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# BRITISH TRANSPORT POLICE AUTHORITY

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**MINUTES**  
**OLYMPIC STEERING GROUP**  
**TUESDAY 23<sup>rd</sup> JUNE 2009 10.30**  
**At**

**THE FORUM – 74 -80 CAMDEN STREET**

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**Present:** Suzanne May (Chair)  
Mr R Gisby

**Apologies:** Mr J Weimar

**In Attendance:** Mr S Thomas, Assistant Chief Constable  
Mrs S Burd, Director of Finance and Corporate Services  
Ms O Butson, Project Manager  
Mr D Wildbore, Chief Superintendent Operations

Miss L Barrick, Business Support Manager & Minutes

**10/2009** **APOLOGIES**  
Agenda Item 1

The Chair gave apologies from Mr Weimar.

**11/2009** **MINUTES OF MEETING 25<sup>th</sup> MARCH 2009**  
Agenda Item 2

The minutes were approved as an accurate record.

**12/2009** **MATTERS ARISING**  
Agenda Item 3

All actions had been discharged.

**13/2009** **RAIL SUB GROUP AND OLYMPIC PROJECT BOARD MINUTES**  
Agenda Item 4

There was no update from the Rail Modal Group as the most recent meeting had been postponed due to the tube strikes. This had been rescheduled and would be taking place on 25<sup>th</sup> June 2009.

**14/2009** **NATIONAL TRANSPORT SECURITY UPDATE**  
Agenda Item 5

Assistant Chief Constable Thomas said that work on the national picture was continuing with Niki Tompkinson of TRANSEC chairing the Transport Security Steering Group (TSSG) and himself chairing the Transport Security Working Group (TSWG). The leads had also been put in place for the other transport modal groups. Assistant

Chief Constable Thomas added that once the modal groups were underway this would change the pace of the Rail Group which would move from a mainly information-sharing function to a more proactive risk assessment function.

A ministerial decision on the overall security budget was expected in July. This currently stood at £598m. The BTP budget had been revised and now stood at £24.9m, following some efficiency savings and the addition of Airwave and Mutual Aid costs. This budget would now have to go through a further investment appraisal process at the DfT. It was noted that BTP had formed part of the opportunity costs identified by OSD, but the Force confirmed that this was no longer the case.

The location of the National Olympic Coordination Centre had not yet been established, but it was expected that this would be in London.

The commissioning paper for transport security was currently being drafted by the DfT.

**Agreed:**

- **Members to be copied into the Rail Modal Group reports.**

15/2009

Agenda Item 6

**BTP PROJECT UPDATE**

Ms Butson updated that a line-by-line review of the budget had taken place. In total around £2.5m had been saved as a result of some efficiencies and savings, but £1.8m had to be added on for Airwave. There had also been a miscalculation by consultants employed by the Home Office to work on the mutual aid cost, which meant that an additional £1.6m had to be added to the budget, which now stood at £24.9m.

It was noted that the Force had received multiple requests for financial data from various organisations, including the Home Office, ACPO and DfT, all of which had different criteria/formats. The result of this was a number of sets of accounts with varying bottom lines. The Force was working to consolidate all the requests into one spreadsheet to alleviate this issue and avoid confusion.

The Olympics Team had asked the Strategic Development Department (SDD) to do a Gateway review of the project so far. The team was also recruiting a further Project Support Officer.

The TSSA were due to be taken on 30<sup>th</sup> June 2009 to the Hatfield University to see the accommodation that the Force was provisionally holding for the Olympic period. The Memorandum of Understanding (MoU) for this had been drawn up by the University and was currently going through the University's legal process.

There had been some new risks identified. These included:

- The number of officers with a pre 1997 driving licence who would be available to drive minibuses if required. Those with driving licences post 1997 had to do pass an additional DVLA qualification to do this.
- London Underground was moving away from the Safer Station scheme. The security plan assumed this initiative was in place.
- The joint intelligence cell was creating more work for BTP as the BTP resource there was being misdirected. This would be addressed.

The Force updated on the High Meads Loop issue. The intention at the moment was that it would be open during Games time. They advised that the DfT was working on trying to ensure that there were no high risk loads passing through during Games time. The work was being carried out now in the hope that minimal disruption would be caused.

The Chair asked what options A and B were in the work package update for West Ham. Ms Butson said that she would prepare a briefing note for Members on this.

The Force updated that the issue regarding the exchange of mapping data had been resolved but would remain on the issue list for monitoring.

**Agreed:**

- **The spreadsheet to be distributed to the Members once complete.**
- **Ms Butson to prepare a briefing on West Ham options A & B.**

**16/2009**  
Agenda Item 7

**STRATFORD ACCOMMODATION UPDATE**

Transport for London (TfL) options for a joint base with the Metropolitan Police Service (MPS) had been explored, but London Underground had not been able to offer the space. There had also been an option of adding a further floor to an existing TfL building for BTP but this was not considered to be worth the investment required, as the feasibility study alone was estimated at £240,000.

The options left were to build a new four storey building on stilts on the current site, as Network Rail required vehicle access. Alternatively, National Express had recently offered some accommodation on platform 12 for a Neighbourhood Policing Team base. The current thinking was to go with the National Express offer to have a public facing facility and build a one-storey extension on top of the current BTP accommodation for the back office and CID functions.

Costings for these options were underway and Mr Stringer would be putting a paper to the Property Board on 4<sup>th</sup> August, which would be copied to Members.

**17/2009 AIRWAVE UPDATE**

Agenda Item 8

It had been noted that at peak demand times there was insufficient Airwave coverage in Central London in some locations. This was also an issue for the MPS and was not Olympic specific. Assistant Commissioner Chris Allison was leading on this.

The Force had done some work and reduced the cost quoted to it by NPIA and Airwave for our required Olympic enhancements from £7.8m to £3.4m and finally to £1.8m. The Olympics Security Directorate Airwave budget currently stood at £65.4m.

A BTP Olympic Airwave business case was being drafted for the DfT.

**18/2009 OPERATIONAL PLAN**

Agenda Item 9

Chief Superintendent Wildbore gave a presentation on the Operational Plan. He said that currently the Operations Department was challenging Areas on what they needed for business as usual to ensure that all possible resources were available for Olympics duty.

The Tactical Plan had been built on the Strategic Intention and resource levels varied significantly across the days of the Games period.

It was also noted that the Olympics could have a significant impact on the performance figures for the year. There also needed to be a strategy for how annual leave would be organised around the Olympics to ensure that the Force had the resources required for business as usual before, during and after the Games.

A skills audit was currently being carried out as many officers had more than one specialism but could only be counted for one at a time.

Special Constables were not being counted as Olympic resources but were being seen as a bonus for Games time policing operations if they were available. Many BTP Specials worked for the rail industry and as such were unlikely to be available during Games time.

The Group thanked Chief Superintendent Wildbore for his presentation.

**19/2009 AOB**

Agenda Item 10

There was no AOB.

**DATE OF NEXT MEETING**  
September

Signed.....

Chairman