

# North Eastern Policing Plan



# 11/12

# Contents



Foreword by BTPA Chair	01
Foreword by BTP Chief Constable	02
National targets	03
Commentary by Area Commander	06
Area targets	08

# Foreword

**Millie Banerjee**

Chair,

British Transport Police Authority

A busy year awaits British Transport Police in 2011/12. It will be the last full year before the Olympics are held in London, an event in which the police has an important operational role to play. Policing the railways in the face of such an event is always a challenge, but BTP, under the leadership of Chief Constable Andy Trotter, is in good shape to play its part in delivering a memorable and successful Games.



**This year will also be BTP's first under a new strategy that will take us to 2014. Our core mission remains largely unchanged: we aim to protect and serve the railway environment and its community, keeping levels of disruption, crime and the fear of crime as low as possible.**

The strategic objectives to achieve this are:

1. Helping to keep rail transport systems running
2. Helping to make rail transport systems safer and more secure
3. Deliver value for money through continuous improvement
4. Promoting confidence in the use of rail transport systems

These objectives were developed through close consultation with the rail industry and passenger groups. The Police Authority held a successful workshop in September 2010; nearly every train and freight operating company was represented, and the discussion was fruitful. Colleagues were subsequently invited to provide written feedback on drafts of the plan before the Police Authority approved it in March 2011.

One issue which nearly all consultation responses were agreed upon was that the BTP of the future should play its part to reduce the disruption to rail services. Despite some challenges in developing an agreed method, I am pleased to report we have included both national and local targets in this year's plan and that a further pilot scheme

will take place in the coming year. The Police Authority will be monitoring progress here with a view to developing new targets in the future.

It is well documented that there have been great advances in BTP's performance since the Police Authority was established in 2004. This was supported by the rail industry's generous investment in increased revenue budgets.

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However, this year will be different; the policing plan targets in this document will have to be delivered with a smaller financial resource. In December, the Police Authority agreed to set a net budget for the British Transport Police Fund of £198.8 million – a reduction of 2.5% on last year – and to follow the industry in absorbing much of the significant pressures we are facing. This will require an imaginative response from BTP. It will have to find ways of being more efficient without taking away from its effectiveness.

The ultimate aim for the 2011/12 policing year, and indeed for the whole period covered by our strategy, is to sustain our record of consistent improvement. I am confident BTP will rise to the challenge.

# Foreword

## Andrew Trotter

Chief Constable, British Transport Police



This policing plan sets out how we will protect and serve the railway, the people who work on it and those who use it in 2011/12.

**The priorities contained within this plan underline our determination to reduce crime and disorder, investigate crime and reduce disruption on the network. We will be visible and available to our community and will work with our partners to create a network which is safe and feels safe for all those who use it.**

The financial context for this plan is challenging; we will need to do more with less this year. We are aware of the significant economic challenges facing the railway industry and understand the need to deliver the very best value service possible. BTP's budget has been reduced by 3.3% in real terms to allow for inflation, and the achievement of these challenging targets will be evidence of a significant increase in efficiency and value for money.

This plan supports our three year Strategic Plan which details how we will implement the organisational change required for savings and improvements in service delivery against the budget constraints that we face over the next three years. It will build on the already significant cashable and non-cashable savings we have achieved over the last few years.

Our Strategic Plan is focused on retaining our frontline capacity whilst making sustainable cashable savings. We will ensure all warranted officers are deployed to operational duty where possible, streamline management levels, modernise our workforce, reduce our estate and develop our resource planning allowing us to re-distribute our staff to effectively manage the increased demand for our services.

There will be significant operational pressures in 2011/12. In addition to the terrorist threats from Irish dissident groups as well as international terrorists and other extremist groups, the demands on resources in terms of football and major events have never been higher and the continuing rise in the price of copper will mean that cable theft will remain a major challenge.

The 2011/12 policing plan targets are focused on the areas that you have told us are the most critical.

The 2011/12 policing plan targets are focused on the areas that you have told us are the most critical. After consultation with the railway industry, rail staff and passenger groups, the following key themes have been agreed:

- **Helping to keep the railway running**
- **Helping to make the railway safer**
- **Providing value for money through continuous improvement**
- **Promoting confidence in the use of the railway**

This plan sets out our specific operational targets to support these themes, which, together with the organisational improvements set out in our Strategic Plan, will realise our vision of providing a first class policing service for all those who use and work on the rail network. Each of our policing Areas has also set local targets in support of these national priorities which have been carefully crafted in consultation with local stakeholders. We will continue to ensure that good quality data is available to allow us to evaluate progress against our plan.

# National targets

## Helping to keep the railway running

### Disruption related offences

**Reduce the number of disruption related offences from the level recorded in 2010/11**

The reduction of disruption and the associated adverse operational and financial impacts are key priorities for passengers, staff and the rail industry. This year BTP has set a target to reduce those crimes (cable related offences, trespass, criminal damage, level crossing misuse and route crime) that lead to disruption on the railway. Disruption hotspots will be targeted through local problem solving plans agreed between BTP Areas and the railway operators.

### Fatalities

**All non-suspicious fatalities to be cleared within an average of 90 minutes**

Each year BTP deals with about 200 non-suspicious deaths on the railway. Our ability to thoroughly manage these incidents and return the network back to normal service as quickly as possible is widely recognised as best practice and is an important part of the high quality service that BTP provides.

## Helping to make the railway safer

### Notifiable crime

**Reduce the number of notifiable offences from the level recorded in 2010/11**

Reducing notifiable crime is a key priority for BTP. Despite a significant achievement in reducing notifiable crime by 24% over the last six years, stakeholders have indicated that further reductions and detecting those responsible remain their highest priority. This target excludes police generated offences (all drugs offences and possession of offensive weapons).

## Staff assaults

**Reduce the number of staff assaults from the level recorded in 2010/11**

Rail staff play an essential role in keeping the railways running without disruption and they have the right to work without fear. BTP has worked diligently to bring those responsible for committing offences against staff to account while driving a reduction in these offences. This target will help drive a further reduction in 2011/12.

## Violent, sexual and robbery offences

**Maintain or increase the detection rate for serious violent, sexual and robbery offences**

Violent, sexual and robbery offences have a serious impact on victims. BTP has reduced these offences by 12% since 2007/08. The detection rate for 2010/11 was 38%. This target will drive an increase in the detection rate in 2011/12 so that more offenders are brought to justice.

# Providing value for money through continuous improvement

## Value for money

- **Reduce the number of officers in organisational support roles at Force Headquarters by at least 10%**

Ensuring BTP's operational resources are focused on the frontline is a key element of increasing visibility and driving further improvements in value for money. This target will redirect operational resources from organisational support roles to frontline policing and the achievement of policing plan targets and other operational priorities.

- **Reduce expenditure on non-staff costs as a proportion of staff costs by at least 1.5 percentage points**

The average non-staff costs for police forces as a percentage of staff costs is 25.5%, as compiled in HMIC's Value for Money Profiles 2010/11. Although BTP's percentage is 31.3%, it does not account for BTP's position regarding VAT payment and different capital accounting procedures; once these are accounted for, the true figure is 23.4% – comparing favourably to the national average. However, BTP is determined to make improvements with a target to reduce non-staff costs by 1.5 percentage points and return savings to the frontline increasing performance, visibility and operational effectiveness whilst also being mindful of the need to protect spending in areas that contribute to the productivity and efficiency of staff.

## Sickness

**Average sickness days per employee to be less than 7.7 days**

BTP has made enormous improvements in recent years in reducing absence through sickness from 10.4 sickness days per employee in 2007/08 to 7.7 in 2010/11. This reduction in sickness represents a significant increase in availability of resources and value for money. This target will drive further improvements in these respects.

## Promoting confidence in the use of the railway

### Anti-social behaviour

**Reduce the number of anti-social behaviour incidents from the level recorded in 2010/11**

Anti-social behaviour is widely recognised as a key determinant of confidence in both passengers and railway staff, and is consistently identified as a top priority through surveys of both groups. BTP continues to work in partnership with railway operators to tackle anti-social behaviour and has achieved a reduction of 16% comparing incidents recorded in 2010/11 with 2007/08. This excludes police generated offences which have been identified and recorded as a direct result of police activity, including patrols.

### Visibility

**Increase the proportion of our resources devoted to Neighbourhood Policing Teams (NPTs) and response policing between 8pm and 1am**

Police visibility is a key driver of public confidence. It is important that as many officers, PCSOs and special constables as possible are deployed in roles that are visible to the public at the times they are needed most. This target is designed to increase the percentage of resources deployed as part of response and NPTs between the hours of 8pm and 1am.

### Response times

**To respond to at least 80% of all immediate incidents within 20 minutes**

Responding quickly to emergency incidents and calls for assistance is vital. This target is consistent with national targets and underlines our service commitment.

# Commentary

## Chief Superintendent Terry Nicholson North Eastern Area Commander



British Transport Police's North Eastern Area plays a key role in maintaining the safety and security of trains and stations throughout the north east.

### **We police a travelling population of millions of passengers each year from the Scottish borders to Northamptonshire including the Sunderland extension of the Tyne and Wear Metro.**

The North Eastern Area has 255 police officers, 21 police community support officers and 71 police staff based at 15 police stations across the Area.

We work closely with our partners including Network Rail, train operating companies, Passenger Focus, Home Office forces, Crime and Disorder Reduction Partnerships and the wider community to achieve a safer rail environment, free from disruption and the fear of crime.

The North Eastern Area has continued to experience significant movements of football fans across the network throughout the 2010/11 season, and we have worked hard to ensure we balance intelligence-led activity with reassurance for our train operating company partners who are embedded in our planning processes. Tackling the anti-social minority remains a priority, and this year's performance in terms of football related arrests and operations demonstrate our determination. Our dedicated football intelligence officers work closely with local police forces and football clubs proactively to target troublemakers and ban them from travelling to, and attending, matches.

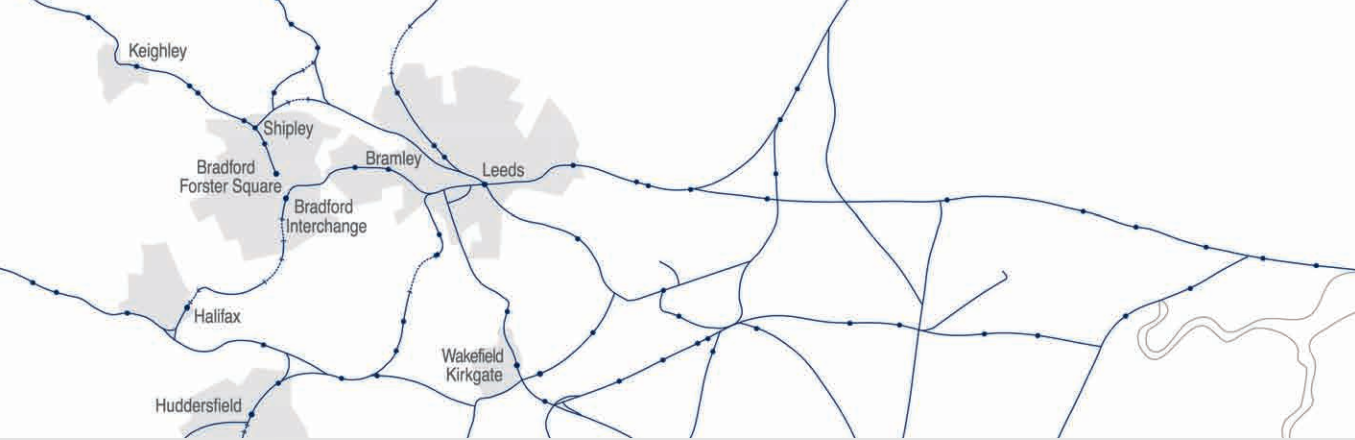
Cable theft from the railway network continues to be a challenge for the Area. The increase in the price of copper on world markets has led to an increase in the number of crimes committed. We have a dedicated team of officers who work tirelessly to target this type of offence. Working in partnership with the rail industry we have arrested over 230 cable thieves in 2010/11 and are committed to driving down this crime and reducing the disruption to the railways.

Our dedicated football intelligence officers work closely with local police forces and football clubs...

Staff assaults remain a high priority for us and we have achieved a significant reduction in the number of staff being assaulted over the past 12 months. This has been attained by working closely with the industry and sharing best practice through our Staff Safeguarding Group and Operation Connection, with officers providing one-to-one advice and support to members of rail staff.

Our Neighbourhood Policing Teams continue to be successful on the Area, reducing crime and providing reassurance to both rail staff and the travelling public. The three teams covering West Yorkshire, the East Coast Mainline and Nottingham deliver a community-based police





presence on key routes, holding regular surgeries to gather feedback on our policing style and activity.

Along with this feedback, we actively engage with local representatives from the Independent Advisory Group who are able to guide and assist us in relation to our interaction with the diverse communities we serve.

The current financial position that the country faces will present challenges within our police environment. Our aim throughout 2011/12 is to build upon our successes and continue to deliver a safe traveling and working environment for passengers and rail staff at all times of day and night.

This plan sets out clearly what our objectives and targets are for the year. The more effectively we can work with our partners, both within and outside the rail industry, the more we can achieve and the more we can increase the confidence of passengers and staff.

Our aim throughout 2011/12 is to build upon our successes and continue to deliver a safe traveling and working environment for passengers and rail staff...

# Area targets

## North Eastern

2011/12

### Cable offences

- **Reduce the number of live cable offences by at least 5%**
- **Increase the detection rate for live cable offences from the level recorded in 2010/11**
- **Undertake a minimum of five operations to tackle cable related offences at key locations**

As copper prices have reached an all time high on the world market, cable theft continues to be a major challenge for the North Eastern Area, causing significant disruption to the network. The Area will continue to focus its efforts on reducing and detecting offences and will undertake dedicated operations in partnership with Network Rail at hotspot locations to reduce disruption.

### Reassurance, visibility and anti-social behaviour

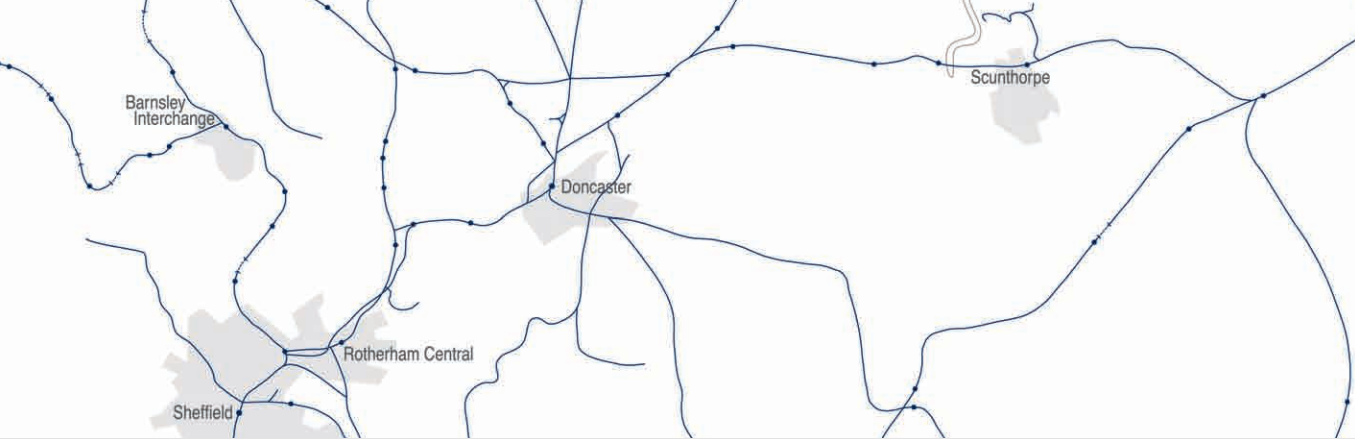
**Implement a minimum of 12 problem solving plans to address issues of police reassurance, visibility and anti-social behaviour**

Addressing local problems and concerns across the Area is important and this target will ensure that the issues that most affect passenger and rail staff confidence will be addressed.

### Football operations

**Undertake a minimum of 10 proactive policing operations to reduce the impact of football related disorder**

These operations are designed to reduce the impact of football related disorder and increase reassurance for both passengers and staff by providing a highly visible policing presence.



## **Police staff sickness**

**In partnership with Occupational Health, to reduce police staff sickness to no more than the average forcewide staff sickness in 2011/12**

Police staff are a valuable resource and the Area is focused on providing support to reduce their instances of sickness to a level in line with that of the forcewide average.

**British Transport Police welcomes  
your feedback. To send us a  
comment or for additional  
information please visit:**

[www.btp.police.uk](http://www.btp.police.uk)



**BRITISH  
TRANSPORT  
POLICE**

**North Eastern Area contact:  
Chief Superintendent  
Terry Nicholson, Area Commander**

British Transport Police  
North Eastern Area HQ  
West Gate House  
Grace Street  
Leeds LS1 2RP

**National contact:  
Simon Peel**

Strategic Development Department  
British Transport Police  
Force Headquarters  
25 Camden Road  
London NW1 9LN

[simon.peel@btp.pnn.police.uk](mailto:simon.peel@btp.pnn.police.uk)