

Report to: Policing Plan Working Group
Agenda item: 3
Date: 14 December 2011
Subject: Disruption Reduction Discussions
Sponsor: Chair, Policing Plan Working Group
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For: Information

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1. Purpose of paper

- 1.1 To update Members on additional discussions carried out in support of disruption reduction target(s) for the 2012-13 Policing Plan.
- 1.2 To invite Members to note the outputs from these additional discussions.

2. Background

- 2.1 It was discussed, at the last meeting of this Group, that there should be a Policing Plan target for the force to work with train operators to identify the top disruption locations in order to reduce the number of lost minutes where BTP has a role in reducing their disruption.
- 2.2 Further discussions took place with ATOC and Network Rail (NR), on 31 October and in more detail on 30 November to inform the content of target(s).

3. Overview of Matters Discussed at 31 October Meeting

- 3.1 BTP, BTPA, ATOC and NR met to discuss the types of delays which can be affected by policing activity and the possibility of identifying the top 50 hotspot locations were discussed.
- 3.2 The range of Network Rail data regarding types of delay incidents was highlighted and subsequently sent to the force and Authority. It was stated that this data can be mapped against the BTP force area maps. Joint Performance Improvement Plans (JPIPs) between Network Rail and the train operating companies were discussed.

- 3.3 There was some industry anxiety about identifying hotspots, as single locations are not often targeted repeatedly.
- 3.4 The meeting did not go into detail with regard to potential policing targets or the practicalities associated with them. This was done after the meeting and shared with BTP and BTPA.

4. Disruption Reduction Discussion Group at 30 November Meeting

- 4.1 BTP, BTPA, ATOC, and NR met to discuss the lessons learned from the West Midlands JPIP pilot and to agree next steps for a proposed Policing Plan target(s) for BTP to reduce minutes lost due to disruption related incidents.
- 4.2 It was explained that the JPIP pilot in the Wales and Western area primarily involved BTP working with NR, and mostly affected routes operated by Chiltern Railways. This was the first time BTP had worked on a JPIP with NR.
- 4.3 In order to inform a Policing Plan target, NR confirmed that historical data could be obtained going back for four years. This could be mapped down to each BTP post and aggregated in any way that is needed. This would then need to be combined with crime data to enable disruption hotspot locations to be identified. Industry input would be required to decide the top locations to focus on.
- 4.4 NR data is generated on a four-weekly basis; which would be the minimum requirement for BTP. A future issue, to be discussed, was the possibility of obtaining data on a more frequent basis. It was agreed that BTP should review its own data requirements, and liaise with ATOC and NR on this.
- 4.5 It was agreed that it will be important to get area commanders to sign up to and engage with the proposed process. It would be essential for area commanders to engage with local partners, to jointly identify priority areas, and identify actions to be taken locally, albeit with national oversight to help drive progress throughout the year. This could then inform BTP local Problem Solving Plans (PSPs), which may then inform the industry JPIP process.
- 4.6 The agreed next steps would involve three main strands of work. The first would be for BTP to work with area commanders, NR and ATOC to identify six priority locations for each area, allowing for some flexibility. Performance against these would be driven internally, but the outcomes would feed into JPIPs.

- 4.7 The second strand would be for disruption to be more clearly evident in the force's tasking process. This could involve having a section on the agenda or potentially a bi-monthly or quarterly meeting solely on the disruption strategy.
- 4.8 BTP will also need to liaise with NR to identify its data requirements in order to identify key locations and monitor performance.