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TRANSPORT  
POLICE

# North Western Area Policing Plan 2006 - 2007



Policing Britain's Railways

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# Introduction

 by **Chief Superintendent Martyn Ripley OBE**  
**Area Commander**


The North Western Area continues to see growth both in its policing resources via the recruitment of PCSOs, and in terms of passenger numbers.

The Area consists of 12 police stations and is responsible for policing a population footfall of over 60 million people per annum, in a diverse area comprising of industrial, retail and residential localities.

Sporting events are enjoyed by many who reside and travel in this part of Britain. The Area is home to 23 professional football clubs whose supporters make extensive use of the railway. British Transport Police officers are in the front line of football policing, with every fixture impacting on us as a force. This year is World Cup year, and British Transport Police officers from the North West will be on duty in Germany as part of the UK's response to this event.

We pride ourselves in being approachable and working with others, such as national and local government, the legal profession, support agencies and Train Operating Companies. Many of our community projects have succeeded as a result of our involvement with others, for example Business in the Community and the Prince's Trust. Partnership is the most important tool we have in combating problems and solving community issues and we therefore welcome approaches from new organisations who wish to work with us.

This year's policing priorities have been formulated in consultation with our stakeholders and the Police Authority. We have taken stock of the concerns and priorities that are held by you and aim to take all your concerns on board, and to improve the quality of life for those who travel, work or use the facilities public transport provides.

The National Intelligence Model will be used to task and co-ordinate our efforts, and to ensure we deliver, a visible presence to deter offending and to control public space. Crime analysis and intelligence gathering will underpin this approach.

This year, Fixed Penalty Notices will be used more extensively by your local Police Officers and Police Community Support Officers. More offenders will be brought to justice via the Fixed Penalty Scheme in terms of low level anti-social behaviour.

2006-07 will see the Home Secretary's 'Reform' Package, providing more local policing teams. In the North West, British Transport Police will look to provide community targeted policing by way of a 'mixed economy' using Police Officers, Police Community Support Officers, accredited partners and security personnel.

We want to hear from you - to listen to your ideas on how to keep your community free from crime. You are important in terms of delivery of the service and therefore feedback is invaluable.

The Officers in Charge of police stations, constables and police staff are available to speak to you. If you would like to support us by way of becoming a member of a local community BTP citizen programme, please let us know. We welcome your involvement and support.

 Chief Superintendent  
 Martyn Ripley OBE  
 Area Commander


Our mission is to work in partnership with others to help build a safe railway environment that is free from disruption and the fear of crime



## Policing Objectives

North Western Area will be working towards the following objectives and targets in 2006-07.

Operational targets	
Objective	Target
<b>Violence and sexual offences</b>	To protect the travelling public and rail staff by detecting at least 50% of all violence and sexual offences.
It is impossible to overestimate the negative effects of these types of crime on the railway community, and BTP is committed to bringing those who commit them to justice. The inclusion of offensive weapons within this category in 2005-06 further underlines BTP's commitment to eradicate violence on the network and supports initiatives such as Operation Shield.	
<b>Staff Assaults</b>	To protect staff on the railways by detecting at least 53% of all assaults on staff.
Staff assaults are another key priority for the railway industry and are also one of the main concerns expressed in the rail staff survey. BTP will continue to pioneer the use of forensics, develop local initiatives with rail operators and set minimum standards of investigation to ensure that perpetrators of assaults against rail staff are brought to justice. The North Western Area's detection rate in 2005-06 was 55%.	
<b>Hate Crime</b>	To safeguard rail staff and passengers by detecting at least 51% of all hate crimes.
Hate crime constitutes any crime where a person's prejudice against an identifiable group is a factor in their choice of victim and causes extreme distress to both staff and passengers when it occurs. North Western Area's detection rate in 2005-06 was 52%.	



Operational targets	
Objective	Target
<b>Robbery</b>	To combat robbery on the rail network by detecting at least 50% of all robberies.
<p>Robbery is a BTP priority due to the aggravating feature of actual or threatened violence and the disproportionate impact this crime has on public perceptions of safety whilst travelling on the rail network. The North Western Area's detection rate for 2005-06 was 50%.</p>	
<b>Anti-Social Behaviour</b>	To combat disorder on the railway by increasing the number of offenders brought to justice for anti-social behaviour offences by 1%.
<p>Anti-social behaviour, especially low level disorder and alcohol related disorder is the highest concern expressed during consultation. The target focuses on a range of behaviour covering a whole complex of selfish and unacceptable activity that can blight the quality of community life. It includes travel fraud – a crime which costs the industry a large amount of money, and which constitutes a significant part of the North Western Area's activity. 1591 offenders were brought to justice during 2005-06.</p>	
<b>Theft of Passenger Property</b>	To protect passenger's belongings by reducing the amount of theft of passenger property offences by 9%.
<p>Theft of passenger property accounts for 30% of all of notifiable offences reported to BTP and as such presents a serious problem to both passengers and the industry. The North Western Area recorded 1443 offences for theft passenger property in 2005-06 and the target for 2006-07 is 1313.</p>	
<b>Route Crime</b>	To work in partnership with the railway industry in combating vandalism on the railway by detecting at least 10% of all route crimes.
<p>Route crime remains a priority for both the industry and BTP. Route crime constitutes a serious safety hazard to those who work and travel on the rail network and to the people who commit the crimes. This target is aimed at the most serious types of route crime offences such as putting obstructions on tracks, vandalising signals and throwing missiles at trains. The North Western Area's detection rate for this type of crime in 2005-06 was 8%.</p>	



Operational targets	
Objective	Target
<b>Fatality Management</b>	To conclude police activity which disrupts train movement within an average of 90 minutes from receiving a report of a fatal incident.
<p>BTP has proven ability to deal effectively with fatalities and to strike a balance between the need to respect the dignity of the deceased, thorough investigation and keeping the railway running. This target excludes major incidents and incidents classified Suspicious, RTA Level Crossing and Unexplained. Performance in 2005-06 was an average of 69 minutes.</p>	
<b>Quality of Service</b>	To provide a victim-focused service by ensuring that the overall satisfaction of victims of crime on the railway is at least 79%.
<p>Data for this target will be obtained from BTP's victims of crime survey and will complement BTP's strategic aim of providing a citizen-focused service and also its commitment to comply with the Quality of Service Commitment by November 2006. The overall satisfaction level in 2005-06 was 75%.</p>	
<b>Football Banning Orders</b>	To combat football hooliganism on the railway by applying for football banning orders in at least 85% of relevant football-related offences.
<p>Football Banning Orders provide an effective and rigorous punishment for people convicted of football-related disorder and can be used in addition to any fines or custodial sentences issued by the courts. People served with an Order can be banned for three years from attending any designated football matches in England and Wales, as well as any international games at home and abroad. This is especially important during 2006, when the World Cup in Germany will present a significant risk of serious crime and disorder. During 2005-06, BTP applied for Football Banning Orders in 88% of relevant cases.</p>	
<b>Graffiti</b>	To prevent graffiti on the railway by increasing the number of detections for graffiti offences by 10%.
<p>Graffiti costs the rail industry millions of pounds a year and is a very serious problem. Graffiti is also a 'signal crime' – a crime that can generate fear, which may mean that people choose not to use the railway. The North Eastern Area detected 54 offences during 2005-06.</p>	

Counter terrorism targets	
Objective	Target
<b>Preventing and disrupting terrorism</b>	<p>To prevent and disrupt terrorist activity, and maintain an effective response to both suspected and actual terrorist incidents and threats by:</p> <ul style="list-style-type: none"> <li>■ Ensuring that at least 8% of all officers are trained in the use of CBRN Mark 4/CR1 suits.</li> <li>■ Participating in at least 90% of national and local Home Office TPU counter terrorist exercises where there is a relevant rail way scenario impact.</li> <li>■ Carrying out CBR profiling in selected locations once every 28 days in 90% of the 28 day periods.</li> <li>■ Maintaining a permanent specialist response capability.</li> </ul>
<p>Countering terrorism will remain a priority for both BTP and the industry during 2006-07. These targets are indicative of BTP's determination to continue to provide an effective protective service for the railways and the capacity to deal with a major terrorist incident. Although a number of other numerical targets will be included within the Operations Departmental plan, due to the sensitivity of such data, they will not be published.</p>	



Performance results 2005 - 06			
Target Description	Target	Actual	Target Achieved
<b>Staff Assaults</b> Forcewide detection rate to be at least 46%	46%	55%	✓
Staff assaults are treated with zero tolerance. The Area has signed protocols with the CPS to ensure a prosecution will always follow an assault on rail staff, which is treated as an attack on a public servant. The detection rate reflects the effort put into bringing offenders to justice.			
<b>Robbery</b> Force wide detection rate to be at least 29%	29%	50%	✓
The detection rate was achieved by using dedicated CID officers to investigate all robberies, along with intelligence gained via the National Intelligence Model.			
<b>Hate crime</b> Forcewide detection rate to be at least 48%	48%	52%	✓
Hate crime is treated very seriously, and one which the police put maximum effort into detecting. This detection rate also shows that the police are gaining the confidence of minority communities, who will report these offences promptly, and allow us to obtain best evidence leading to convictions.			
<b>Violent assaults</b> Forcewide detection rate to be at least 41%	41%	46%	✓
The chance of becoming a victim of violent assault on the railway in the North Western Area balanced against footfall of passengers is low. However, the detection rate shows that with proactive use of CCTV, coupled with rail staff and police officers controlling public space, the detections of such offences is high.			
<b>Theft of passenger property</b> Forcewide detection rate to be at least 4%	4%	4%	✓
Number not to exceed	1633	1433	✓
Detections were obtained via the use of plain clothes officers patrolling trains and stations, based upon trends identified via the National Intelligence Model. Reductions in crime came from the use of crime reduction bulletins and vigilance from passengers and staff.			
<b>Low Level Disorder</b> Cleared by Judicial disposal	872	1290	✓
Low level disorder is any offence which impacts on the quality of life of our community. Usually it is drunkenness and disorderly behaviour. Officers will intervene early in cases which may be of a minor nature that can, if left without challenge, grow into more serious issues. Fixed Penalty Notices and increases in arrests led to the detection rate.			
<b>Graffiti</b> Cleared by Judicial disposal	39	54	✓
A dedicated team of officers are constantly monitoring graffiti trends and 'tag names'. This is backed by intelligence provided through the National Intelligence Model. A number of people were targeted during the year and arrested for this crime.			

Performance results 2005 - 06			
Target Description	Target	Actual	Target Achieved
<b>Route Crime</b> Forcewide detection rate to be at least 6%	6%	8%	✓
The North Western Area has a great deal of experience in terms of dealing with this offence. During the year we had dedicated teams of officers who targeted offenders committing serious route crime and this resulted in the successful detection rate.			
<b>Fatalities</b> Time taken to clear incident	90 Minutes	69 Minutes	✓
This is a tragic and sensitive part of our work. We treat every victim with care, and we look to support families of the deceased. This part of our policing plan only involves non suspicious incidents along with those which quickly can be shown to be deaths which we can explain.			

## Have your say

If you would like to comment on this Area Policing Plan, please write to:

**Area Commander  
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Manchester M1 2BP**

## Find out more

If you would like to know more about British Transport Police, visit our website at [www.btp.police.uk](http://www.btp.police.uk) or write to:

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To contact British Transport Police

**IN AN EMERGENCY: DIAL 999 FOR OTHER CALLS: FREEFONE 0800 40 50 40**



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