

2014/15



BRITISH
TRANSPORT
POLICE

Policing Plan
C Division
Midland

Foreword

Chief Superintendent Peter Holden
Divisional Commander, C Division, British Transport Police

This is the first Policing Plan for the newly formed C Division – a division made up of our previous Wales and Western, North Western and North Eastern Areas, as well as several police posts which formed part of the old London North Area.



Since taking up the position of Divisional Commander, I have been working with my team of Superintendents to ensure the sub-divisional structure is best suited to drive organisational performance whilst responding flexibly to local issues.

A lot of work has been done in the background to make C Division ready for business and able to provide the best possible service to rail staff and passengers. This will continue throughout the coming year.

Bringing such a large area under one command structure has presented a number of challenges. However it provides a real opportunity to give train operators and the travelling public a high performing and consistent policing service, by adopting best practice from across the division.

Of course, we remain mindful of the many differences that exist across such a large area, and our smaller sub-divisions, overseen by a designated Superintendent, will allow us to provide tailored solutions and approaches to regional and local issues.

Through all the changes, our focus on providing excellent performance and service to rail passengers and operators remains as strong as ever.

In line with the Force's strategic aims, minimising disruption will form a significant part of our activity during the coming year. We will continue to seek new and innovative ways to tackle disruption resulting from criminal activity, whilst ensuring fatalities continue to be dealt with efficiently, but sensitively.

Reducing aggression and violence directed towards staff will also be high on our list of priorities. Rail staff provide a vital service to millions of commuters every day and it is only right they have the confidence in British Transport Police to assist in providing a working environment in which they are safe from harm and abuse.

Anti-social behaviour, and the problems arising from excessive consumption of alcohol, is a common concern raised by many rail industry partners and passengers. It is these 'quality of life' issues that tend to impact most upon

journey and workplace experiences, and we will be looking to tackle locally raised issues through a partnership approach to problem solving. I am a firm believer that solutions to these issues do not rest solely with any one organisation. Success will be determined through the full engagement and integration of all partners, each one of which holds a key to solving the problems.

I am sure that 2014/15 will bring a number of challenges as we settle into the new divisional structure. I am, however, confident that the benefits arising from this structure, together with the additional frontline resources arriving on division, will result in a policing service which builds upon our previous successes.

I feel privileged to be given the opportunity to command the new C Division and look forward to working with you all over what should prove another successful year for Britain's growing railway network.

Introduction

Superintendent Allan Gregory
Sub-divisional Commander (Midland), British Transport Police

I am delighted to be leading the new Midland sub-division of British Transport Police's new C Division. I am confident the new sub-divisional Policing Plan will help to support our joint police-industry approach to reducing crime across the Midland network.

The new sub-division incorporates 10 police stations and their significant policing areas – Birmingham, Wolverhampton, Coventry, Milton Keynes, Derby, Nottingham, Leicester, Lincoln, Peterborough and – shortly to come into service – the new post at Rugby which has been created as a direct result of the Force restructure and with the support of the rail industry.

There are obvious challenges incorporating stations from the former London North and North East Areas and a lot of work has gone on prior to the start of the 2014/15 performance year on 1 April to ensure they join the Midland team, fully-focussed on the challenges of 2014/2015. There is a good deal of excitement around and a lot of creative thinking. I will be capitalising on this – and the growth in the number of frontline officers – over the year ahead.

I will support the Divisional Commander with a service to the public and the industry which is anticipatory, responsive and communicative.

Although based in Birmingham, I will be frequently travelling across the new sub-division, meeting industry colleagues and understanding the localised challenges at our police posts. We remain a small team and there is a need for us to be effective to meet the significant challenges of the plan and provide a professional and flexible 24/7 service.

The reduction in industry minutes lost as a result of disruption will be a key challenge this year. I will be looking to ensure best practice is shared, patrolling route crime hotspots is relentless, fatality management is sensitive and timely, and that criminality and disorder-related disruption is reduced.

Incidents of aggression towards staff reduced in 2013/14 and this will be capitalised on in 2014/14. Where offences do occur, we are looking to demonstrate our responsiveness with a strong detection rate. That positive approach, alongside our partnership work on concourses and trains across the Midland network, will drive down assaults and aggression towards staff.



The reintroduction of Problem Solving Plans (PSPs) will again help us to channel our efforts jointly with the industry and others to tackle local, stubborn and challenging issues to the satisfaction of all – community, industry and police. These PSPs really require the creative input of all parties and have proven successful time and again across the Force area.

I look forward to working with you in this new structure and I am confident that you will see continual improvements in our service.

Midland targets

● Reduce theft from rail passengers by at least 5%

Theft of passenger property has become a significant issue for the rail industry during recent years. Tackling this issue is a priority for British Transport Police and reducing the number of offences will assist in driving crime from the network and increasing passenger confidence.

● Reduce aggression and violence towards staff by at least 5%

Aggression towards rail staff is unacceptable and, aside from the physical consequences, staff assaults can play a significant part in undermining confidence.

● Increase the 2013-14 detection rate for assaults on staff

Reducing the number of overall staff assaults needs to be supported by increased detection rates. Rail staff must have confidence in British Transport Police's ability to trace offenders and bring them to justice.

● Reduce disruption related minutes attributed to fatalities by at least 4%

Dealing with fatalities in an efficient and sensitive manner is an important aspect of the service BTP provides to the rail industry. BTP remains committed to providing further efficiencies and reducing the impact of fatalities on the network.

● Reduce disruption related minutes arising from level crossing incidents by at least 4%

Misuse of level crossings is a priority for BTP and Network Rail. BTP will continue to work with partners to educate the public and to take action against those who cause issues for the railway.

● Reduce disruption related minutes caused by trespass/vandalism by at least 8%

Despite extensive work by BTP and industry, issues around trespass and vandalism persist. Reducing the disruption this causes remains a priority for BTP and we will seek new methods to further drive those offences often referred to as 'route crime' from the railway.

● Reduce cable related offences by at least 5%

Despite recent changes in legislation and excellent collaboration between the railway and other industries, cable theft remains a threat to the efficient running of the rail network. BTP's commitment to tackling cable theft has not altered and we will seek to strengthen existing partnerships with industry and Home Office police forces to further reduce opportunities for thieves.

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Midland targets

- **To at least maintain current attendance rates of all immediate incidents within 20 minutes**

Attending incidents in a timely fashion is one of the defining features of BTP. It is important rail users and staff have confidence in the Force to be there as soon as possible when needed. We are committed to aim and attend all immediate graded incidents within 20 minutes and meeting the same attendance as 2013/14.

- **To at least maintain attendance rates of all priority incidents within 60 minutes**

When attendance to an incident is necessary, but not an emergency, BTP is committed to arriving, where possible, within 60 minutes. Our response to these incidents will be critical in demonstrating BTP's determination to assist victims of crime and will, in turn, play a crucial role in maintaining, and enhancing, public confidence.

- **Successfully complete five PSPs to tackle ASB, crime, football and freight related issues**

There are a number of issues experienced by the railway which cannot be resolved by police activity in isolation. In consultation with industry partners, we will use a problem solving approach to tackle anti-social behaviour, specified crimes and other issues at identified locations or on problematic routes.

Policing Plan

C Division

Midland



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