

# **Policing Plan**

## **North West area**

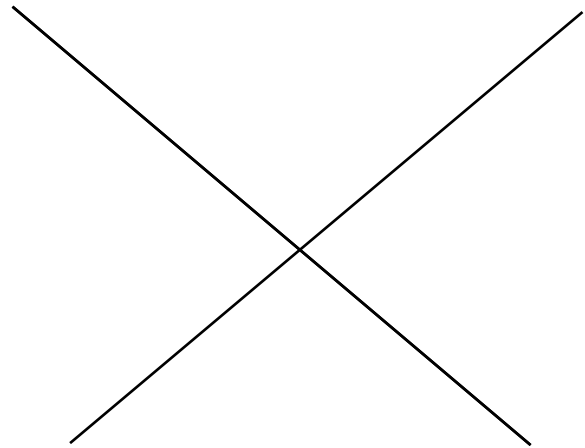


# **13/14**

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# Foreword



**Ch Supt Peter Holden**

**North West Area Commander  
British Transport Police**

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# Area targets

## Disruption

**Reduce the number of minutes lost for police related disruption on six key routes**

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**Locations selected:**

Edge Hill to Huyton  
Euxton to Wigan  
Stoke to Stone  
Hunts Cross to Widnes  
Stockport to Slade Lane  
Salford Crescent to Bolton

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## Staff Assaults

**Reduce staff assaults from the 2012-13 level**

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## Theft of Passenger Property

**Reduce offences by 5% from the the 2012-13 level**

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## **Anti-social behaviour**

**Complete a minimum of 12 significant joint industry operations combating alcohol-related anti-social behaviour**

These operations will involve joint working with at least one industry partner and is in response to industry concerns around safety and public order issues arising from persons upon the system who have in the main consumed excessive amounts of alcohol. Suitable taskings will be identified by industry partners in conjunction with BTP via the Area tasking process, and the anticipated outcomes will contribute to the national objectives of reducing notifiable crime, increasing the detection rate for public order offences and increasing late night visibility. Success will be measured by the appropriate industry partner signing off the operation via the tasking process once it has been satisfactorily concluded.

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## **Football-related offences**

**Increase the detection rate from the 2012-13 level**

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## **Serious violence against person, sexual and robbery offences**

**Reduce recorded offences from the 2012-13 level**

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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.

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### 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**

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.

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### **Robbery, staff assaults and violent crime**

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%).

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## **Delivering value for money through continuous improvement**

### **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.

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## **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.

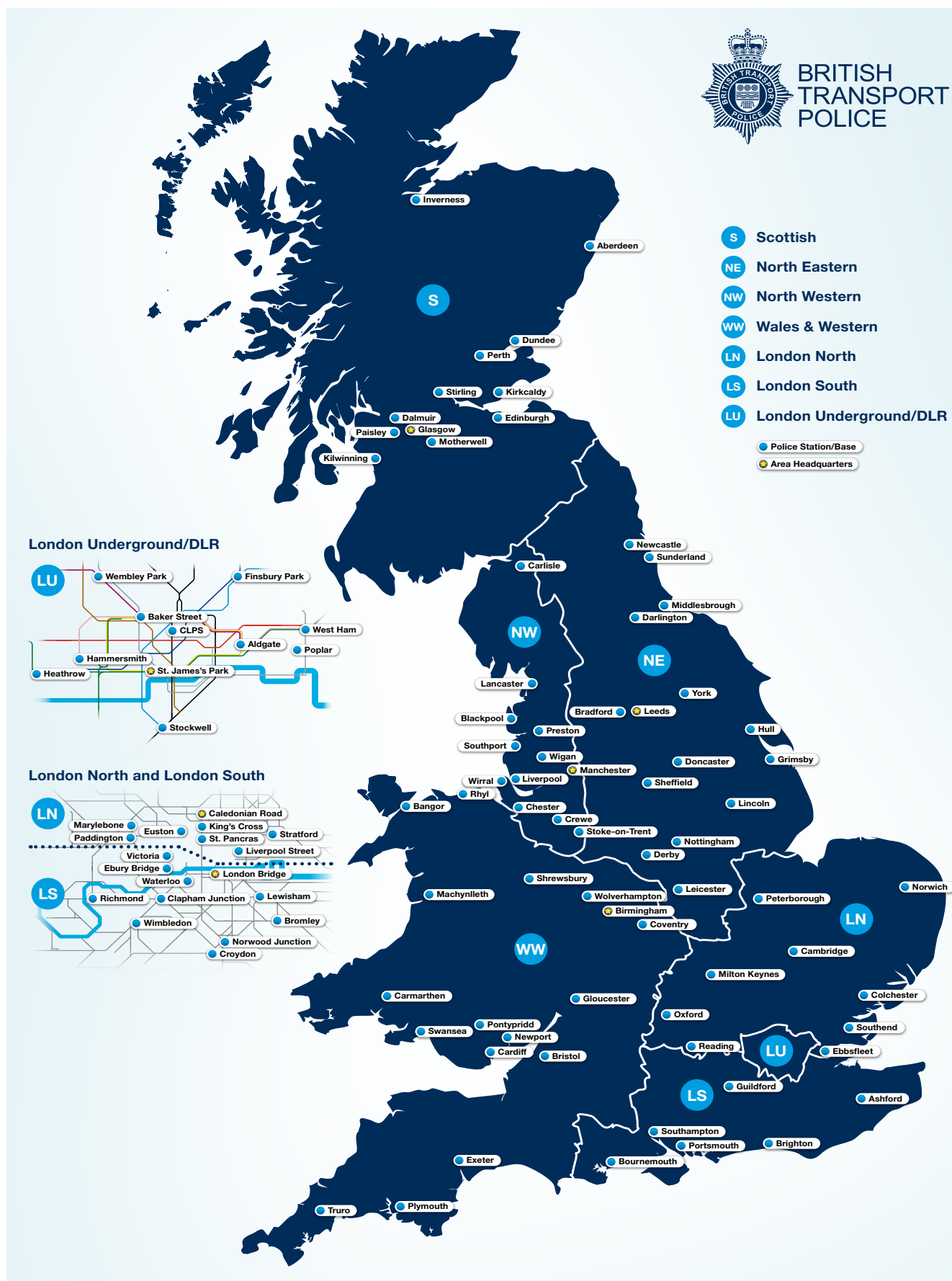
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## **Public order offences**

**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](http://www.btpa.police.uk)**

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