

**Report to:** Policing Plan Group  
**Agenda item:** 2  
**Date:** 14 December 2011  
**Subject:** Additional Research  
**Sponsor:** Group Chair  
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**For:** Information and approval

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## 1. Purpose of paper

- 1.1 To update Members on the additional research carried out since the last meeting of the Group on 28<sup>th</sup> September in support of development of the 2012-13 Policing Plan.
- 1.2 To invite Members to note the outputs from this additional research and to consider and as appropriate endorse the recommendations set out in section 4 below.

## 2. Background

- 2.1 At the last meeting of this Group a number of requests were made for further research to be carried out to ensure that no material issues had been overlooked for inclusion in the forthcoming 2012-13 annual Plan.
- 2.2 In particular, Members suggested further contact with Train Operators and specific engagement with the rail staff unions along with a detailed analysis of any free text data available from the National Passenger Survey (NPS).

## 3. Additional research completed and issues identified

- 3.1 Following the last meeting the BTPA Executive wrote to Police Service Agreement (PSA) holders - via the ATOC Policing Forum members - to invite them to share any further information they had collected from local engagement with their passengers and/or staff. From contact with 20+ PSA holders we have received only one response to confirm that no local research is carried out in addition to that done via the NPS.
- 3.2 The Executive also wrote to PSA holders, via their Managing Directors, to update them on the issues taken forward following

the September 22<sup>nd</sup> planning workshop and the subsequent discussions at the meeting of this Group on 28<sup>th</sup> September. The Executive received only two replies to this communication, one from First Scotrail endorsing the direction of travel taken; the second from London Underground Limited (LUL) noting the proposed work on disruption reduction and requesting that a similar work stream be explored using the LUL equivalent of Network Rail's 'lost minutes' data. This request was forwarded to ACC Territorial Policing and Crime who we understand has been in discussion with the BTP London Underground Area Commander on the feasibility of this proposal for 2012-13.

- 3.3 The BTPA Executive also wrote to the three main rail unions<sup>1</sup> and the BTP Federation in early November following the conclusion of the recent union election period. The letters set out our early thinking on the shape and likely themes for the Plan and invited comments on these proposals and any further representations they wished to make. At the time of writing<sup>2</sup> we have not received any responses to this correspondence but will include the unions in the group of stakeholders to which we send further consultation materials following this meeting.
- 3.4 BTP's Strategic Development Department (SDD) took forward the work to carry out an analysis of the themes raised within free text responses to the National Passenger Survey (NPS). There is a cost associated with requests for additional data to be extracted from the NPS; BTP therefore agreed with BTPA that it would carry out an initial analysis of the last dataset that was already available (from July 2010) to see if this indicated any significant change in the type of issues being raised since the last time free text responses had been reviewed by BTPA in 2006/7.

As Appendix A indicates, the issues captured via the NPS are very similar to the issues already being taken forward as part of current discussions; with Anti-social Behaviour (ASB), increased visibility in the evening and addressing violent crime all featuring prominently. The only issue not currently being progressed is any specific performance improvement activity around Counter Terrorism (CT)/unattended bags. Members may wish to reflect on the need for, and appropriateness of, setting a

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<sup>1</sup> RMT, ASLEF, TSSA

<sup>2</sup> 7<sup>th</sup> December 2011

performance target around this issue or whether this type of activity is now business as usual for BTP and likely captured by planned work on reducing disruption. A number of other issues appear in the analyses which clearly do not fall within BTP's direct remit, such as environmental improvements (lighting) and greater use of CCTV.

These responses are very similar to the type of issues being raised when the 2006/7 data was reviewed; overall the stability of passenger responses suggests that it would not be sensible at this time to pay to have the spring 2011 wave data extracted and analysed for the purposes of the current year's discussion.

- 3.5 BTP carries out Rail (train and station) Staff Surveys on a biannual basis. The last wave of this survey was completed in 2010 and an extract from the final report on this wave relating to current policing/security concerns is attached to this paper at Appendix B for information. Again this provides good read across to the issues currently under discussion except for the prominence of football related disorder. This topic was included as an option by BTP as part of the survey, rather than raised unprompted by respondents, but does not seem to have been raised by our stakeholders as a current issue during this round of consultation. Members might wish to consider whether a football related target is appropriate for inclusion in the Plan at a national level or whether this is best addressed via local plans where a specific issue is identified with partners.
- 3.6 Since the last meeting of the Group, two discussion meetings have taken place with Network Rail and ATOC to explore data availability and possible working approaches relating on a disruption reduction target. A separate note of this meeting is included at Item 3 on this Agenda. The second of these meetings was chaired by the Policing Plan Group Chair and through this additional engagement achieved a useful outcome in terms of reaching a proposed position which was agreeable to all parties attending. Details of the proposals arising are included in the paper on draft National targets at item 4 on this Agenda.

## **4. Recommendations**

- 4.1 That Members note the additional activity completed following the last meeting of the Group on 28<sup>th</sup> September 2011.
- 4.2 That Members endorse further work be carried out to explore a disruption reduction focus on BTP's London Underground Area.
- 4.3 Members may wish to reflect on the need and appropriateness of setting a CT/left luggage related performance target or whether BTP's response to this type of activity is now business as usual and likely covered by some of the planned disruption reduction work.
- 4.4 Members will also want to consider whether a football related target is appropriate for inclusion in the Plan at a national level or whether this is best addressed via local plans as and when a specific issue is identified with partners.