

Minutes

Policing Plan working group

Monday 3rd February 2014

at The Forum, 74-80 Camden Street

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Present:

Mark Phillips (Chair) (attended via teleconference)
Liz France
Stella Thomas

Apologies:

Lew Adams
Dominic Booth
Catherine Crawford
Bill Matthews

In attendance:

Paul Crowther, Acting Chief Constable BTP
David McCall, Acting Deputy Chief Constable BTP
Mike Furness, Head of Strategic Development BTP
Jai Chainani, Statistician BTP
Andrew Figgures, Chief Executive BTPA
Samantha Elvy, Research & Policy Manager BTPA
Jon Newton, Performance Analyst BTPA (minutes)

01/2014 Welcome and apologies

Non-Agenda

The Chair welcomed all attendees to the Policing Plan Working Group meeting. Apologies were received for Mr Adams, Mr Booth, Ms Crawford and Mr Matthews.

02/2014 Minutes of meeting 2 and matters arising

Agenda Item 1

The minutes of the 9th December meeting of the Policing Plan Group were approved as an accurate record of discussions.

All actions were accepted as complete. The Group was informed that BTP's Assistant Chief Constables (ACCs) had written to the train

operating company (TOC) Managing Directors (MDs) and that the MDs had replied to the force to confirm they were content with the proposals for the 2014-15 Policing Plan targets. Members requested that the responses be shared with the Group.

Action: Responses from TOCs to the ACCs to be shared with the Policing Plan Group Members.

03/2014 Update on progress with National and Local Policing Plans

Agenda Item 2

The National Plan will contain fewer targets, with more of an emphasis being placed on the Local Plans, which will contain a higher number of targets. The Plans will reflect the four objectives in the Strategic Plan 2013-19.

A/CC Crowther provided an overview of the proposed 2014-15 National Policing Plan targets.

Target 1 - Reduce overall notifiable crime (excluding police generated crime)

The Group was informed that there was predicted to be a 5.6% reduction in notifiable offences by the end of 2013-14. There were discussions about the different sequences of crime reductions required up to 2019 in order to achieve the strategic objective to reduce crime by 20% from the 2012-13 figure.

Members agreed with the proposal to front-load the crime reductions for this target and that there should therefore be a 4% reduction target for notifiable offences.

Target 2 - Reduce police related disruption minutes

The Group was informed that the previously predicted 9% increase in lost minutes for 2013-14 had been slowed and that there was now predicted to be an increase of between 1% and 2%. The force was achieving a 3% reduction in primary lost minutes but reactionary delay was an issue.

The areas to be focussed on, with respect to reducing lost minutes, would be disruption caused by trespass and vandalism. The force was at the time looking at hotspots and identifying where there were high impact incidents and where there were multiple low impact incidents.

It was proposed that for 2014-15 there be a 6% reduction target for police-related lost minutes. The Group discussed the distribution of annual reductions that would be required to meet the strategic objective to reduce minutes lost to police-related disruption by at least 20% on the 2012-13 figure. Members suggested that a 9% reduction target may stretch credibility and possibly de-motivate staff, but that 6% would be more realistic and would retain focus. The Group was informed that if there is a 1% or 2% rise at the end of 2013-14 then the force would be generally on course with expected progress and that this reduction target was consistent with discussions at the Local Policing Plan consultation sessions.

A/CC Crowther highlighted that a letter had been received from Network Rail, which had made a number of sensible suggestions. ACC Thomas was, as a result, setting up meetings and organising some partnership approaches that could be adopted.

Members agreed with the sequence of reductions outlined in paragraph 2.9 of the BTP cover paper and with the proposal to have a 6% reduction target for police-related lost minutes.

Target 3 - Reduce overall sickness

A/CC Crowther informed the Group that there had been an internal discussion about whether there should be a sickness target, or whether this should be seen as business as usual. It had been decided that they did not want to let this area slip and that current performance could possibly be further improved upon.

The Group was informed that if the current year's target, for average days lost per member of staff to be less than 7.3 days per year, is not achieved then it will be retained. If it is achieved, there will be a reduction target.

Members agreed with the proposal to keep the target at 7.3 days or lower, or for there to be a reduction target if the current year's outturn is an improvement on the 2013-14 Policing Plan target.

Target 4 - Non-suspicious and unexplained fatalities to be cleared within an average of 90 minutes

A/CC Crowther highlighted that the 2013-14 fatality clearance target included non-suspicious and unexplained fatalities. This was a change from previous targets which included non-suspicious fatalities only. There was a strong view within BTP that officers should be able to deal with these incidents as quickly as decently

possible. This was, however, a delicate issue and there was a concern that confidence would be affected if officers were pushed too hard; this would add pressure and there was concern about increased risk.

Members agreed that the inclusion of unexplained fatalities meant that the current average clearance time of 72 minutes was a significant achievement. It was suggested that this inclusion, along with current performance, should be constantly communicated to industry stakeholders. There was also agreement that there would be no significant benefit, but potentially a significant increase in risk, if this target were changed in order to further reduce clearance times.

There was a suggestion that, in addition to a combined clearance time, the clearance times for unexplained and non-suspicious fatalities be separated for presentation purposes.

Target 5 - To achieve at least a partial reopening on four track railways

The Group was informed that this target would roll-out the ongoing work in the current London North and London South Areas and that it was well received by stakeholders.

Target 6 - Increase confidence in using the railway

The Group was informed that, in order to achieve the strategic objective to increase passenger confidence with personal security on train and on station by at least 10%, there would need to be a passenger confidence rating of at least 82.72% by spring 2019. When broken down annually, this meant a proposed 2014-15 target to achieve a passenger confidence rating of at least 77.5%. Members highlighted that this would be a stretching target, but that it was important that this target drives the right activities and behaviours.

There was a discussion about the force's plans to use online staff surveys to measure levels of rail industry staff confidence. The force was aiming to obtain a baseline, to measure progress against, by the end of March. Mr Furness attended an ATOC Policing Forum meeting, where members were supportive but nervous about the proposed timescales. A small sub-group had been put together from the Forum to further develop this work.

A/CC Crowther informed the Group that it would be more difficult to measure stakeholder confidence. This measurement would involve repeating and building upon face to face interviews that had been conducted with Managing Directors in the current year.

The Group preferred keep the three confidence measures separate, rather than have a combined measure with weighted results. It was also felt that there should be a methodology for the measurement of stakeholder confidence. The Group noted that this was being developed by Mrs Elvy and Mr Furness.

Target 7 - Frontline resources

It was proposed that there be a target for at least 60% of overall budget percentage to be spent on frontline resources. The Group was informed that this would be measured using HMIC's definition of frontline.

Local Policing Plan targets

A/CC Crowther provided a brief overview of the Local Policing Plan targets. The Group was informed that there was a high level of consistency with the Local Policing Plans, particularly with respect to the C Division targets; the main difference was around the Problem Solving Plans (PSPs). The B Division Plans had slightly more variation between the Sub-Divisions, to take into account local issues.

The target in B Division TfL to increase the number of detections for sexual offences was highlighted. This was the only proposed target to increase the number of detections. BTP has had an increase in the number of offences recorded. The force has been involved in Operation Guardian, a joint operation which involved a highly publicised campaign. Offences were now levelling off but the force was looking to increase the number of detections.

The force's ACCs had written to stakeholder MDs to communicate the draft Local Policing Plans; feedback had been almost exclusively positive. The one exception, from Network Rail, was being responded to. It was highlighted that Welsh operators had been consulted to ensure that they were content with the Policing Plan for C Division Wales. The D Division Policing Plan targets were consistent with the national targets and had been well received by senior stakeholders. The D Division Plan was focussed on achieving a satisfaction rating for PSPs. The Group was informed that, when drawn up, PSPs are subject to evaluation and approval centrally before they are progressed with.

There was a discussion about the removal of arena and nightclub offences from the theft offences targets in C Division Midlands, Pennine, Wales, and Western Sub-Divisions. The separation of these offences had been previously discussed by the Authority's Performance Review Committee. Members were informed that there

had also been an internal debate around this target by the force's Service Excellence Board, where it was agreed that these targets should be monitored.

04/2014 Agreed next steps

Agenda Item 3

There was a discussion about next steps. It was proposed that, once the Policing Plans have been approved by the Police Authority, a tailored letter, which contextualises the national targets and how they were arrived at, goes out from the Authority to the TOC MDs. It was also proposed that the letter could identify the relevant Policing Plan content for each of the operators.

Mr Phillips requested that a draft letter be produced, so that they are ready to go out to stakeholders as soon as the Plans have been approved by the Police Authority at its meeting on 25th March.

Action: Mrs Elvy and Mr Newton draft a Policing Plan letter by 7th February, using Virgin Trains as an example, which is circulated by email for comments. This letter will then be used to communicate the 2014-15 Policing Plan targets, once approved by the Police Authority, to TOC MDs.

There was a discussion about whether there needs to be any communication with stakeholders in the interim, prior to the Authority meeting, and whether it would be beneficial to have an event to launch the new Policing Plans. Mr Phillips suggested that a launch event might be more useful at Divisional Commander level, to help build up dialogue with route commanders. There was a concern that there would be insufficient notice for MDs to attend a national-level event. It was suggested that there could be a mini-launch event, with a possible photo opportunity, with the Rail Delivery Group (RDG).

05/2014 AOB

Agenda Item 4

There was no other business.