

BRITISH TRANSPORT POLICE AUTHORITY

Report to: Stakeholder Relations & Communications Strategy Committee

Date: 20th July 2009

Subject: Neighbourhood Policing Evaluation: draft report

Sponsor: SR&CS Committee Chair

Author: Sam Elvy

For: Information & discussion

1. PURPOSE OF PAPER

- 1.1 To present the final draft of the recent Neighbourhood Policing (NP) evaluation report to Members for information and comment.
- 1.2 To also highlight the key findings and recommendations arising from the evaluation.
- 1.3 To suggest to Members a number of issues which could be considered in terms of any follow up work.

2. BACKGROUND TO THE REVIEW

- 2.1 The Committee (and previously the Force) originally undertook to carry out a review of BTP's approach to NP in order to answer a number of questions about the appropriateness of Force's approach to NP and what outcomes it had delivered for the Force, passengers and rail industry partners.
- 2.2 In July 2008 the Committee received an interim report from consultants commissioned by the Force to carry out an initial evaluation of BTP's approach to NP. The consensus of both the Committee and Force representatives present was that, while elements of the interim report were of interest, it had not delivered the outputs required and was unlikely to do so in the second phase of the evaluation. As a result the Committee and ACC Pacey undertook to bring the evaluation in-house and requested that the Force and Secretariat carry out a joint evaluation of the Force's approach to Neighbourhood Policing to date.

RICHARD HEMMINGS, CLERK TO THE BTP AUTHORITY
THE FORUM, 5TH FLOOR NORTH, 74-80 CAMDEN STREET, LONDON, NW1 0EG
TEL: 020 7383 7708 FAX: 020 7383 2655
richard.hemmings@btp.pnn.police.uk

2.3 The revised project brief developed at that committee meeting recommended that the evaluation gather and evaluate evidence of the following¹;

- Why NP had been introduced
- The issues associated with adapting neighbourhood policing to the railway environment
- The early neighbourhoods that had been set up and the results of these
- How stakeholders were engaged in neighbourhood policing
- How targets were set for neighbourhood policing teams
- The lessons learned so far
- The outcome of the HMIC report into neighbourhood policing
- A data review of where neighbourhood policing teams started from and where they are now
- The way forward

2.4 The outputs from the subsequent internal evaluation are presented in the report attached to this paper at Appendix A.

3. THE STRUCTURE OF THE REPORT

3.1 The report has three main sections;

- Part 1 – scene setting

This section provides an overview of Neighbourhood Policing in the Home Office context; summarises the nature of fear of crime on the railways and suggests how NP might address this; introduces BTP's approach to NP and introduces the evaluation methodology.

- Part 2 – analysis and discussion

This section includes a detailed discussion of the findings of the evaluation in terms of the benefits delivered and challenges remaining from the point of view of the Force, passengers, rail industry partners and issues specific to problem solving approaches.

- Part 3 – conclusions and recommendations

This final section draws out the main findings and recommendations arising and suggests areas of work which could be followed up by the Force and/or Authority.

3.2 A great deal of evidence was analysed during the evaluation and as a result the final evaluation report (and its appendices) is lengthy. However in terms

¹ See section 35/2008 of the minutes of the meeting of the SR&CS Committee 01.07.08

of gaining an overview of the main findings, recommendations and proposed follow-up work; in the first instance Members may want to focus their reading on the following sections.

- **Introduction to part 2** – pages 45-52. This section highlights the main issues considered, summarises the major evidence gathered by the review and proposes a number of areas where it may be useful to carry out further work.
- **Introductions to sections 6-10**– each analytical ‘chapter’ begins with a text box for that chapter’s theme (e.g. impact on passengers) which summarises the Force’s key successes and any remaining challenges as identified by the evaluation. These summary boxes also highlight any recommendations arising.
- **Conclusions & recommendations** – chapter 11 draws together the main outputs from the evaluation and compares BTP’s progress with the experience of Home Office forces. This section also includes a list of possible follow-up pieces of work. All of the recommendations arising from the evaluation are reproduced in chapter 12.

Our intention is to produce an Executive Summary version of the report following sign off of the full version and its recommendation.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no specific financial implications arising from the information or recommendations presented in this paper.

5. RISK IMPLICATIONS

- 5.1 No significant risk implications arise from this paper.

6. DIVERSITY ISSUES

- 6.1 There are no specific diversity implications arising from this paper.

7. RECOMMENDATIONS

- 7.1 Members are asked to note and offer feedback on the report attached at Appendix A.

- 7.2 Members and Force colleagues are asked for feedback on the suggested follow up work as set out in section 11.2 of the attached report.
- 7.3 Subject to the completion of any required amendments, Members are invited to endorse the report and its recommendations for consideration by the full Authority. At this stage Members may wish to indicate whether their preference is for a full or an executive summary version of the report to be presented to the full Authority.