BTPA
British Transport Police
Authority

Report to:	Police Authority
Agenda item:	5
Date:	10 December 2015
Subject:	2016/17 Policing Plan
Sponsor:	Chair, Policing Plan Group
For:	Information and discussion

1. Purpose of paper

1.1 To provide an overview of the main business done at the second meeting of the Authority's Policing Plan Group (PPG).

1.2 To invite Members to note the proposed National Policing Plan targets, as set out in the BTP report at Appendix A, for consultation in January 2016.

2. Background

2.1 The purpose of this second meeting of the Policing Plan Group was to;

- Review progress made to date on developing proposed national policing plan targets;

- Review progress made at local stakeholder consultation events; and identify the key themes emerging from those local discussions and distil out the issues which could be reflected in national level targets;

- Agree next steps in developing local and national plans that are consistent with the Strategic Plan and demonstrably informed by evidence gathered from local stakeholder's and other appropriate sources.

3. Update on progress with 2016/17 Policing Plan

3.1 The Chief Constable provided an overview of the current position with respect to the financial context for 2016/17. It was noted that the 2013-19 Strategy had outlined RPI as the limiter on the budget for the life of the strategy. It was highlighted that the Authority's Finance Committee on 26 November, to discuss the 2016/17 budget proposals, had set the direction to model a 0% increase budget; it was further noted that the

Government's Comprehensive Spending Review had ring-fenced Home Office police force budgets.

3.2 The Group was informed of a number of ongoing projects which would result in operational benefits which may impact delivery in 2016/17. These included the Mobile Project, which would not be implemented until at least December 2016; Chief Superintendent Brogden's work with Network Rail, which could possibly lead to funding for joint work; and the Demand Review, which was likely to result in improved availability of resources at key times, better matched to demand. These projects meant that, as benefits were realised over time, there would be less need to set a linear profile for achieving the remaining balance of the strategic objectives. The proposals for disruption reduction were presented in this phased way. Much of this was, however, reliant on the Force's budget settlement.

3.3 Members queried the level of confidence BTP had in its crime figures, given the transfer of crime recording to the Niche IT system. The Group was informed that other police forces had experienced an apparent increase in crime resulting from the changeover of their crime recording systems to Niche. This was because Niche integrated the crime system with the command and control, and incident recording systems, making the conversion of incidents to crimes easier, resulting in less under-recording of crimes.

3.4 The change to Niche, for BTP, would primarily impact on crime related incidents (CRIs). BTP had reviewed all of its CRIs for the first six months in 2015. It was found that out of approximately 1,700 CRIs, 216 should have been recorded as notifiable crimes. If these figures were extrapolated to a full year, this would result in approximately 450 additional crimes, which represented around 1% of the 40 thousand crimes typically recorded by BTP over the course of a year.

3.5 Members highlighted that current performance was close to the crime reduction target, and as a result there was a risk of Niche impacting on the achievement of this target. It was noted that the change to Niche, in February 2016, was likely to have little impact on the 2015/16 crime figures, but could impact on the 2016/17 figures and that, as a result, care should be taken around setting the 2016/17 crime reduction target to take this possible movement into account.

3.6   Members emphasised the need for a value for money target, which was likely to be a proxy, based on data that BTP was already collecting which could indicate the direction of travel.

3.7   It was proposed that the Mobile Project could inform a future target, with data to identify a baseline being available from quarter 4 of 2016/17, which could be described in the Plan for 2016. Other proposals were suggested around using the administrative cost per officer, which would capture the increasing number of hours of duty; an indicator based on existing Force activities, such as the Transformation programme or Evidence Review Gateway; and cost per passenger km, which would provide an indication of the efficiency of the Force as well as passenger and freight tonnage activity. Cost per passenger km was to be further explored as an option by the Chief Constable.

3.8   There was a discussion around the measurement of confidence. It was noted that the two core questions used for the passenger confidence target remained in the National Rail Passenger Survey (NRPS), but that BTP's diagnostic questions had been removed. It was noted that BTP now ran its own passenger and rail staff surveys, the most recent of which had received 6,000 and 3,000 responses respectively. BTP was confident that it knew what the general longer term confidence issues were. The Group was informed that the Force was able to respond to confidence related issues as they were identified. Members noted that it would be beneficial if BTP was able to capture in a narrative the range of confidence related work it was undertaking to support progress on that strategic objective.

3.9   The Group reviewed the proposed safeguarding target to deliver key elements of year two of the Safeguarding Strategy. The Chief Constable noted that the Railway Children charity strongly supported BTP's efforts.

3.10   There was a discussion about the Sub-Divisional consultation workshops. Members reviewed the key themes emerging from these meetings, as set out in the paper at Appendix A; it was highlighted that these meetings had gone well. The Group was informed that there had been strong support from stakeholders for a Problem Solving Plan (PSP) approach to be taken at the local level, and there was consistent feedback about enhanced communication with rail staff assault victims about the outcomes and disposals of cases. Members did, however, highlight comments at the Pennine meeting which

suggested that the Force could improve its communications with stakeholders around some of its PSPs.

3.11 The BTPA Executive team will work with BTP to finalise the Sub-Divisional targets to be included in the written consultation in the New Year.

4. Agreed next steps

4.1 Policing Plan Group to recommend to the Authority that Niche is added to the Strategic Risk Register. The Group will then return to the issue at its next meeting, with respect to the setting of the crime reduction target.

4.2 BTP to develop proposals for a value for money target, based on cost per passenger km and gross freight tonnage.

4.3 Proposed national Policing Plan targets as outlined at Appendix A, or as discussed above, to be consulted with stakeholders in January 2016.

4.4 BTP to provide local Sub-Divisional targets to BTPA to be included in the January 2016 Policing Plan stakeholder consultation.

5. Recommendations

5.1 Members are asked to note the proposed targets, discussed by the PPG at its second meeting.

5.2 Members are invited to ask any supplementary questions arising from the issues reported in this paper and/or its supporting documentation.