

National Policing Plan



13/14

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Foreword



Millie Banerjee

**Chairman
British Transport Police Authority**

After many years of hard work and anticipation, the Olympic and Paralympic Games are finally upon us. British Transport Police has invested a tremendous amount of work and time into the preparations, and this year's Olympic policing plan target - to provide a more rapid response to calls from Olympic venues and key transport interchanges - will help us play our part in making sure athletes, organisers and spectators alike are able to travel safely to and from the Games. I am sure our officers and staff will do the country proud as they deliver one of the largest policing operations in British history.

Of course, with 2012's attention drawn firmly towards what is expected to be a magnificent festival of sport, the railway community may become concerned that BTP gets distracted from the day job of providing an efficient and effective policing service for the rail network and all passengers who use the railways. As you will see from this policing plan, our focus

is to ensure that the force remains on track during the Olympics and beyond.

The year we have just left behind saw a further reduction in crime on the railway and an improvement in detection rates. We hope once again to build on that record in 2012/13.

We have also refreshed our strategic aims, which this year will be:

- 1. Helping to keep rail transport systems running**
- 2. Helping to make rail transport systems safer and more secure**
- 3. Delivering 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 planning workshop in September 2011 where passengers and many train and freight operating companies were represented. The discussion at the workshop was helpful in identifying the most important issues for BTP to focus on in 2012/13.

Over the last two years, nearly all our partners in the rail industry have been asking BTP to play a greater role in helping them reduce disruption to train services. We carried out some preliminary work in 2011/12 exploring how police and operators can work together to address the issue in different parts of the country. I am pleased to report that this year, after working closely with Network Rail and the rail operators, we have set national and local targets relating to disruption reduction for BTP.

This is an important step: we are increasing

the police force's involvement in joint initiatives to address an issue which causes great inconvenience for passengers and has a cost for rail operators. We propose to work closely and imaginatively with our partners not only to prevent disruption but, when it does occur, to minimise its impact at a number of key locations across the rail network. This an innovative set of national and local targets, and the Police Authority will monitor their progress closely.

Another issue that is important to rail passengers and operators alike is BTP's operating cost. In December, the Police Authority agreed to set a net budget of £198.8 million for 2012/13, a standstill position on the previous year's budget. It is a budget that represents a reduction in real terms, bearing in mind the recent increases in inflation and the requirement for BTP to pay VAT, unlike other police forces. In taking this difficult funding decision we are aligning ourselves with our industry partners, who are also faced with significant financial pressure.

I am committed to ensuring BTP continues its trend of continuous improvement in this financial climate, which is why our third strategic aim commits us to greater value for money. The trend so far has been good, with the police force making some significant strides forward in improving the efficiency of its operations, and the Police Authority has set three targets in this plan to build on that record: for the coming year, we have asked BTP to cut its back office costs by £500k, reduce the number of reports it produces manually by one-fifth, and further scale back its sickness levels. These will complement the imaginative restructuring already underway at the police force and produce greater value for the railway community.

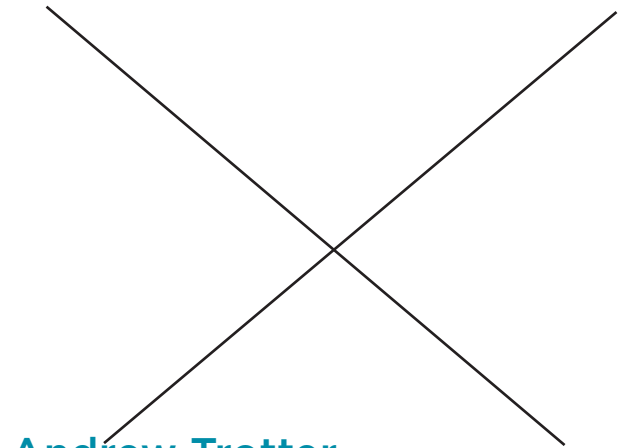
Foreword

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Andrew Trotter

**Chief Constable
British Transport Police**

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National targets

Keeping rail transport systems running

Disruption

Reduce police-related disruption by at least x%

Reducing disruption is the number one priority that has been consistently identified by BTP's stakeholders and this will be the third year that it has been a specific Policing Plan target. It is also key to the McNulty agenda of improving the efficiency of the UK rail industry and is one of the key ways BTP can enable the wider industry to meet future challenges. The 2012-13 Policing Plan contained a target to reduce disruption, in partnership, at key hotspot locations. This has been very successful, with disruption reducing by over xx% at these locations.

Overall disruption has also reduced, by over xx% and reductions have also been recorded in each disruption category associated with police activity. A further reduction in disruption will be challenging to achieve, however this objective has been set in the context of a long term strategic aim to reduce disruption by 20% by 2019.

Fatalities

Non suspicious and unexplained fatalities to be cleared within an average of 90 minutes

This target reflects the management of fatalities as a continuing top priority for BTP, focussing on sustaining the current excellent progress in reducing associated disruption, whilst still preserving the dignity of the deceased and investigative integrity. For the first time, unexplained fatalities as well as those categorised as non-suspicious will be included in this measurement, leading to a very challenging target.

This follows new guidance, training and performance management processes being introduced that has enabled BTP to deal with non-suspicious and unexplained fatality incidents within an average of xx minutes in comparison to xxx minutes for the same period in 2011-12.

Making rail transport systems safer and more secure

Notifiable offences

Reduce overall notifiable crime by at least x% (excluding police generated crime) from the 2012/13 level

Reducing crime is at the core of BTP's purpose and activities, and alongside reducing disruption, it has consistently been identified by stakeholders as a top priority for BTP. Over the nine year period to the end of 2012-13, BTP has reduced notifiable offences by xx%, and in doing so, made significant reductions in priority crimes such as robbery (down xx%), violence against the person (down x%), and notifiable route crime (down xx%).

Despite these year on year reductions, BTP is committed to further reducing crime and making the network safer for all passengers and staff.

Robbery, staff assaults and violent crime

Achieve a detection rate of at least xx%

The notifiable detection rate for BTP during 2012-13 was xx%, which is well above the average when compared with other police forces. The rate has increased significantly since 2004 when it was 17%.

BTP has particularly high detection rates for priority crime such as robbery (xx%), staff assaults (xx%) and violent crime (xx%).

Delivering value for money through continuous improvement

Frontline resources

At least 60% of overall budget to be spent on frontline resources

This target is designed to complement the Chief Constable's aim to ensure that as many of BTP's resources as possible are dedicated to frontline policing. It will be measured using the HMIC definition of frontline, which is 'those who are in everyday contact with the public and directly intervene to keep people safe and enforce the law'. BTP currently spends 59% of its budget on those resources defined as frontline.

In a similar measure, the percentage of budget spent spend on workforce by forces, BTP was highlighted by the most Recent CIPFA analysis as the most efficient force in England and Wales.

Staff availability

Achieve a detection rate of at least xx%

- **Overall sickness to be less than x.x days per year**
- **At least xx% of staff on Temporary Duty Restrictions to be on full hours after four weeks**

BTP's overall sickness rate has fallen by 40% since early 2007 and has seen incremental improvement for the last three years. This target for 2013-14 has been enhanced to measure not just sickness but officers and staff who are on temporary duty restrictions and are not available for deployment. In 2013-14, BTP lost an average of x.x days per employee to sickness absence.

BTP has made considerable gains in this area having improved since 2008-09 when the average was over 10 days per year. BTP compares very well with other police forces for overall sickness and the latest CIPFA data shows BTP as being the fourth best force for combined officer, PCSO and staff sickness.

Promoting confidence in the use of rail transport systems

Visibility

At least xxx,xxx hours to be worked by NPT and Response officers between 7pm and 3am

Police visibility is a key driver of public confidence; rail staff and passengers feel that BTP's presence on stations and trains is most important in the evening and into the early hours. In order to provide a visible presence when it is most needed, it is important that as many police officers, PCSOs and Special Constables as possible are deployed in roles that are visible to the public and at the times they are most needed. This target builds on progress last year and aims to increase the number of hours that officers, PCSOs and Special Constables are deployed as part of the 24-hour core and Neighbourhood Policing Teams between the hours of 7pm and 3am.

Public order offences

Achieve at least a xx% detection rate for notifiable public order offences

Anti-social behaviour is widely recognised as a key determinant of confidence in both passengers and railway staff. This proposed target is focused on the sort of rowdy, loutish and unacceptable behaviour that is particularly impactful. Surveys show that it affects rail staff more than any other crime and is consistently cited as a top priority for passengers through the National Passenger Survey. BTP has worked hard with railway operators to tackle anti-social behaviour. There has been a reduction of xx% in recorded offences between 2005-06 and 2012-13; and the detection rate has risen from xx% to xx%.

**For additional information
on the 2013-14 national
and local policing plans,
please visit:**

www.btpa.police.uk

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