

Report to: Policing Plan Working Group
Agenda Item: 3
Date: 9th December 2013
Subject: National Policing Plan Consultation –
Summary of Responses
Sponsor: Chair Policing Plan Working Group
Author: Jon Newton
For: Information & discussion

The Forum
5th Floor North
74-80 Camden Street
London NW1 0EG

T: 020 7383 0259
F: 020 7383 2655
E: general.enquiries
@btpa.police.uk

www.btpa.police.uk

1. Purpose of paper

- 1.1 To provide an overview of the responses to the Authority's initial stakeholder consultation on the proposed 2014-15 National Policing Plan.
- 1.2 To invite Members to consider the stakeholder responses and offer input into how they should be taken into account for the proposed 2014-15 National Policing Plan.

2. Background

- 2.1 Further to the BTP/A stakeholder workshops, held in September, consultation letters were sent out, in October, to fifty-five stakeholder organisations. See Appendix A for the list of stakeholders consulted.
- 2.2 The consultation letter invited stakeholders to provide feedback around the key themes that they would like to see reflected in the National Policing Plan, within the context of the Strategic Plan. It also provided a short report summarising the presentations and discussions at the annual stakeholder workshop and a timetable outlining next steps for the development of the 2014/15 Policing Plan.
- 2.3 Responses were received from eleven stakeholder organisations. The Association of Train Operating Companies (ATOC), Network Rail, the Office of Rail Regulation (ORR), Transport for London, and Transport for Greater Manchester were amongst the eleven stakeholder organisations to have provided comments for the Policing Plan; other responses received were from passenger train operating companies.

- 2.4 Stakeholder feedback on visibility of the force's efficiency work will be submitted to the BTPA Strategy and Planning for information.

3. General feedback on the Policing Plan

- 3.1 Feedback from stakeholders was positive, with support for the proposals for the National Policing Plan and continued support for the Strategic Plan. Three stakeholders commented on the bottom-up approach to developing the Policing Plan, all supportive of the approach to develop Local Policing Plans which will then influence the development of the National Plan.
- 3.2 There was also a consistent message from stakeholders about the benefits of the collaborative approach taken between the rail industry and BTP to achieve local objectives and maximise resources, and support for further enhanced levels of collaboration.
- 3.3 There was continued support for the strategic objectives. There was recognition that targets are challenging and that the force was playing a role in supporting the industry with regard to its pressures and targets in CP5. There were, however, requests for more details on the incremental contributions, and some performance indicators, towards the 2019 objectives. There was also a suggestion that, in London, disruption reduction and confidence targets need to be areas of increased focus.
- 3.4 Three stakeholders noted their support for the key themes and approach without significant further comment.

4. Key themes strategic themes

4.1 Reduce minutes lost to police-related disruption

There were few comments specifically on the theme of reducing police-related disruption. Two stakeholders noted their support for the continued focus on fatality management. There was support for the continued focus on interventions to deter suicides and for an improvement on clearance times, building on the 2013-14 policing plan targets focused on the partial reopening of four-track stretches of railway, such as in the London South Area.

4.2 Reduce crime on the railways by at least 20%

There were no clear themes arising from the four stakeholders' comments that were related to reducing crime. BTP's successful work in tackling cable theft, in part due to the new Scrap Metal

Dealers Act, was noted, as were the reductions in overall route crime and theft.

- 4.3 There was a suggestion that there should be an improvement figure for notifiable crime which exceeds the 3% target given in the 2013/14 Policing Plan and that the detection rates for notifiable crime be improved.
- 4.4 Two stakeholders commented on particular offence types to be focused on in the 2014/15 Policing Plan. These were trespass and vandalism; and reducing assault and theft of passenger property offences. Joint working initiatives were highlighted as being important in order to achieve these goals.
- 4.5 **Increase passenger confidence with personal security on train and station by at least 10%**

The importance of improving passenger confidence as monitored by the National Passenger Survey was noted. It was highlighted that passengers' perception of their personal security has remained static over the last year and continues to show a degree of operator-level variation. The planned safer-stations' enhancements to mainline station environments were anticipated to help with this; however, it was also noted that there would be challenges posed by larger and busier stations with continuously growing passenger expectations.

- 4.6 A proposed theme, highlighted by one stakeholder, was for a further improvement in attendance levels and visibility of officers later in the day. There was also a request for BTP to communicate how it plans to drive the increase in passenger confidence.
- 4.7 **Achieve the targets above within a Medium Term Financial Plan with annual cost increases within RPI**

Three stakeholders welcomed the prospect of additional officers, released as a result of the restructure, but requested visibility with respect to how the resources will be deployed.
- 4.8 Two stakeholders requested measures related to the force's efficiency work, such as with regard to efficiency savings or additional front-line officer availability.
- 4.9 There was also a request for visibility of the potential savings that will be made and for discussions about how these are reinvested.

5. Feedback on Local Policing Plans

- 5.1 Four stakeholders, whilst providing feedback for the National Policing Plan, also made comments for the Local Policing Plans.

Stakeholders noted the importance of the Local Plans along with proactive, joint working and complementary policing.

- 5.2 Whilst stakeholders highlighted slightly differing local priorities to focus on, it was requested that BTP, in Wales, adopts an open approach to communicating information, such as opening times and staffing hours, to stakeholders and that there be a separate Local Policing Plan for the St Pancras/Kings Cross hub and HS1 route.
- 5.3 There was also a suggestion, as highlighted in paragraph 3.3, that disruption reduction and confidence targets need to be areas of increased focus in London.

6. Recommendations

- 6.1 Members consider and discuss the feedback from the Stakeholder Consultation, including:
 - Whether incremental contributions should be included within the Policing Plan and, if so, the extent of any reduction/improvement targets.
 - The inclusion of a Policing Plan target related to the force's efficiency work.
- 6.2 Members explore, with BTP, stakeholder feedback suggesting that there should be an increase focused, in London, with respect to disruption reduction and confidence targets.

Appendix A. Stakeholders Consulted

Abellio Greater Anglia
Alstom Transport
Arriva Trains Wales
Association of Train Operating Companies
Bombardier Transportation
c2c
Centro
Chiltern Railways
Colas Rail Services
Cross Country
Croydon Tramlink
DB Regio Tyne and Wear Ltd
DB Schenker
Direct Rail Services Ltd
East Coast
East Midlands Trains
Eurostar International
First Capital Connect
First Great Western
First Hull Trains
First TransPennine Express
Freightliner
GB Railfreight
Glasgow Prestwick Airport
Grand Central
Heathrow Express
High Speed 1 Ltd
Hull Trains
London Midland
London Overground
London Underground Ltd
London TravelWatch
Merseyrail
Merseytravel
Metro

National Express West Midlands
Network Rail
North Yorkshire Moors Railway
Northern Rail
Office of Rail Regulation
Passenger Focus
Pre Metro Operations Ltd
Rail Freight Group
ScotRail
Serco Docklands
South West Trains
South Yorkshire Passenger Transport Executive
Southeastern
Southern
Stobart Rail
Transport for Greater Manchester
Transport for London
Transport Scotland
Tyne and Wear Passenger Transport Executive
Virgin Trains