



**Lancashire
Constabulary**

police and communities together


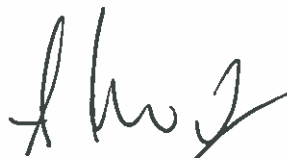
DECISION 2017/53	DATE: 15 MARCH 2018
TITLE: NORTH WEST MOTORWAY POLICING GROUP COLLABORATION AGREEMENT	
REPORT BY:	
T Woods – Assistant Chief Constable	

1. Summary

- 1.1. The purpose of the report is to seek authority from the Police and Crime Commissioner to withdraw from the North West Motorway Policing Collaboration Agreement (NMMPG).
- 1.2. Such an agreement requires the approval of the Police and Crime Commissioner and Chief Constable.

2. Recommendation

- 2.1. The Commissioner and Chief Constable agree to withdraw from the North West Motorway Policing Collaboration Agreement.
- 2.2. The Director be authorised to execute the withdrawal from the Collaboration Agreement on the Police and Crime Commissioner's behalf.

	
Signature Police and Crime Commissioner	date 16 March 2018
	
Signature Chief Constable	date 16/3/18

3. Information

- 3.1. The North West Motorway Policing Group (NWMPG) was established in 2008, with a Section 22 Collaboration Agreement formalising arrangements between Lancashire, Cheshire, Greater Manchester and Merseyside in 2011.
- 3.2. Lancashire Constabulary contributes £242,398 towards the costs of the collaboration. This is a pro-rata contribution based upon an agreed funding formula. It equates to approximately 27% of the operating costs for the collaboration.
- 3.3. Since the advent of the NWMPG there have been several changes to the way in which the Constabulary police the roads in Lancashire. At its inception there was a hybrid model comprising a centrally governed Motorway Unit, responsible for 24 hour roads policing, with divisionally based teams responsible for policing roads within territorial divisions. In 2014 as the six divisions merged into three, the Motorway Unit was disbanded and responsibility for roads fell upon the new divisions. In 2017 the Tactical Operations review created a new HQ Tactical Operations model, with centralised governance for roads policing and will see the merger of the current Road Policing Unit and Operational Support Units into multi-skilled Unarmed 'Tac Ops' teams responsible for roads policing, public order and search functions.
- 3.4. An element of the Tactical Operations review focused on the 'Tac Ops' resources adopting a more sophisticated approach to tasking in relation to Level 2 criminality, OCG and other crimes affecting vulnerable people. This provided very deliberate tasking of 'Tac Ops' to address the greatest threats identified through the Constabulary's Operations Board.
- 3.5. At present, calls for service in relation to motorway incidents are logged within the Constabulary's Contact Centre. The log is then transferred to the regional control centre. They triage the incident and either transfer it to Highways England for non-police deployment, or alternatively if a police deployment is necessary, deploy Lancashire motorway patrols via the MH Ops 1 Talkgroup. However, they are not exclusively required to patrol the motorway network so also monitor other local Talkgroups.
- 3.6. In the event of a pursuit, officers are required to switch to the BD Talkgroup under the command of the Force Incident Manager (FIM). However, in the event of it entering the motorway network, officers are required to switch to an Interop Talkgroup to enable effective cross border interoperability. It should be noted that the Lancashire FIM retains command and control for all pursuits in Lancashire, whether they are within territorial areas, or on the motorway network. However, in contrast, when pursuits in Greater Manchester, Merseyside and Cheshire enter the motorway network the command and control is passed from their respective FIMs to the Regional Control Centre.
- 3.7. When the Constabulary had dedicated motorway patrols, the concept worked well, however, the reduction in resources, and subsequent structural changes, has required a more efficient use of road policing assets. They are expected to deploy and task both on and off the motorway network. The current practice of motorway patrols being on a different radio channel to the remaining 'Tac Ops' and divisional resources is both complicated and unnecessary. The motorway, although requiring

additional training to police safely, is part and parcel of day to day patrolling for 'Tac Ops' resources. Consultation with 'Tac Ops' officers, FIMs and BD operators is unanimous in the view that continued use of the MH Talkgroup is inefficient and adds a layer of command and control that is out of sync with the current 'Tac Ops' deployment and tasking model.

3.8. It is therefore proposed that the Constabulary should withdraw from the NWMPG collaboration and for direct command and control for motorway incidents to be managed by the existing BD pod. This would create a far more efficient and effective approach to motorway policing in line with the current 'Tac Ops' model. Scoping with relevant parties has determined that it is possible to establish a direct interface for transfer and management of incidents that may not require a police deployment. Further scoping indicates it is possible to access a secure web based portal to view and control the HE CCTV systems.

4. Implications

4.1. There are some political implications should Lancashire Constabulary choose to withdraw from the collaboration. There is a danger that regional relationships may become strained and the long term future of the NWMPG as an entity may become fragile.

Financial

4.2. There are clear financial benefits should a decision be made to withdraw from the NWMPG collaboration. A saving in the region of £240,000 could be achieved. While there will be some costs associated with IT infrastructure, these are expected to be minimal.

Legal

4.3. This has been considered by the Constabulary's Legal Department.

4.4. Withdrawal from the collaborative agreement requires a 12 month notification period.

Equality

4.5. There are no direct equality considerations.

5. Links to Police & Crime Plan

5.1. The effective management of Motorway Policing would support the Police and Crime Commissioner and the Chief Constable in delivering high quality policing services and in achieving the objectives within the Police & Crime Plan.

6. Background Papers

7. Report Author(s)

ACC Woods, Lancashire Constabulary

DIRECTOR DECLARATION:

I have been consulted about the proposal and confirm that financial, legal and equalities advice has been taken into account in the presentation of this report. I am satisfied that this is an appropriate request to be submitted to the Police & Crime Commissioner.

Signature

A handwritten signature in black ink, appearing to be 'A. L. H.', written in a cursive style.

Date

19.3.2018.