BTPA
British Transport Police
Authority

Minutes
Policing Plan Group

Friday 17 October 2014

at The Forum, 74-80 Camden Street

Present:

Mark Phillips (Chair)
Liz France
Bill Matthews
Stella Thomas

Apologies:

Dominic Booth
Catherine Crawford

In attendance:

Adrian Hanstock, Deputy Chief Constable BTP
Mike Furness, Head of Strategic Development BTP
Charlotte Crabtree, Head of Analysis & Performance BTP
Vanita Patel, Performance & Analysis Manager BTP
Andrew Figgures, Chief Executive BTPA
Samantha Elvy, Research & Policy Manager BTPA
Orla Sedze, Communications Manager BTPA
Jon Newton, Performance Analyst BTPA (minutes)

06/2014   Welcome and apologies

Non-Agenda

1.   The Chair welcomed all attendees to the Policing Plan Group meeting. Apologies were received from Catherine Crawford and Dominic Booth.

2.   It was noted that the purpose of the Group was to provide governance and oversight of the development of the 2015/16 Policing Plan, which will be signed off by the full Authority in March 2015. The Policing Plan should be consistent with the 2013-19 Strategic Plan.

3.   The Chair requested that all attendees come to Group meetings fully prepared and that, because of the amount of information that needs to be considered and to reduce the risk of any lack of due diligence,

the reports to the Group are a maximum of about five pages in length.

07/2014   Terms of Reference

Agenda Item 1

4.   The Chair introduced the Terms of Reference and proposed work plan for the Group for the 2015/16 planning cycle. The Terms of Reference highlight the obligations with respect to the production of the Policing Plan and consultation.

5.   The Terms of Reference and work plan were agreed with no concerns were highlighted.

08/2014   Issues raised by stakeholders in 2014/15

Agenda Item 2

6.   The comments in the House of Commons Transport Committee report with respect to safeguarding children and young people, and theft of passenger property were highlighted as areas to be considered in the development of the final plans.

7.   The Group was informed that there was a large amount of work going on with respect to vulnerable people and that there were a number of outcome measures. It was suggested that the Performance Review Committee may be able to monitor this work beyond having set targets. There could for year one be introductory targets, with areas to monitor being identified for year two. This would involve monitoring work without the setting of hard targets. The Chair requested papers on how to respond to the comments contained in the House of Commons Transport Committee report on safeguarding children and young people, and theft.

8.   The Authority's survey of Train Operating Company (TOC) Heads of Security, in summer 2014, was discussed. There was satisfaction with the response rate, with non-responses taken to mean that those Heads of Security were content. The Rail Delivery Group (RDG) was aware of the survey and involved in raising its profile. Weekly reminders were also sent out by the Authority Executive to the Heads of Security, additional responses were received as a result.

9.   The Group noted that the Department for Transport (DfT) currently did not wish to set any specific objectives with respect to the 2015/16 Policing Plan.

10.   The Chair highlighted that last year's approach to consulting on the Policing Plans worked well and suggested a similar approach for the 2015/16 Policing Plan.

11.   The Issues raised by stakeholders in 2014/15 report was noted.

09/2014   BTP representations on 2015/16 Policing Plan

Agenda Item 3

12.   An overview was provided of BTP's operating context, current progress against the Strategic Plan and the consultation process for the 2015/16 Policing Plan.

13.   It was highlighted, with respect to the wider operating context, that there was an increased counter terrorism threat. As a result, the Force had implemented Operation Walmington, which had involved increasing police visibility at hub locations, especially in London. No specific objectives relating to the Policing Plan were highlighted.

14.   There was, with respect to the railway infrastructure, expected to be a 5% to 7% increase in rail traffic and passenger journeys, meaning the likelihood of increased congestion and a more challenging disruption related target.

15.   There was also expected to be an increase in the number of shopping outlets and bars on railway jurisdiction, and as such a potential increase in shoplifting offences at these locations. There was a discussion about where the Force could be involved in the planning around these outlets with respect to designing out crime. Members noted that BTP was unique in that it could link these outlets to the cost of policing and that this should be made clear to industry.

16.   The Group was informed that cyber-crime was increasing. BTP was good at using social media, with the Force's text messaging service highlighted, but that this had led to an increase in demand. There was a discussion about the need for the police service to understand the cyber-crime problem. It was noted that BTP was developing a problem profile, and that there were strategic threats to the rail

industry, BTP and Train Operating Companies (TOCs). Members were encouraged by the work that BTP was doing and requested to see a copy of the executive summary of this work.

17. The increased use of cycles, and the potential effect on cycle crime, and the extension to 24 hour tube services, which may potentially have an impact on ASB and offences such as theft, were also highlighted. It was noted that BTP's extra 208 officers and Operation Trafalgar would help to meet some of the increased demands placed on the Force.

18. The Group was informed with respect to progress against the strategic objectives that, by the end of 2014/15, there was expected to be a 13% reduction in crime since the start of the 2013-19 Strategic Plan. This would mean a 2% or 3% reduction target for 2015/16.

19. There was a greater element of risk with respect to the strategic objective to reduce police-related lost minutes by 20%. There had been a 6% increase in disruption since the start of the Strategic Plan and there was predicted to be a 4% increase for the 2014/15 year. This would mean that a 7% or 8% reduction target would be required for 2015/16 in order to keep the Force on target for the 20% reduction by 2019. It was noted that BTP was performing better with respect to primary lost minutes, which were expected to be unchanged compared to the previous year.

20. There was a discussion around reducing lost minutes caused by trespass and vandalism. There were hotspots, which experience a high number of high impact incidents, across the network. These could be targeted in partnership with industry. The Group was informed that there were some sections of line mapped out, which were consistent hotspot locations or pinch-point locations where there was the potential to cause significant disruption, and that this information had been pushed out to the Sub-Divisions, which could work with industry to focus on these areas. Members suggested that it would be useful to be able to present to the local consultation workshops the analysis of progress made in reducing disruption.

21. The Group was informed that BTP was on track to achieve the 10% increase in confidence by 2019 but that this was the area that the Force was least likely to be able to have a direct impact on.

22. The Force was conducting a public opinion survey and was expecting between five and six thousand responses. The results to date were showing that ASB and police visibility were the key

priorities that the public would like BTP to focus on. The survey was available on the BTP website. It was being promoted across all Divisions and on internet sites, social media, and partners' websites. Each Neighbourhood Policing Team (NPT) also had copies of the survey to hand out, focusing on locations where confidence scores were historically low. Further results will be reported upon completion of the survey.

23. It was noted that the Force Research and Development Team had done some work to identify stations which had low levels of confidence. It was found that there was a correlation between the environment and perceptions of safety. It was suggested that it would be useful to be able to present this information, and details of the work that BTP was doing, to stakeholders at the local consultation workshops in order to begin to secure their commitment to addressing factors that were not within the BTP's gift.

24. There was a discussion about the importance of a strong communications strategy and the impact on public confidence that can be made by communicating achievements to members of the public, for example through the placement of posters or via public announcements. A paper on this is to be prepared by the Authority's Executive team.

25. Members noted the rail staff survey that was conducted earlier this year in order to identify a baseline of rail staff confidence. When conducting this again it may be useful to request support from Authority Members. It was suggested that a lesson learnt from last year would be to communicate with TOC Heads of Security as early as possible.

26. There was a discussion around the format of the local consultation workshops. The workshops will take place between 3 November and mid-December. Authority Members will attend each of the Sub-Division workshops. The Chair suggested getting together those chairing the Sub-Divisional workshops prior to the meetings. The Group was informed that there was a strong standardised agenda, and that last year's meetings worked well and should be further improved this year.

27. The Chair proposed that there be progress toward having joint Policing Plans with industry involvement. This would involve a 'Joint Performance Improvement Plan' (JPIP) type approach in which there

were joint policing and security plans which highlight the actions BTP are going to take and what the industry actions would be.

28. It was highlighted that the Rail Delivery Group Policing and Security Implementation Group (RDG P&S IG) had discussed this type of approach and that there was a cautious response. It was not accepted that progress on the idea should be held back this year, because it will be tougher to meet the strategic targets without joint industry collaboration. It was highlighted that this approach would be difficult without the support of the RDG P&S IG. It was noted that it was important to ensure that enforcement remained within BTP's operational control but that contributions from partners were essential in securing longer term solutions. There was an important issue with respect to identifying resources and there may be difficult conversations around this.

29. The importance of being fully briefed for the local consultation workshops on what actions partners could potentially take and how they will work together to achieve the target was highlighted. This was where the availability of data and analysis of what was happening on the front-line would be significant.

30. The Force highlighted that it would be worth looking at complementary policing activities such as encouraging the growth of industry supported Special Constables, who would have powers and be under BTP control.

31. The policing of new railway infrastructure, such as Crossrail, was highlighted. It was suggested that the Policing Plan should consider whether there is evidence that the correct capabilities are in place with respect to crime and police-related lost minutes.

32. There was a discussion around rail staff confidence and about managing expectations with respect to availability of front-line resources. There was a question on the impact of non-notifiable offences on passenger and rail staff confidence; it was suggested that high volume offences were those that were more likely to affect more people. There was also potentially a transparency message to get across if the number of non-notifiable offences may have increased and we are highlighting externally that there has been a reduction in notifiable offences. It is also important to ensure that the messages being communicated are consistent with available data.

33. There was a discussion about improving transparency on resources at BTP locations. It was noted that the Railways and Transport Safety

Act 2003 requires the Policing Plan to provide details on resources and that this was not currently as comprehensive as it might be. There should be an effort to show the level of resources and the numbers carrying out each function based at BTP locations in the 2015/16 plans, for example details of officers, Police Community Support Officers (PCSOs), and support staff. It was agreed that, if there is a note to inform readers that the details may change, communicating the details of resources may remove potential questions.

34. There was a discussion about new Acts, which require the Police to act in a different way, being passed by Parliament. It was noted that BTP has included this area of work in its Strategic Assessment, which was in the process of being finalised.

35. The report was noted.

36. **Agreed**

36.1 Executive Summary of BTP's cyber-crime problem profile to be sent to Policing Plan Group Members.

36.2 BTP to produce a paper to the 4 December Policing Plan Group meeting, which will then go to the 11 December full Authority meeting, on options for how to respond to the theft related comments in the House of Commons Transport Committee report Security on the Railway.

36.3 BTP to produce a paper to the 4 December Policing Plan Group meeting, which will then go to the 11 December full Authority meeting, on options for how to respond to the safeguarding children and young people related comments in the House of Commons Transport Committee report Security on the Railway.

10/2014   Agreed next steps

Agenda Item 4

37. The Chair noted the current progress with respect to the 2015/16 Policing Plan and the good feedback from stakeholders that suggested building on the 2014/15 Policing Plan approach would be well received. The approach for the Divisional level consultation workshops was endorsed. It was recommended that, prior to the

local consultation workshops, analysis be used to suggest the areas that partners may wish to focus on and that recommendations on possible actions for the industry to take are ready.

38. It was reiterated that there were actions to produce papers, for the 4 December Policing Plan Group meeting and 11 December full Authority meeting, on safeguarding children and young people, and theft.

39. It was noted that there had been a discussion about the relationship between communications and the impact that this could have with respect to confidence in the police.

40. Members agreed that the dates for meetings two and three of the Policing Plan Group would not be changed from 4 December and 3 February respectively. The local consultation workshops would take place between 3 November and mid-December.

41. **Agreed**

    41.1   BTPA to produce a paper capturing the findings of external research on the relationship between communications and confidence in the police.

11/2014   Any other business

Agenda Item 5

42.   There was no other business.