

Minutes Strategy Group

Thursday 10 June 2010, 10.00am

at The Forum. 74-80 Camden Street, London NW1 0EG

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Present:

Millie Banerjee (Chairman)
Sir David O'Dowd
Ian Dobbs
Christine Knights
Jeroen Weimar

Apologies:

Neil Scales

In attendance:

Andrew Trotter, Chief Constable
Andrew Clarke, Interim Director of Finance & Corporate
Services
Peter Zieminski, Chief Superintendent Command Support
Marie Daniels, Head of Strategic Development

Andrew Figgures, Chief Executive
Lucy Barrick, Business Support Manager & Minutes

01/2010 Welcome and Apologies

Agenda Item 1

The Chairman welcomed all to the meeting and gave apologies from Mr Scales.

02/2010 Joint Strategic Review and Next Steps

Agenda Items 2 & 3

The Chairman opened the business of the meeting by reviewing the context which the Authority and Force were in. She advised that letters had already been received from Government advising of freezes on recruitment, ICT procurement and consultancy among other things. The railway industry was also in a difficult position with government subsidy likely to be reduced and Network Rail facing a considerable reduction in its budget. The Association of Chief Police Officers (ACPO) had

commissioned a review of the police pay and reward structures for both officers and staff.

Following discussion with the DfT options had emerged to consider. These included the possibility of expanding the remit of the BTP to cover the Highways Agency and the Vehicle and Operator Services Agency (VOSA) this would increase the viability of BTP. In addition to this it had been proposed that BTP could withdraw from the edges of the rail network and concentrate on the core network. A letter from the DfT outlining these proposals to be explored was expected shortly. This was also expected to be incorporated into the quinquennial review.

This meant that the Strategic Review had to deliver a proposition of what BTP will look like and what it should be doing. It was noted that this needed to be delivered rapidly as the Authority needed to go to the DfT with progressive solutions anticipating the environment that it was in.

The Group agreed that a clear understanding of the outcomes that were trying to be achieved needed to be shared and that they fitted with the expectations of the various parties.

The Chief Constable said that he felt that the Force was in a good position to take on more. However, he added that if the Force were to shrink to the core of the network only, in a geographical sense, this would reduce the charge to PSA holders, and therefore the budget, rather than save money. The Chief Constable said he would be nervous about any reduction in service. He added that border policing was of interest.

It was noted that the Home Office forces currently picked up those calls that BTP could not respond to but horizon scanning was showing that mutual aid charges were being considered for this. Therefore shrinking back to the core was a high risk strategy.

The Group noted some of the major risks around the proposition from the DfT as being the possible dilution of service, cross subsidy and the potential loss of primacy over incidents.

The Group considered where they would like to see BTP in the near future and over the next three years. There was a general consensus that the Force should remain a comprehensive policing service for England, Scotland and Wales and have a transparent charging mechanism. In addition to this there was support for an expanded Force that was a genuine transport police force covering all the various modes and not an enforcement agency. The Force should also be aligned with its

stakeholders and have a systematised approach to stakeholder engagement.

It was suggested that summary of ambitions should be put into a graded model starting with the top level.

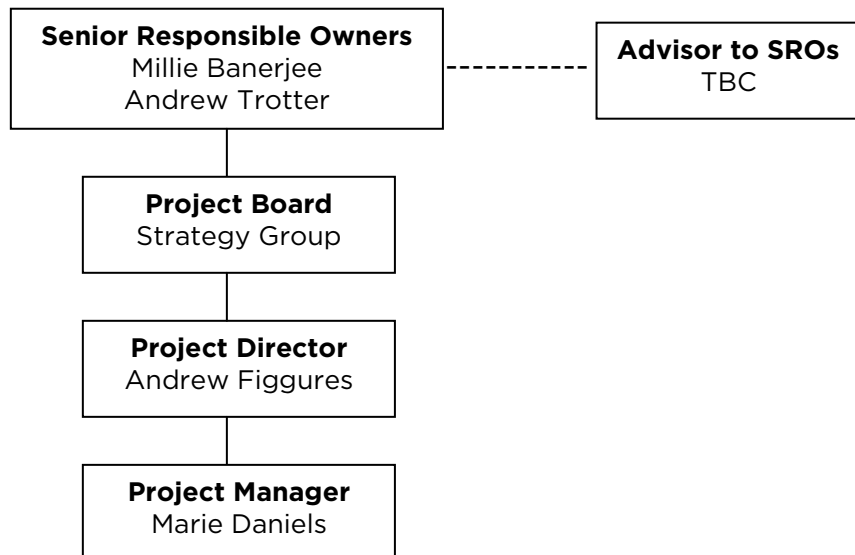
There was discussion around where there could be variability of policing. Visible patrol was discussed and it was suggested that this could be additive with three levels including police presence, presence with some powers (accredited rail staff or PCSOs) and presence with no powers. There would need to be clarity on the statutory position and how this could be achieved for as little as possible with any other service being offered as enhanced options with a list of additional products. The think piece described in the terms of reference would help this work.

There was a concern that this additive approach could exclude the public voice.

The Group discussed the anticipated budget for 2010/11 and the following two years. There was a suggestion that over the three years there may need to be a reduction of up to 30% taking account of the situation for the rail industry. The Group requested that a figure around the policing provided by the Home Office which was currently free of charge be calculated to understand what the impact a mutual aid charge for this could have.

It was suggested that pensions should be dealt with separately from the core costs.

The governance structure of the Strategic Review was approved as below:



The terms of reference were approved and the work was commissioned of BTP. There was concern raised regarding the cost of appointing an external advisor to the SROs but it was suggested that Paul Coen be asked to fulfil this role as he had knowledge of the Authority and Force and the position would not be required for long as the Review needed to move quickly.