



BRITISH
TRANSPORT
POLICE

Wales & Western Area Policing Plan 2006 - 2007



Policing Britain's Railways

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Introduction

 by T/Chief Superintendent Peter McHugh
Area Commander


It gives me great pleasure to present to you the 2006-07 Wales & Western Area Policing Plan. The 2005-06 objective year saw the Area reach an unprecedented level of performance in that all operational objectives were met along with the target for dealing with fatalities. There was also substantial reduction in both Police Officer and Police Staff sickness thereby increasing our frontline operational capability.

Last year's success was due to the dedication and application of all Police Officers and Police Staff on Wales & Western Area working in partnership with the industry, other outside agencies and the public.

The targets set for 2006-07 are challenging. Substantial increases are needed in our detection rates for robberies and graffiti and all other objectives have an increased detection requirement within them. With the development of intelligent led Policing and greater liaison with our colleagues both inside and outside the industry I am confident that the Area is well placed to meet these challenges.

Last year saw an overall growth in Area resources with the deployment of PCSOs in Birmingham for the first time. This year will also see a substantial increase in Wales and the opening of a new Police Station at Pontypridd. This demonstrates a commitment to customer focused policing and will ensure a dedicated and regular policing service to the South Wales valleys.

The Wales & Western Area welcomes your views and comments and we look forward to working with the industry and our partners in the forthcoming year.

Peter McHugh
T/Chief Superintendent
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

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

Operational targets	
Objective	Target
Violence and sexual offences	To protect the travelling public and rail staff by detecting at least 56% 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.	
Staff Assaults	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 Wales and Western Area's detection rate in 2005-06 was 55%.	
Hate Crime	To safeguard rail staff and passengers by detecting at least 52% 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.	



Operational targets	
Objective	Target
Robbery	To combat robbery on the rail network by detecting at least 38% of all robberies.
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.	
Anti-Social Behaviour	To combat disorder on the railway by bringing 1800 offenders to justice for anti-social behaviour offences.
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 Wales and Western Area's activity.	
Theft of Passenger Property	To protect passenger's belongings by reducing the amount of theft of passenger property offences by 4%.
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 Wales and Western Area recorded 2105 offences for theft passenger property in 2005-06 and the target for 2006-07 is 2021.	
Route Crime	To work in partnership with the railway industry in combating vandalism on the railway by detecting at least 13% of all route crimes.
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.	



Operational targets	
Objective	Target
Fatality Management	To conclude police activity which disrupts train movement within an average of 90 minutes from receiving a report of a fatal incident.
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 84 minutes.	
Quality of Service	To provide a victim-focused service by ensuring that the overall satisfaction of victims of crime on the railway is at least 79%.
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%.	
Football Banning Orders	To combat football hooliganism on the railway by applying for football banning orders in at least 85% of relevant football-related offences.
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.	
Graffiti	To prevent graffiti on the railway by increasing the number of detections for graffiti offences by 10%.
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 Wales and Western Area detected 64 offences during 2005-06.	

Counter terrorism targets	
Objective	Target
Preventing and disrupting terrorism	To prevent and disrupt terrorist activity, and maintain an effective response to both suspected and actual terrorist incidents and threats by: <ul style="list-style-type: none"> ■ Ensuring that at least 8% of all officers are trained in the use of CBRN Mark 4/CR1 suits. ■ Participating in at least 90% of national and local Home Office TPU counter terrorist exercises where there is a relevant rail way scenario impact. ■ Carrying out CBR profiling in selected locations once every 28 days in 90% of the 28 day periods. ■ Maintaining a permanent specialist response capability.
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.	



Performance results 2005 - 06			
Target Description	Target	Actual	Target Achieved
Staff Assaults Detection rate to be at least 44%	44%	55%	✓
Staff assaults are treated with zero tolerance. The Area uses has minimum standards of investigation to try and ensure a prosecution will always follow an assault on rail staff. Forensic opportunities such as the use of DNA testing through spittle kits, assisted with achieving this target. The detection rate reflects the effort police officers and staff on Area have put into bringing offenders to justice.			
Robbery Detection rate to be at least 29%	29%	38%	✓
Robberies are investigated by CID officers who bring in-depth knowledge and experience to the investigations of these crimes. By utilising and exploiting forensic opportunities as well as intelligence gained via the National Intelligence Model, the Area has achieved the target for detections.			
Hate crime Detection rate to be at least 49%	49%	52%	✓
Hate crime is treated very seriously, and one which the police put maximum effort into detecting. The Area has worked hard to gain the confidence of minority communities, so that when a crime is committed, offences are reported quickly. This allows us to obtain best evidence and secure more convictions.			
Violent assaults Detection rate to be at least 49%	49%	59%	✓
Violent assaults are a clear priority for the Area. Specific guidance on the investigation of this particular crime and the pro-active use of CCTV, coupled with rail staff and police officers controlling public space, means that the detections of such offences is high.			
Theft of passenger property Detection rate to be at least 4%	4%	5%	✓
Number not to exceed	2768	2105	✓
Detections were obtained via the use of plain clothes officers patrolling trains and stations, based upon trends identified via the National Intelligence Model. Crime reduction officers also worked with industry partners to achieve these targets.			
Low Level Disorder Cleared by Judicial disposal	1454	1589	✓
Low level disorder are offences that are anti-social in nature and can add to the public perception of the fear of crime. Early intervention by officers and the robust use of a comprehensive package of sanctions has meant that the Area has effectively tackled this type of crime.			
Graffiti Cleared by Judicial disposal	48	64	✓
Graffiti is a 'signal' crime which can create a perception in an area that crime is prevalent. By gathering intelligence on trends and 'tag names', Wales and Western Area have been able to achieve a significant increase in the number of detections.			

Performance results 2005 - 06			
Target Description	Target	Actual	Target Achieved
Route Crime Detection rate to be at least 11%	11%	13%	✓
Route Crime in the Wales and Western Area can impact upon other areas. A train delayed due to vandalism can impact on the movements of passengers and trains on other parts of the network. The financial cost to the industry and the public can be significant. Therefore, Wales and Western Area is especially pleased with the success against the target set. By the use of dedicated officers who have built up a wealth of experience in tackling hotspot problems for this type of crime, and the use of technical and forensic equipment, more offenders have been caught and dealt with.			
Fatalities Time taken to clear incident	90 Minutes	84 Minutes	✓
Officers attending fatalities have difficult decisions to make and must balance the needs of the victim with the needs of the industry. By the use of trained and experienced officers who understand these competing demands but will always treat every victim with care, and offer support to the 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
Wales & Western Area
British Transport Police
1st Floor, The Axis
10 Holliday Street
Birmingham B1 1UP**

Find out more

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

**Strategic Planning and Policy
Co-ordination Unit
British Transport Police
25 Camden Road
London NW1 9LN
Email: michael.furness@btp.pnn.police.uk**



To contact British Transport Police

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



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