

**Report to:** Police Authority  
**Agenda item:** 7  
**Date:** 5 November 2014  
**Subject:** 2015/16 National Policing Plan  
**Sponsor:** Chair, Policing Plan Working Group  
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## 1. Purpose of paper

- 1.1 To provide an overview of the draft National Policing Plan targets and the main business done at the first meeting of the Authority's Policing Plan Working Group (PPWG).
- 1.2 To invite Members to note the next stages in the Policing Plan process for 2015/16, as outlined in Appendix A.

## 2. Background

- 2.1 As set out in sections 50 and 52 of the Railways and Transport Safety Act 2003, at the start of each financial year the Authority is required to issue a plan setting out the arrangements for the policing of the railways during that year. As in previous years the detailed work on the development of the draft National and Local Plans for 2015/16 is being carried out by the Authority's PPWG.
- 2.2 The purpose of the Group is 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.
- 2.3 The Force and Authority have worked closely together on coordinating engagement activities. The proposed next steps in the development of the Policing Plan are outlined at Appendix A. The Group has met formally once this year in the preparation of the draft Plans.
  - 25 September - 'stakeholder workshop' supported by all PPWG Authority Members.
  - 17 October - Meeting 1 Shape of Plan: Discuss and agree the way forward for the forthcoming Policing Plan.
  - 3 November - mid-December: Local Sub-Divisional Policing Plan consultation workshops.
  - 4 December - Meeting 2: Progress on Local and National Policing Plans to be reviewed.

- 29 January 2015 – Authority meeting: Report on progress of draft Local and National Policing plans to full Authority for endorsements of the way the Plans are developing.
- 3<sup>rd</sup> February – Meeting 3: Policing plans to be scrutinised. Approval of Plans by PPWG prior to final health-check consultation and submission to full Police Authority for approval and sign-off.
- 26 March – Authority Meeting: National and Local Policing Plans to be recommended by PPWG for approval and sign-off by full Police Authority.

2.4 It was agreed that the Policing Plan should be consistent with the 2013-19 Strategic Plan and support the achievement of the strategic objectives. A bottom-up approach will again be taken in developing the Policing Plans; this approach will retain the National Plans but will involve the initial development of Local Policing Plans at Sub-Divisional level, based on the priorities for each Sub-Division.

### **3 Terms of Reference**

- 3.1 It was noted that the Terms of Reference for the PPWG highlight the obligations with respect to the production of the Policing Plan in accordance with Railways and Transport Safety Act 2003.
- 3.2 The Terms of Reference also proposed next steps in producing and consulting on the 2015/16 Policing Plan, as shown in Appendix A.
- 3.3 The Terms of Reference were agreed with no concerns raised.

### **4. Issues raised by stakeholders in 2013/14**

- 4.1 The PPWG received a report summarising issues raised by stakeholders in 2013/14. This included a summary of Policing Plan-related feedback from the consultations with senior industry stakeholders and Train Operating Company (TOC) Heads of Security, in summer 2014; feedback from the BTPA annual planning workshop on 25 September; and details of the recommendations that were related to the Policing Plan from the House of Commons Transport Committee report Security on the Railway.
- 4.2 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.

- 4.3 It was noted 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 example, be softer targets for year one, with areas to monitor being identified for year two. This would involve monitoring work without the setting of hard targets.
- 4.4 The Group was satisfied with the response rate to the Authority's summer 2014 survey of Train Operating Company (TOC) Heads of Security. It was confirmed via the survey that the proposed process for developing the Policing Plans was effective in capturing and reflecting their priorities in terms of policing objectives. Non-responses taken to mean that those Heads of Security were content. Weekly reminders were sent out and the Rail Delivery Group (RDG) was aware of the survey and involved in raising its profile.
- 4.5 The Group was informed that the Department for Transport (DfT) currently did not wish to set any specific objectives with respect to the 2015/16 Policing Plan.
- 4.6 It was noted that last year's approach to consulting on the 2014/15 Policing Plans worked well and it was suggested that a similar approach be used for the 2015/16 Policing Plan.

## **5. BTP representations on 2015/16 Policing Plan**

- The PPWG received an overview of BTP's operating context, current progress against the Strategic Plan and the consultation process for the 2015-16 Policing Plan.
- The Group was notified, 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.
- 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.

- 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. Members raised the possibility of BTP being involved in the planning around these outlets, with respect to designing out crime, and suggested that BTP was unique in that it could make a link between these outlets and the cost of policing.
  - Members were encouraged by the work that BTP was doing with respect to cyber-crime. The Group was informed that cyber-crime was increasing; it was noted that there were strategic threats to the rail industry, BTP and Train Operating Companies (TOCs). The Group was informed that BTP was using social media well, with the Force's text messaging service highlighted, but that this had led to an increase in demand. The Executive Summary of BTP's cyber-crime problem profile is to be sent to Policing Plan Group Members.
  - 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.
- 5.1 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.
- 5.2 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.
- 5.3 There was a discussion around reducing lost minutes caused by trespass and vandalism. The Group was informed that there were hotspots, which experience a high number of high impact incidents, across the network; 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. 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.

- 5.4 BTP was on track to achieve the 10% increase in confidence by 2019 but this was noted as being the area in which the Force was least likely to be able to have a direct impact.
- 5.5 The Force was in the process of conducting a public opinion survey and was expecting between five and six thousand responses. Interim results 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.
- 5.6 The Group noted that BTP's Research and Development Team had done some work with respect to stations which had been identified as having 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.
- 5.7 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.
- 5.8 Members were informed that BTP's local consultation workshops will take place between 3 November and mid-December. Authority Members will attend each of the Sub-Division workshops. 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.
- 5.9 There was a discussion around moving 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 security plans which highlight the actions BTP are going to take and what the industry actions would be.

- 5.10 It was highlighted that the Rail Delivery Group Policing and Security Implementation Group (RDG P&S IG) had discussed this type of approach and while there was some initial interest, 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.
- 5.11 It was noted that it was important to be fully briefed at the local workshops on what actions partners could potentially take and how they will work together to achieve the target.
- 5.12 There was a discussion about improving transparency on resources at BTP locations. The Railways and Transport Safety Act 2003 requires the Policing Plan to provide details on resources and this was not currently as comprehensive as it might be. It was noted that 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.

## **6. Agreed next steps**

- 6.1 The PPWG 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.

## **7. Matters Arising**

- 7.1 Executive Summary of BTP's cyber-crime problem profile to be sent to Policing Plan Group Members.
- 7.2 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.

- 7.3 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.
- 7.4 BTPA to produce a paper capturing the findings of external research on the relationship between communications and confidence in the police.

## **8. Recommendations**

- 8.1 Members are asked to note progress made by the PPWG at its first meeting and the next steps, outlined in Appendix A.
- 8.2 Members are invited to ask any supplementary questions arising from the issues reported in this paper and/or its supporting documentation.