The discussion of theory was supported by practical examples.” (60/70)

Pre/Post Training Surveys

The training appeared to positively impact on officers' understandings of when to give GOWISELY*



*To assess differences in officers' responses to statements on procedural justice, we relied on data from officers who answered **both** the pre-training and post-training surveys (n=49). This means **caution is needed before generalising results further.**

Pre-training, officers were roughly equally split in their views of whether to give GOWISELY as soon as practicable (20/49*) or before searching someone (25/49). Post-training, the majority of officers surveyed (37/49) reported they would give GOWISELY before searching.

Findings/Results

The training appeared to positively impact on officers' views on interacting with those they stop and search*



Pre-training, 67% (33/49) of officers surveyed either agreed or strongly agreed with the statement "When doing a stop and search, officers should try and actively seek out the views of the person being stopped. Post-training, 88% (43/49) either agreed or strongly agreed with the same statement.

Potential impact of the training

Findings/Results

The majority of officers surveyed reported that they think the training will not have an impact on their likelihood of conducting stop and search.

- 59% (41/70) of officers surveyed thought that the training would have no impact on their likelihood to conduct stop and search.
- 33% (23/70) thought they would be more likely to conduct stop and search.
- 9% (6/70) were less likely to conduct stop and search.

However, the majority of officers also reported that the training has caused them to reflect on how they do stop and search.

76% (53/70) of officers surveyed *agreed or strongly agreed* with the statement “The training session has made me reflect on the ways in which I do stop and search in my day-to-day role.”

But there was little change in officers’ responses to the Likert-scale style statements on procedural justice post-training.

- The level of experience of VCTF officers & their voluntary participation in the pilot, might mean officers involved already had a good understanding of procedural justice, and thus the training may have had a negligible impact on officers’ understanding.
- But there may have been a 'social desirability bias' in officers’ responses to the survey questions.

Conclusion: Officers who responded to the survey did not think the training would impact their likelihood of *conducting stop and search*, but there was some suggestion that the training was perceived to impact on their approach to *interacting with those they stop and search*. However, that was not evidenced in changes in understanding of PJ post-training.

What have we learned?

How can we improve?

A number of suggestions for improvement came from the officers and community members:

“Theory from professors on the pre-recorded was wordy and long and trainers were skipping parts off it as they must have felt the same.”

“The training could have been slightly longer and also have implemented the thoughts of members of the public to help steer the imitative.”

“It would have been useful to have more debate with members of the community.”

“More involvement by community members is essential to help improve public trust and for them to feedback the in a way that adds value to improve training.”

Where do we go from here?

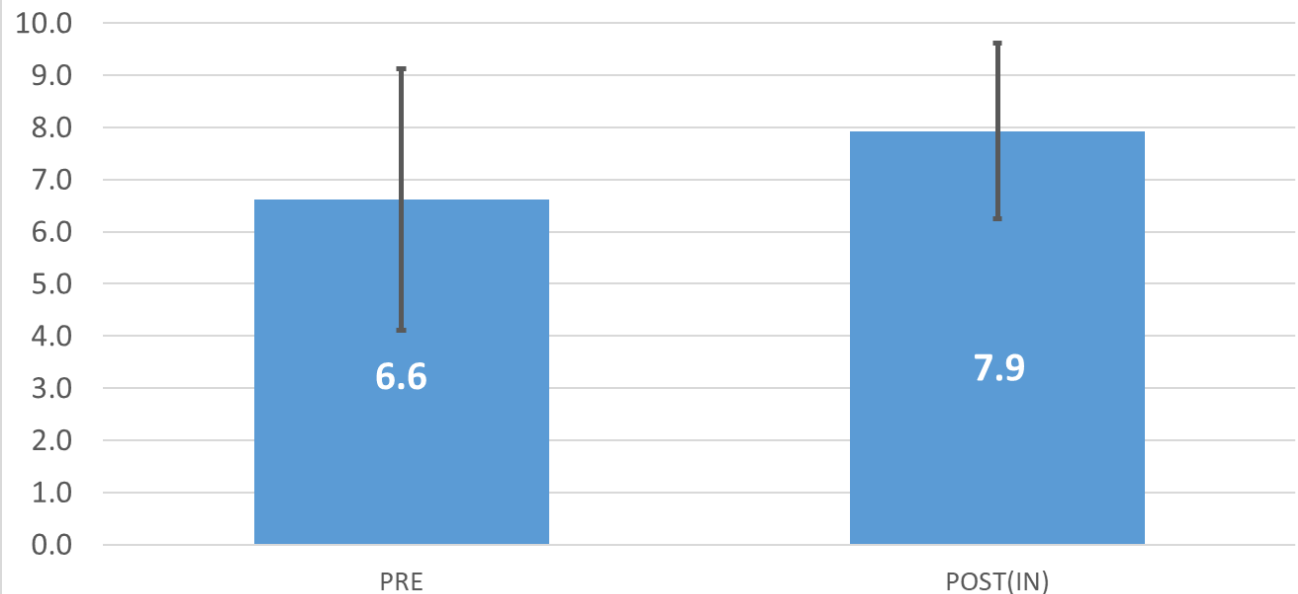
1. Continue to promote evidence-based approaches to policing and present the evidence-base for conducting stop and search in targeted locations.
2. Continue to have interactive training sessions and encourage officers to express their views and ask questions.
3. Keep the theoretical component of future training sessions concise and focussed on recent, London-based research.
4. Involve members of the community, particularly young people, with lived experience of stop and search in the co-design and delivery of training sessions on stop and search.



BWV Footage Review

OVERALL ASSESSMENT OF STOP QUALITY BY RATERS

Average rating out of 10 across all PJ pillars for each scenario



Overall averages of the conditions: PRE training, POST(out) training outside PreSS areas, POST(In) training inside PreSS areas

*Bars represent standard deviations for each condition.

Average ratings of perceptions of the quality of the stop **across all PJ pillars** (0=worst, 10=best) for each scenario are given on each bar.

Overall there are small differences between stops in and out of PreSS areas, or pre-training and in PreSS areas.

But rather than seeing a 'global' change in encounter quality, it seems any impact of training *may depend on officers being in PreSS areas*, which we see when we look at ratings post-training in non-PreSS areas as well.

The 'whiskers'* tell us something about the variability in ratings between conditions. There was **slightly less variability after training** (lines are closer together vertically).

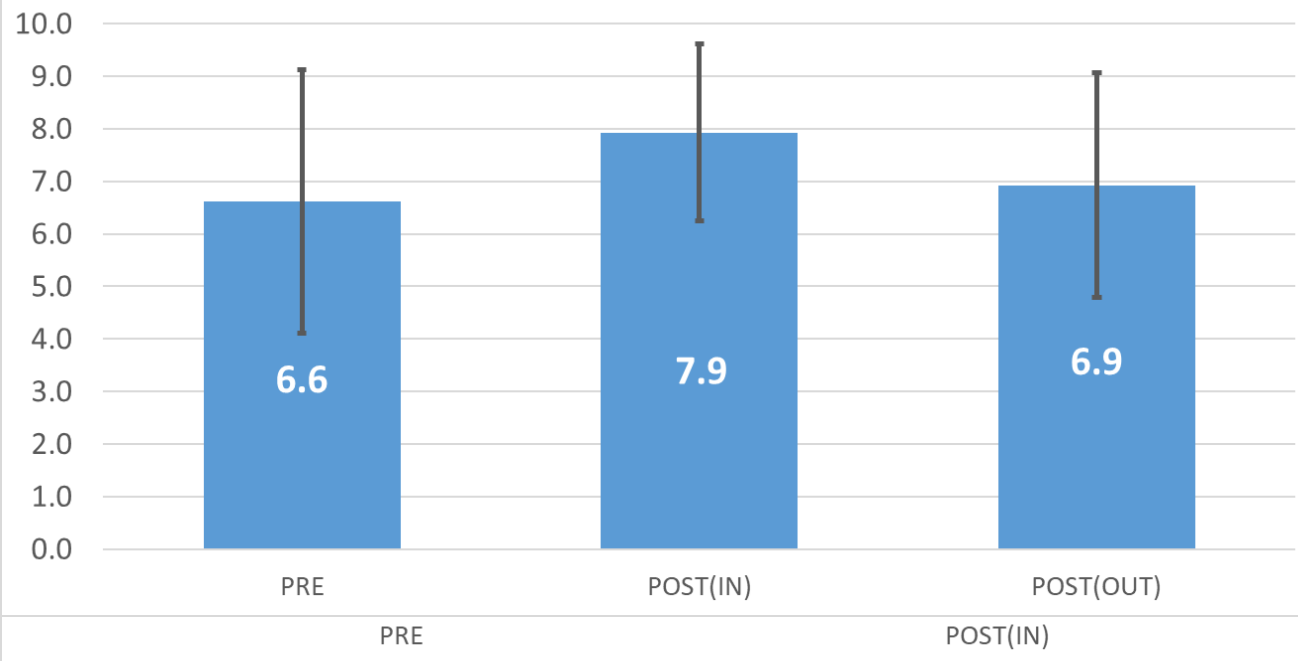
RATINGS	PRE	POST(IN)	POST(OUT)
AVERAGE	6.6	7.9	6.9
SD	2.5	1.7	2.1

It is important to note that the selection of the 23 officers with videos in each scenario could be what drives differences we see. That is, we should not assume or assert a causal relationship based on the results here.

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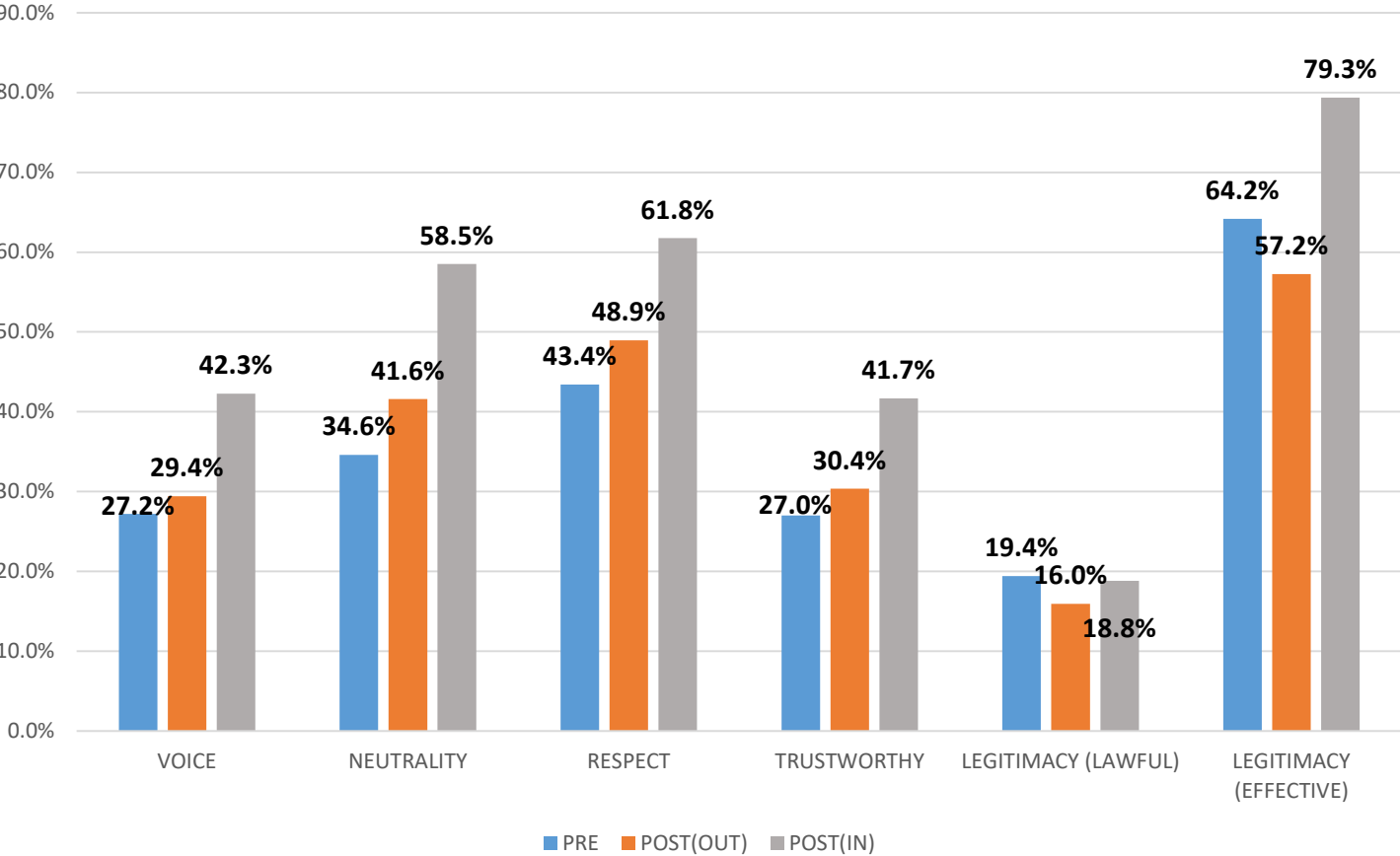
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BWV Footage Review

SCORES ACROSS DIFFERENCE PJ PILLARS: PRE-TRAINING, POST-TRAINING IN & OUT



This graph compares the total scores achieved within each pillar for each of the three conditions, **as a percentage of the maximum score that could have been achieved** (had every rater scored each question within a pillar with the maximum value of 2).

74 to 76 raters provided scores for each of the questions within each pillar and each question could be rated from -1 to 2.

It can be seen that, whilst the PreSS areas post training see an uplift in totals scores when compared to the pre-training condition, the difference is small when comparing the pre-training condition to the post-training condition in non-PreSS areas.

It is important to note that the selection of the 23 officers with videos in each scenario could be what drives differences we see. That is, we should not assume or assert a causal relationship based on the results here.

INTERPRETATION

Taking these results at face value tells us that:

- Any potential impact of PJ training on stop quality also depends on awareness of being monitored (i.e. being in a PreSS pilot area).
- Training appears to produce improvements across four of five PJ pillars: voice, neutrality, respect and trustworthiness.

BWV Footage Review

Some examples of quotes/comments pulled from the survey:

Pre-Training

"Based on this BWV alone, this is a stop with absolutely no grounds"

"The officer was quite abrupt with the suspect, wasn't allowing them to talk and even cut the suspect off talking when they tried to say the way they were grabbed scared them"

"The officer didn't explain about stop and search and protecting the public. Grounds are weak at best"

"Officer took time to explain where he was touching and why to make the person feel as comfortable as possible"

Post-Training (In)

"The officer seemed to be very respectful. She stated the explanation and made sure the person was comfortable while making the search"

"The officer began the encounter in a confident, professional manner. Took time to explain the encounter and what it involved, pointing out the suspicion"

"I thought it was very professional. It took into account legislation and the safety of both the officers and the arrested person."

"The officer was very polite. The officer engaged with the member of the public and made it clear she heard his frustration at the repeated searching, which helped to deescalate the situation"

Post Training (Out)

"Officer explained everything thoroughly and continued conversing throughout to maintain a positive relationship "

"The search was well conducted. No search slip was offered but entitlement was explained at the start"

"Whilst the encounter seemed to be done within the boundaries of law, it was all mechanical. The conversation did not come out as genuine or concerned about the individual"



Training Observations

Aims

To evaluate officers' performance during the training. This will be obtained by collecting a combination of observational data (e.g. how many officers attend the training) and behavioural data (e.g. how actively officers are participating).

Methodology

SIU Social Researchers used a non-intrusive method to document various aspects of the training, which consisted of attending the session at the back of the room completing an observation form developed for the purpose of the evaluation.

Observers aimed at assessing the following elements:

- Theoretical Components
- Practical Activities
- Overall Engagement
- Overall Performance
- Overall training atmosphere

Outcome

The observation lasted the entire duration of the session (9am-5pm), covering the period of its commencement to its conclusion. The session was attended by a total of 21 officers and 5 trainers. Following the training, the observers provided detailed feedback to the trainers. The feedback was utilised to address the identified issues and enhance the effective aspects of the training program.

Training Observations

Findings/Results

Things that went really well

Theoretical Session

The training effectively applied theoretical principles to highlight best stop and search practices. Theoretical concepts were presented clearly, supported by some relevant examples. The information provided was closely aligned officers' roles and responsibilities. Regular check-ins occurred after each presentation to ensure understanding and engagement.

Practical Session

For the practical part, the session displayed a good audience engagement, with officers actively participating, sharing personal anecdotes and posing questions. Relevant activities were incorporated, directly applicable to officers' roles, emphasizing practical implications. The session commenced with clear learning outcomes, and throughout, it offered concise examples, scenarios and guidelines.

Things that could be improved*

Theoretical Session

The training session could be more enhanced by setting clear learning outcomes and expectations at the beginning of each session. Simplifying technical terms would aid understanding especially for officers unfamiliar with certain terminology. When presenting experimental results, relevance to the audience's context should be emphasized. To improve engagement, updating examples to be more current and relevant to the local context, minimizing lengthy research presentations, and focusing on key concepts would be beneficial

Practical Session

Incorporating small breaks to enhance participant's engagement and focus should. While it was positive to see the presentation of the next steps for the pilot, adding one or two closure slides summarizing the knowledge and skills acquired during the training session, aligning with the initial learning outcomes, would enhance the overall learning experience.

* As indicated in the preceding section, the suggestions and observations presented here are reinforced and endorsed by feedback received from officers post training.

What have we learned?

How can we improve?

Training areas requiring improvement:

Interactive Learning: Incorporate interactive elements such as group discussions, case studies and role playing exercises to enhance their understanding and retention of materials

Practical Examples: Introduce real-life scenarios, integrate video demonstrations of stop and search and practical activities relevant to the participants' work context to help officers to relate theoretical concepts to practical situations

Engage Multimedia: utilise multimedia elements such as video, infographics and interactive presentations to convey information. Visual aids can enhance understanding and engagements among participants

Feedback Mechanism: Implement regular feedback sessions during the training. Encourage participants to share their thoughts and concerns

Continuous Improvement: Regularly assess the training's effectiveness through post-training evaluation and follow-up assessments. Use this feedback to continuously improve the training content and delivery methods for future sessions

Some Reflections

The trainers acknowledged the observations and made necessary adjustments to enhance the training program. Substantial improvements were noted by officers who provided feedback in the subsequent sessions

Where do we go from here?

This training programme could also develop strategies for the future:

Mentoring programs: Implement mentorship initiatives where experienced officers can guide, provide practical insights and personalised support, fostering continuous learning

Community Engagement Workshops: Organise workshops involving community members to discuss S&S openly. These interactions foster understanding, trust and cooperation

Cultural Sensitivity training: Offer cultural training that educate officers about diverse communities in London. Enhanced cultural awareness promotes respectful interactions reducing misunderstanding and tension during S&S.

Ethics and Integrity Training: provide ongoing training emphasising the importance of ethics and integrity in policing. Reinforcing ethical behaviour ensures that officers conduct S&S procedures professionally



TRUST & CONFIDENCE

Evaluation Elements

- MOPAC PAS – Public Attitude Survey
- Street Interviews
- ZenCity

Aims

To measure trust & confidence

Methodology

A survey of 19,200 London residents per year capturing a wide range of perception data. The PAS covers a range of different topics, including views on local crime issues in the area where people live, attitudes towards the police, and any experiences or contact that you may have had with the police (including Stop&Search)

Outcome

Data were unable to provide Ward level figures from which to assess trust and confidence levels on targeted areas

The sampling methodology employed by PAS resulted in an uneven distribution of interviews across wards, leading to significant variations in interview numbers. Consequently, **the sample size was insufficient to draw relevant conclusions.**

Street Interviews

Aims

Measuring the perception of trust & confidence of members of the public in those locations where searches are taking place

Methodology

Researchers conducted short interviews with randomly chosen members of the public in specific areas of the ward. These interviews, which included 13 predetermined questions, were conducted during the day and did not allow for open-ended discussion.

Interviewees were informed about the research purpose and the identity of the researchers.

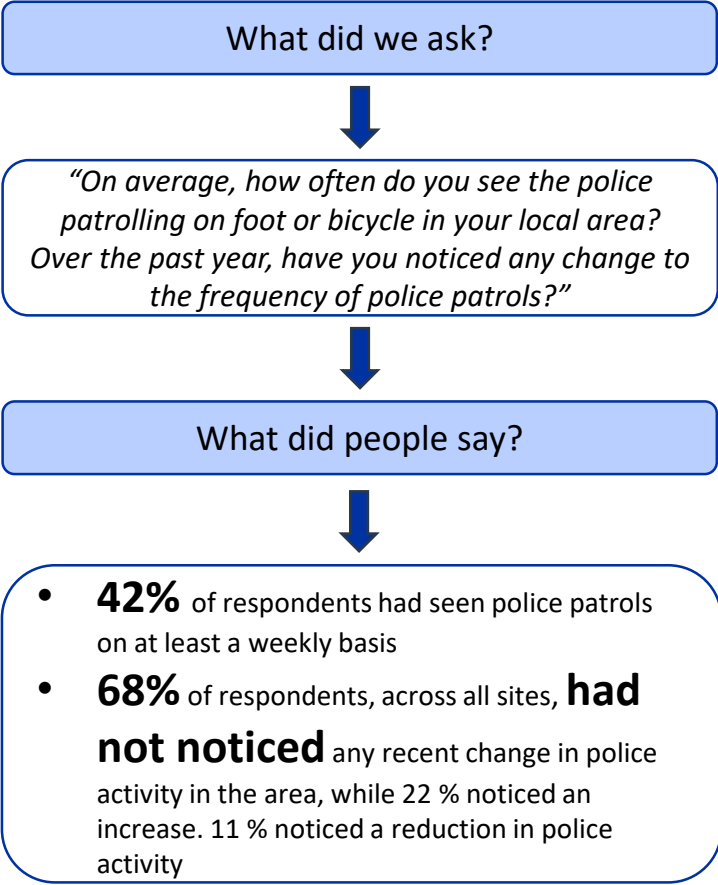
Outcome

Brixton North (Lambeth)	21
Brixton Windrush (Lambeth)	23
Longbridge (B&D), 2 visits	53
Myatt's Fields (Lambeth)	12
Northbury (B&D)	21
Stockwell West and Larkhall (Lambeth)	13
Thames View (B&D)	26
Vauxhall (Lambeth), 2 visits	69
Waterloo & South Bank (Lambeth), 2 visits	43
Total	281

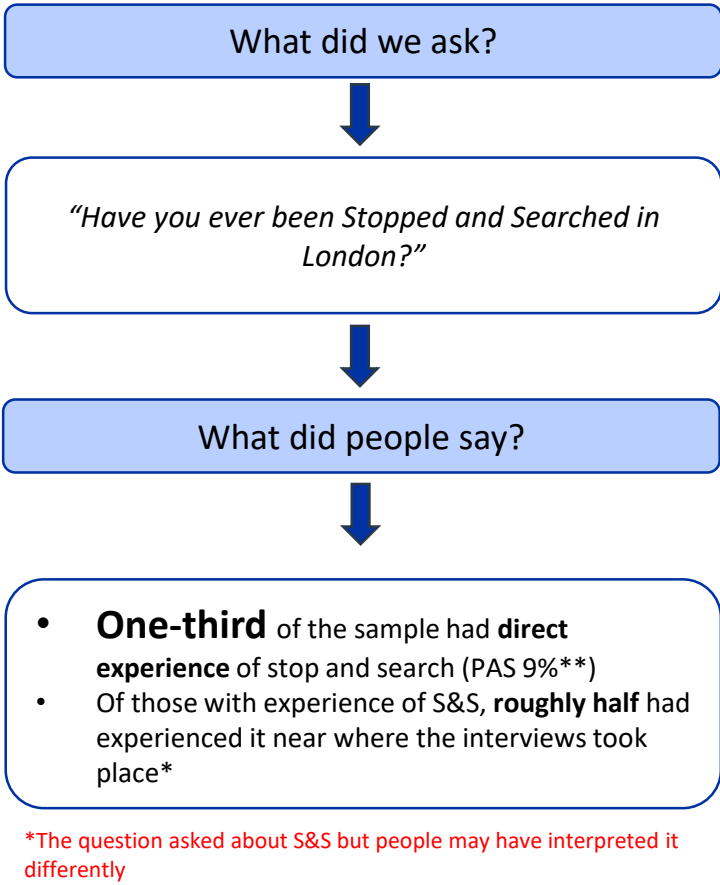
Street Interviews

Findings/Results

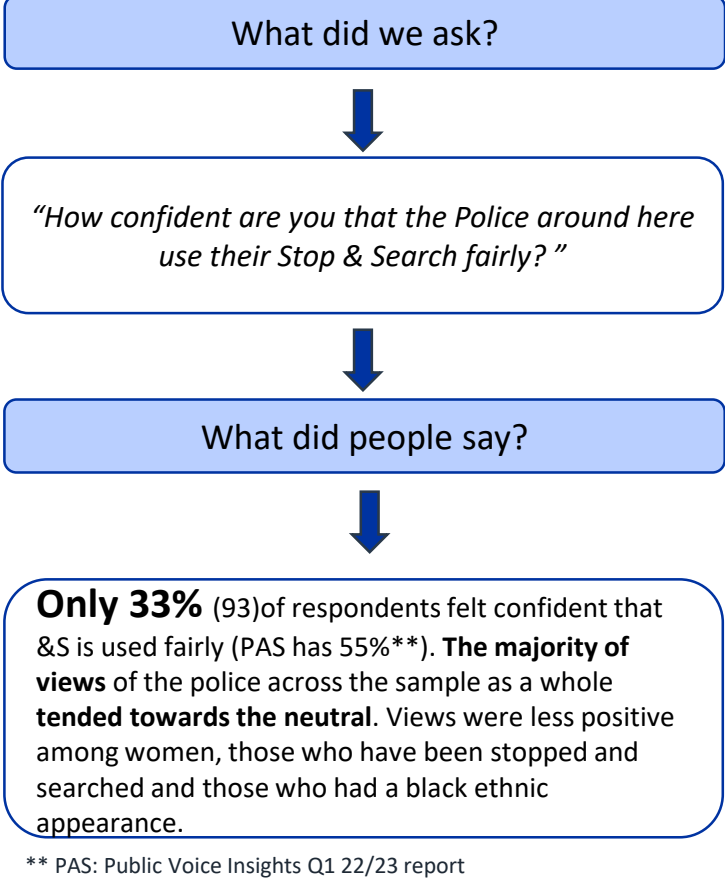
The Pilot



Stop & Search Experience



Trust & Confidence



What have we learned?

Some Reflections

- Street interviews, a relative new approach used by the police, proved successful in gathering public opinions on S&S practices as well as trust and confidence in the police. collecting people views on S&S
- This methodology highlighted its effectiveness in engaging a high proportion of individuals with direct experience of stop-search who could provide genuine insights into their interactions with the police.

Where do we go from here?

- Street interviews could be used in the future to collect information regarding perception of the frequency of S&S in a specific area.
- In the event of the pilot's continuation, street interviews may be conducted in 6 months to assess changes in public perceptions of patrolling and trust and confidence.

Aim

To measure trust & confidence by conducting targeted polling

Methodology

A non-probability 'opt-in' sampling approach. Rather than being selected randomly from the population, participants are recruited to take part in a short survey (20-30 questions or less) from ads on social media or similar platforms.

Outcome

ZenCity collected a total of 850 responses

- The ambition was to survey areas prior to and after the delivery of the Stop and Search initiative.
- However the initial phase struggled to appropriately target residents with only 14% (n=53) of responses from individually targeted wards and 31% (n=78) from three-ward clusters being in the desired wards.
- Given these results no post survey was delivered. More positively it was found that a large majority of respondents were willing to provide an email address, and work is ongoing to explore using these in the construction of a survey panel.
- **Based on the issues experienced in the initial phase, ZenCity does not provide sufficient targeted data to support evaluation of initiatives targeted at ward-level.**

CRIME & STOPS

Evaluation Elements

- Tracking Weapon-Related Stops
- Weapon Enabled Crime in Target Wards
- Tracking Number of Stops
- Comparing pilot wards and/or clusters to comparison areas

Ward Comparison

Aims

Find comparison locations for PreSS wards.

Methodology

Statistical matching based on crime-harm and percent green space per ward.

Outcome

No discernable difference between PreSS and comparison wards in terms of number of stops, weapon enabled crime count, or weapon enabled crime harm.



Map



Rest
Treated
Control

Pilot statistics: stops, WEC counts, WEC harm 90 days pre/post

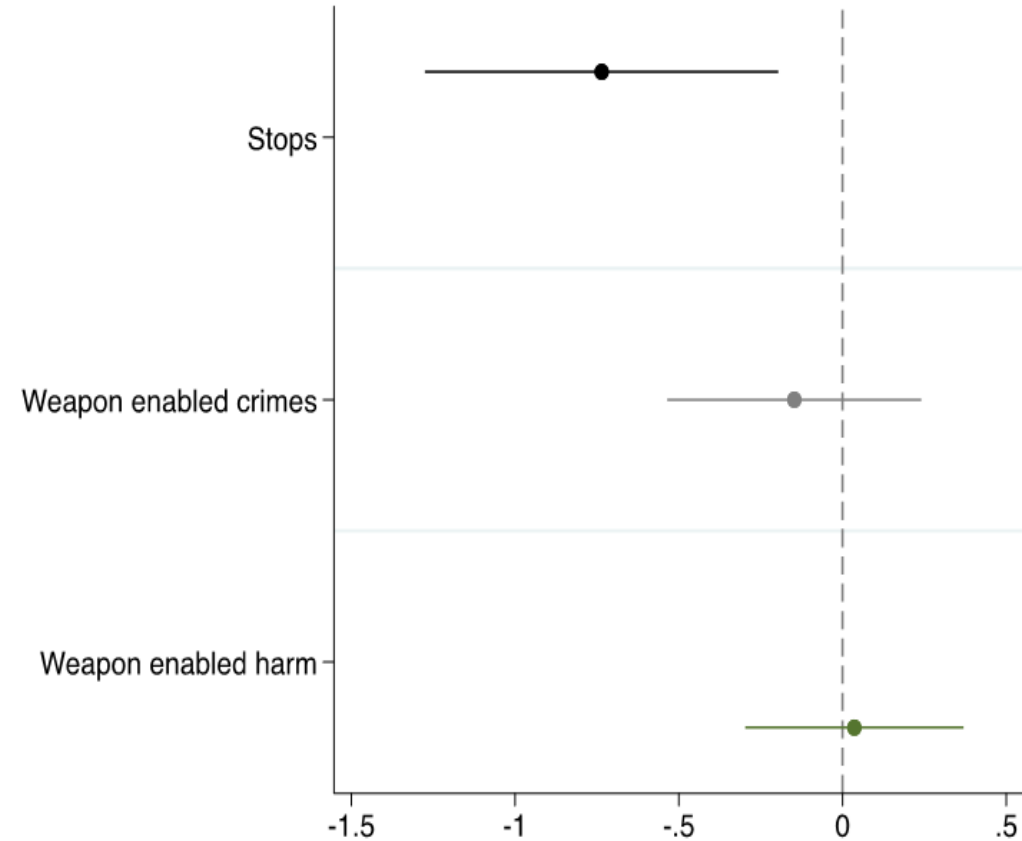
	Comparison		Pilot	
	Before	After	Before	After
Stops	1,299	1,304	969	782
WEC count	121	125	96	86
WEC harm	57,818	55,329	43,363	31,445

INTERIM ANALYSIS: These figures are not evidence of effectiveness. They are substantially influenced by the comparison wards used. These figures include St. James's Park Ward as a comparison which is atypical across London for the high volume of crime, stops and police activity.

Results from difference-in-difference analyses

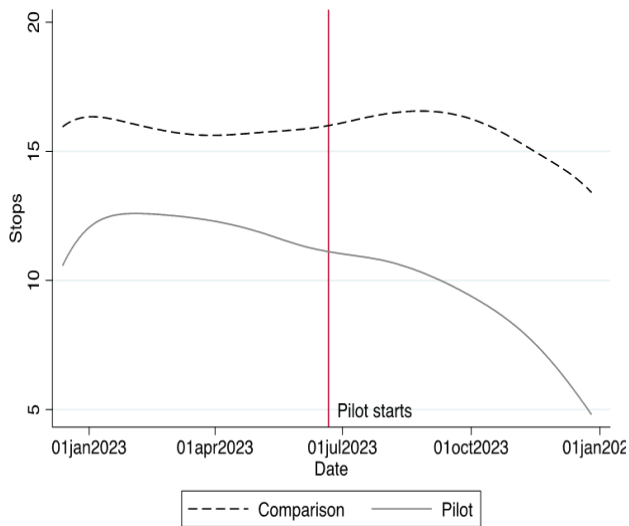
Pilot areas did no worse than comparison areas across the three measures.

- The dot is the standardised mean difference (SMD).
- The horizontal lines are a measure of 'confidence' about if areas differ statistically from one another.
- If the line crosses the vertical dotted line for zero (0) then they do not differ.

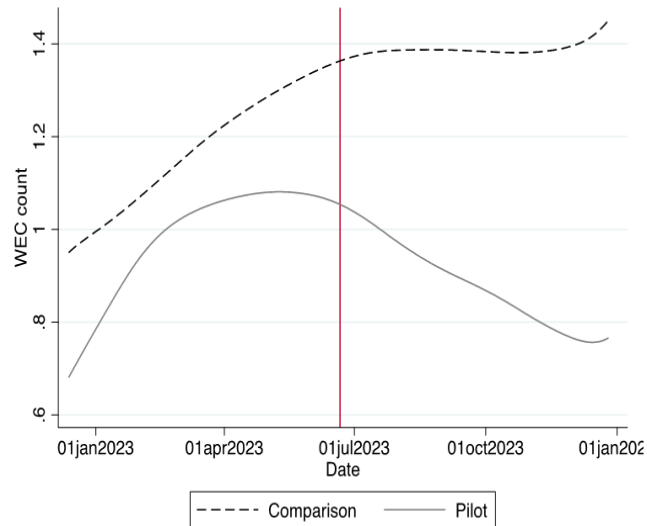


TRENDS PRIOR TO PILOT (July 2022 onwards):

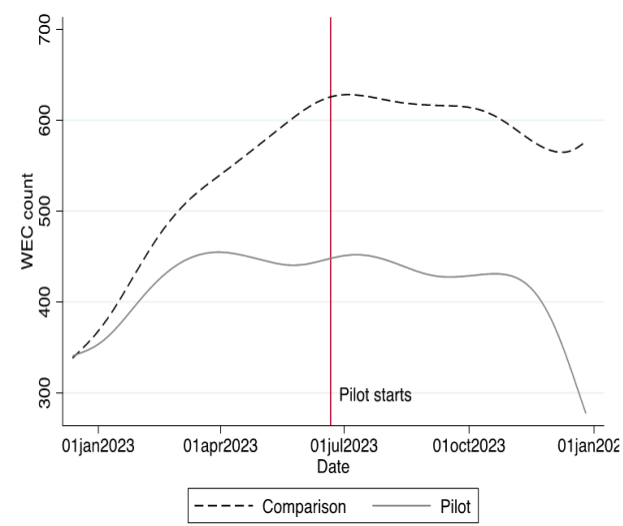
STOPS



WEC Count



WEC Harm



We see some similarities in STOPS, WEC Count and WEC Harm in different time periods but divergence in these measures as well – especially for crime harm. This adds more uncertainty but doesn't change the findings from the previous slides.

What have we learned?

- We do not see differences between pilot and comparison areas.
- **There is no obvious barrier to proceeding to a larger scale and more rigorous test of PreSS.**
- Using Wards & clusters as the basis for selection & deployment makes evaluating PreSS more difficult because these do not reflect reality of crime.
- Future tests should use high-harm hotspots & specific patrol locations to determine deployment.

COMPLIANCE

Evaluation Elements

- Tracking Compliance (not included yet)
- Post-Deployment Debrief

Post-Deployment Debrief

Aims

To assess perception of police officers on the effectiveness of the pilot overall

Methodology

1 online group session was arranged on the 16th of October (3 months after the starting of the pilot).

- Surveys were distributed to ensure as high a response rate as possible. Likert-scale style statements relating to: procedural justice, PSS training, questions on officers' views of the pilot
- Semi-structure interview was conducted to ask follow-up questions and get deeper thoughts on the pilot.

Outcome

The session lasted 1 hour and was attended by a total of 24 officers. During the first 10 minutes, 24 officers attended the session, 14 out of 24 completed the survey. Officers provided detailed feedback on the effectiveness of the pilot.

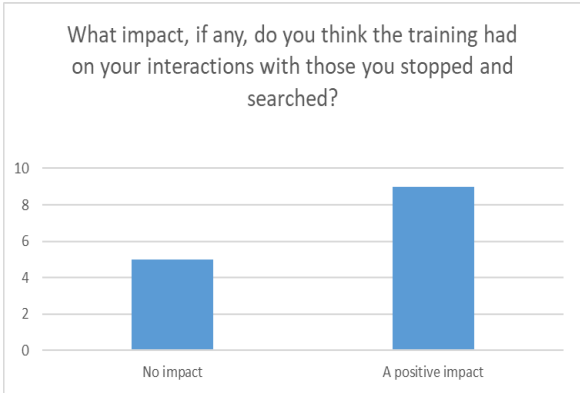
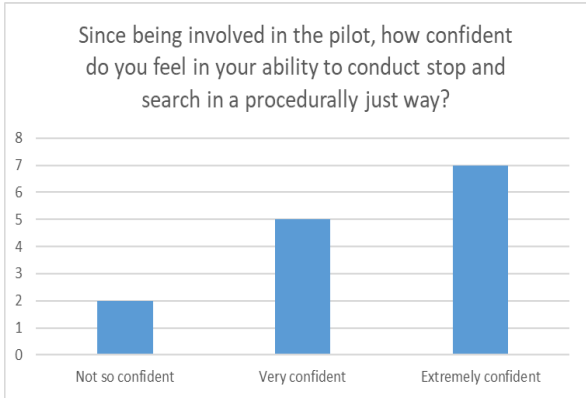
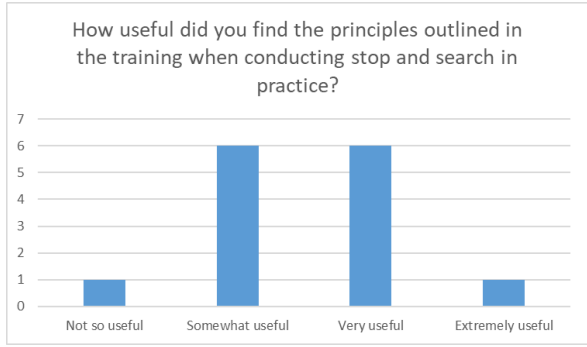


Post-Deployment Debrief

Findings/Results

Survey Results

9 out of 14 officers suggested that the training had no impact on the likelihood of conducting stop and search; although 80% of the officers found the principles outlined in the training useful.



9 out of 14 officers suggested that the training had an impact on the interactions officers had with those stopped and searched, with the majority of them feeling confident about conducting S&S

Officers' views* on the Pilot

Improved Officers Behaviour

Officers displayed increased patience and provided more detailed explanations during the stops, enhancing their communication skills and professionalism

Feedback on Policing Methods

Some officers expressed concerns about an overemphasis on foot patrols. They highlighted the importance of including vehicle stops within this police strategy

Enhanced Transparency

The additional information given to individuals being stopped improved transparency, leading to better understanding and cooperation from the public

Intellectual Support

The availability of more intelligence, especially about hot spots, clarified the purpose of police presence and provided valid grounds for searches, empowering officers to act more effectively

Officers' views* on the Training

Training Improvement

Officers found the training to be too theoretical and academic. They thought it lacked practical, real-world context. They suggested role plays and video examples of scenarios would allow them to apply theoretical knowledge, enhancing their skills and confidence in real-life situations.

*these findings reflect the views of most of the officers who attended the session

What have we learned?

How can we improve?

Officers made some suggestions on how we could improve the training:

- More support and training to supervisors
- More guidance on how to handle press

Where do we go from here?

- Supervisory Support Workshop: conduct workshops for police supervisors to equip them with the skills to effectively support officers during S&S incidents. Supervisors trained in conflict resolutions and decision-making can guide their teams appropriately in challenging situations.
- Press Training: conduct workshops/training focused on providing more guidance on how to handle potential interactions with the media on S&S.

RECOMMENDATIONS

Recommendations I

CRIME:

- If PreSS were tested further it would be advisable to focus on precisely located weapon-enabled harm hotspots within BCUs using very small geographies. This will increase the statistical power to evaluate and allow for greater precision of deployment and patrol.
- Greater precision about locations for patrol is needed in general. Officers should be given patrol-routes (using precise data on WEC) and details re where they should focus stops as part of their patrols.
- Both harm and frequency should inform deployment. The focus on weapon harm without factoring in volume explicitly meant that some included Wards had very low counts of WEC offences.
- MPS needs to develop SOP regarding use of officer GPS data for research and evaluation. This project has not yet been able to use routinely generated GPS data to show officer-minutes spent in PreSS areas on deployment and in highest WEC areas. This would add value to future operations like this.

Recommendations II

TRUST & CONFIDENCE:

- Street interviews provided useful local feedback (and from those with greater experience in police contact than we usually observe) but to support future work targeted at local areas, the MPS needs to develop better approaches to assessing trust and confidence. The SIU are working with MOPAC on some ideas, but further work focused on this challenge is required to provide operation-specific data.

PROCEDURAL JUSTICE TRAINING:

- PJ training may be a useful approach in the MPS toolkit for S&S, but it needs to be tested more extensively and rigorously and we cannot assume that PJ training will influence officer behaviour in all situations. If training like this is applied again, the role of additional scrutiny / oversight should be explicitly considered part of the intervention (i.e. how do we check that those trained are actually using their training).

APPENDICES

Appendix: CSO Deployment directions to officers

This is what I would like to present as standard tasking for VCTF officers assigned to the Pilot Wards:

In order to produce maximum deterrence of illegal carrying of weapons in a small local area, Precision Stop & Search officers are tasked to perform according to the following TEN POINT GUIDANCE:

- Spend maximum time possible, weather permitting, on FOOT,
- In groups of two officers, with minimum triple or quadruple crewing,
- In areas with greatest concentration of weapons harm indicated by Ward-level heat maps
- in the Wards that have the reddest areas for weapons harm
- with proportionately less time in the adjacent Wards with less weapons harm, while ensuring that
- Every deployment Ward receives a minimum of one hour of VCTF patrol time per tour of duty, with
- Most tours of duty concentrated from 1600 to 2400 hours, and
- Some nights including 2400 to 0200 hours on Friday-Saturday, especially in hot weather with above average street populations in evidence
- With the aim of staying at one street corner or intersection for a continuous period of 10 to 15 minutes, at two different locations each hour
- Making maximum legal use of powers to stop & search as circumstances may allow.

SUPERVISORS for Precision Stop & Search are asked to ensure that constables adhere to the ten-point guidance above, using vehicles to achieve contact with every constable team at least once per hour during each shift. Supervisors should also check daily for recent weapons-enabled crimes of violence in open spaces on which to brief the constable teams, so they can be updated beyond the map about recent patterns of weapons harm.

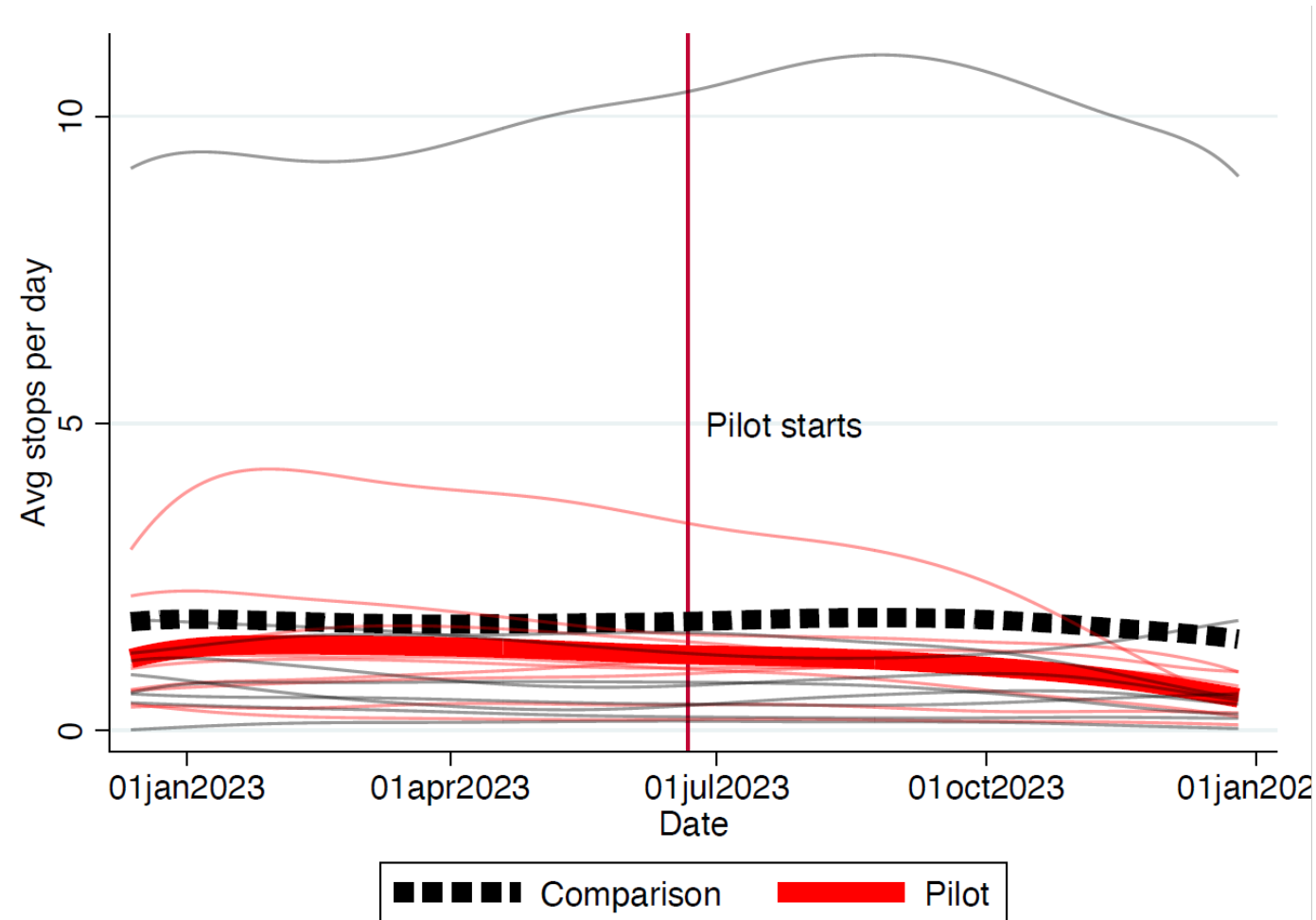
Appendix: Difference in Differences Model A

	Comparison	Pilot	Difference
Population density	11710.56 [1772.68]	12230.89 [1561.87]	520.333 [2362.586]
% white	44.64 [7.73]	41.12 [3.19]	-3.525 [8.366]
% Black	13.47 [2.81]	23.26 [3.11]	9.785** [4.186]
Unemployment rate	4.59 [0.33]	4.98 [0.30]	0.392 [0.447]
% rent from council	26.94 [4.04]	39.41 [4.62]	12.474* [6.136]
% college graduates	46.06 [4.33]	46.97 [3.31]	0.915 [5.450]
<u>Dist to Charing Cross</u>	1.96 [0.35]	1.67 [0.31]	-0.292 [0.469]
WEC Harm 2022	22572.56 [8986.37]	21081.44 [4357.49]	-1491.111 [9987.121]
% green space	6.2 [2.81]	6.21 [1.34]	0.006 [3.111]
N	9	9	

Model A: Characteristics

	Comparison	Pilot
Stops	1.71 [3.68]	1.34 [2.59]
WEC count	0.13 [0.40]	0.11 [0.36]
WEC harm	57.60 [244.60]	49.00 [237.94]

Model A: Outcomes 190 days pre-pilot



Trajectory Graph

Coder ID	Number of videos	% of total
16	46	20.4%
13	20	8.9%
312	19	8.4%
10	17	7.6%
14	17	7.6%
209	17	7.6%
201	14	6.2%
12	9	4.0%
203	8	3.6%
217	7	3.1%
302	7	3.1%
211	6	2.7%
313	6	2.7%
205	5	2.2%
319	5	2.2%
11	3	1.3%
15	3	1.3%
303	3	1.3%
214	2	0.9%
215	2	0.9%
216	2	0.9%
306	2	0.9%
307	2	0.9%
212	1	0.4%
304	1	0.4%
310	1	0.4%

Breakdown of views for each coder

Video selection method: The selection process involved including all officers (23) for whom there was footage of S&S across all three categories.

Officer	Training week	Pre Training S&S date	Post (out) S&S Date	Post (In) S&S Date
A1	19-Jun	04/06/2023	18/07/2023	25/06/2023
A3	19-Jun	11/04/2023	01/08/2023	28/06/2023
A4	19-Jun	15/03/2023	31/10/2023	24/06/2023
A6	19-Jun	29/04/2023	24/07/2023	14/07/2023
A8	19-Jun	06/03/2023	03/07/2023	28/06/2023
B6	18-Jul	22/06/2023	12/06/2023	02/09/2023
A13	19-Jun	16/12/2022	05/08/2023	14/07/2023
A15	19-Jun	23/05/2023	05/08/2023	07/07/2023
A17	19-Jun	22/05/2023	03/08/2023	06/07/2023
A23	19-Jun	11/11/2023	06/11/2023	21/06/2023
A27	19-Jun	26/09/2022	01/08/2023	24/06/2023
B11	18-Jul	01/06/2023	31/10/2023	18/08/2023
A34	19-Jun	26/03/2023	24/07/2023	13/09/2023
A40	19-Jun	24/05/2023	22/06/2023	03/08/2023
A41	19-Jun	14/01/2023	22/11/2023	24/06/2023
A43	19-Jun	27/05/2023	24/07/2023	21/06/2003
A46	19-Jun	30/11/2022	31/08/2023	17/08/2023
A53	19-Jun	14/05/2023	16/11/2023	28/10/2023
A59	19-Jun	17/06/2023	23/07/2023	07/07/2023
A60	19-Jun	06/03/2023	31/08/2023	03/09/2023
A66	19-Jun	01/05/2023	25/09/2023	20/08/2023
A69	19-Jun	20/05/2023	16/08/2023	19/07/2023
A73	19-Jun	27/05/2023	09/08/2023	17/08/2023

Dates of training and stops reviewed: pre- stops happened between Sept-22 and Jun-23. Nearly all post-OUT stops happened after post-IN stops. 21/23 of post-IN stops happened within three months of training.



Appendix: BWV Survey Questions

Index A: Involving the person stopped: PJ- Voice, TIP-Choice, TIP-Empowerment, TIP-Collaboration.

- Did the officer take action to minimise embarrassment for the person searched?
- Did the officer ask if the person stopped had any questions or checked they understood what was happening?
- Did the officer answer any questions asked by the person stopped?
- Did the officer unnecessarily interrupt the person stopped when talking?
- Did the officer explain how to give feedback/ make a complaint/ get more details?
- Did the person appear vulnerable to you? This may be due to age, disability, intoxication etc.
- As the person seemed vulnerable, did the officer?
- Overall on a scale of 1-10 (1 poor -10 excellent) do you think "The views of the person stopped were sought out, heard and where appropriate, acted upon?"

BWV Survey Questions:

Index B: Informed and fair decision making: PJ – Neutrality

- Did the officer explain why the police had taken an interest in the person stopped? i.e call from the public, acting suspiciously
- Did the officer ask the person for an explanation for their behaviour or presence?
- Did the officer respond appropriately to the explanation?
- Did the officer explain the outcome and consequences of the outcome of the stop and search?
- Did the officer explain their reasons/grounds for conducting the stop and search?"
- On a scale of 1-10 (1 poor - 10 excellent), do you think "The officer displayed the decision to search was fair and unbiased?"

BWV Survey Questions

Index C: Respectful treatment: PJ – Respect,
DJ –Symbolic, TIP-Cultural Considerations

- Did the officer refer to the person using an appropriate title or name?
- Did the officer respect the personal space of the person stopped?
- Did the officer use phrases that displayed empathy? such as I appreciate this is uncomfortable for you or I understand you are angry as stopped previously etc
- Did the officer introduce themselves by name at the start of the encounter?
- Did the officer display culturally & emotionally aware behaviours? Such as when searching a member of the opposite sex.
- Did the officer use an unnecessarily loud voice/ shouting tone?
- Did the officer display disrespectful behaviours such as sneering, tutting, swearing or ridiculing the person?
- Did the officer acknowledge the inconvenience and embarrassment caused?
- On a scale on 1-10 (1 disrespectful -10 wholly respectful) do you think, “The encounter was conducted in a respectful, culturally & emotionally competent manner?” ...

BWV Survey Questions

Index D: Taking action for trustworthy reasons: PJ- Trustworthy Motives, TIP– Trustworthiness, TIP-Safety

- Did the officer link the stop & search to a valid purpose? Such as a weapons search and murder, drugs searches and county lines etc.
- Did the officer explain what was going to happen before they searched?
- Did the officer de-escalate or act to reduce aggression in the encounter?
- As Force was used, did the officer explain why and show concern for the persons welfare?
- Did the officer provide assistance or advice on other matters to the person stopped?
- Did the officer end the encounter with a reassurance message?
- On a scale of 1-10 (1 unsafe - 10 really safe) do you think, "The officer explained the stop & search was conducted to protect the public and it was conducted in manner that ensured the safety of the person stopped."

BWV Survey Questions

Index D: Taking action for trustworthy reasons: PJ- Trustworthy Motives, TIP– Trustworthiness, TIP-Safety

- Was GOWISELY given before the search took place?
- In your opinion was the level of force used reasonable and justified in the circumstances?
- Was a record/ receipt of the search created and offered to the person searched?

Index F: Effective policing : Legitimacy-Effective

- Would you have conducted a stop and search in the circumstances?
- In a scale of 1-10 (1 ineffective - 10 really effective) do you think, “The stop & search was an effective use of Police resources to deliver less crime and build trust?”