



## **POLICING THE RAILWAYS – A BRIEFING**

***“Our vision is to deliver a first class, specialist policing service for the railway and to be recognised by our customers as providing excellent value for money.”***

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### **National role supporting a national integrated network**

*The railway network is made up of 10,000 miles of track, 2,500 stations, 400,000 tonnes of rail freight carried per day and 1.32 billion passenger journeys per year across England, Wales and Scotland. BTP polices intercity, cross-country, suburban and rural services, the London Underground, Light rail (trams) and international services through the Channel Tunnel.*

British Transport Police (BTP) was given a remit in the 1830s to preserve law and order on the railways. Since then we have developed valuable expertise and the skills required to police a modern railway network. It is not a Home Office force, instead reporting to the Secretary of State for the Department for Transport, however it is fully integrated with local policing; BTP works closely with rail industry and community partners to provide a specialist, dedicated service protecting passengers, staff, and the network infrastructure from disruption and fear of crime.

#### **STRATEGIC OBJECTIVES 2012-13**

- *Protect passengers and staff from crime and anti-social behaviour*
- *Reduce delay on the railway network*
- *Provide customers with excellent value and operational delivery*
- *Ensure passengers and staff feel safe when using the railway*

Accountability is to the British Transport Police Authority (BTPA), a non-departmental government body, made up of 15 members with knowledge of the interests of passengers, rail staff and experience of the rail industry, Scotland, England and Wales, appointed by the Secretary of State for Transport. The BTPA

is charged with securing the maintenance of an efficient and effective police force, and unlike the geographic Home Office forces, is also charged with defraying the expenses of the police force to the rail industry. The annual net revenue budget for the force is just over £200 million. The BTP receives its funding directly from the rail industry through contractual agreements (Police Services Agreements) between the Authority and individual operators, London Underground and Network Rail.

<b>POLICING STRENGTH 2011-12</b>	
Police Officers	2,846
Police Staff	1,388
PCSO	309
<b>TOTAL</b>	<b>4,543</b>

In terms of the size of the force in 2011-12 there were just over 4,500 staff employed within BTP - this puts the force at 16<sup>th</sup> largest in terms of the 43 Home Office forces. With a narrowly defined specialist role and intelligent approach to policing the rail network we believe our size is less important than our ability to provide the professional standard of law enforcement needed. Our performance record over recent years speaks for itself.

***“Punching above our weight”***

***20% reduction in total recorded crime since 2007-08***

***40% detection rate in 2011-12***

***24% reduction in theft and robbery since 2007-08***

***40% detection rate for robbery 2011-12***

***Live cable offences down 25% and detections up 30% 2011-12***

***25% reduction serious public order offences since 2007-08***

***50% reduction criminal damage offences since 2007-08***

Since 2001 there have been numerous reviews of BTP and all were unanimous in their conclusions that BTP is efficient and effective and provides a specialist police service that should be kept as a separate force. The rail industry and public are best served by BTP, Britain’s national railway police.

*“HMIC found that officers and staff interviewed during the course of the inspection demonstrated considerable commercial and customer service awareness”.*

HMIC Inspection – February 2011

BTP’s policing of Britain’s railways is considered to be among the most sophisticated and successful of any railway policing in the world. Our policing model has been studied so that best practice can be implemented in European states. Germany, France, Holland, Belgium and Italy have separate railway police to ensure the safety and security of their networks. All of these countries have similar political structures (mayors, councils, city police forces and transport bodies).

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**Supporting the objectives of the operators to keep the network moving minimising disruption to passengers and freight operators**

A safe and efficient rail network is vital to the life of Britain. Keeping the country moving keeps the economy moving. In formulating policy and in developing our strategic and annual plans we take into account national policing priorities and consult extensively with the railway community. We understand the importance of striking a balance between the national aims and commercial needs of the industry. Our key stakeholders have told us that reducing disruption is one of their key priorities.

Fatalities and Major Incident Management – around 300 people are killed on railways each year. When dealing with fatalities and major incidents we aim to strike a balance between thorough investigation and keeping the railway running. We have developed protocols with the industry and local coroners for handling these incidents, and also personal resilience and professional capacity in dealing with badly mutilated and damaged bodies.

*“How BTP deals with fatalities on the rail network is considered by HMIC to be a strength. BTP has the responsibility to manage fatalities, and (subject to there not being any suspicious circumstances) to arrange for a scene to be cleared quickly to enable the network to reopen. The way BTP assesses fatalities is considered to be good practice and the system in place has the potential to be transferable for use with some fatalities and serious road collisions that take place on roads critical to the transport infrastructure.”*

HMIC Inspection - February 2011

Route Crime – includes trespassing on railway lines, vandalism, train obstructions and other offences that endanger rail users and disrupt the network. Policing this is a priority and we work closely with our industry partners to implement a national route crime strategy. This includes examining opportunities to prevent and reduce incidents and emergencies on the rail network, educating the public (particularly young people) about the danger of trespass and other route crimes.

Metal theft - Theft of metal presents significant challenges for the Police Service nationally. Such is the variation of offending that the extent of the problem was not fully appreciated when first identified. During 2008 the value of scrap metal increased and BTP recorded significant increases in theft of copper cabling from the railway network causing significant disruption. The deteriorating economic climate contributed to increases in offences nationally and an increase in the price of copper was found to mirror peaks in episodes of cable theft. Similar thefts were being experienced by the electricity and telecoms industries, churches, local authorities etc. and therefore spanned the remit of several Government departments.

Home Office forces were not as aware of the extent of the situation as BTP, significantly because of the different ways in which such offences can be recorded e.g. as burglary, theft and/or numerous categories within the broader definitions. However, as the economic situation worsened metal theft offences increased and became nationally prominent. BTP, as a national police force, was able to inform the Association of Chief Police Officers (ACPO) and the debate as to the extent of the situation that was developing across the country, and indeed in Europe, including the growth of political interest.

ACPO responded by forming a Metal Theft Working Group within the ACPO Acquisitive Crime portfolio to lead the Service response to the issue. BTP was identified to lead the Working Group, chaired by the Deputy Chief Constable (DCC). By the end of 2011 the Working Group had developed a four point strategy to respond to the issue, which was agreed for implementation nationally. Subsequently, each of the 10 ACPO regions has appointed a single point of contact for metal thefts all of whom meet quarterly. There are regular nationally co-ordinated days of action e.g. targeting scrap metal dealers. Work is ongoing in terms of influencing future legislative powers (BTP has commissioned legal support to develop a new Scrap Metal Dealers (Amendment) Act. £5m has been secured for a metal theft task force – managed by the Working Group and allocated through a bidding process. There is national co-ordination and sharing of intelligence, good practice and lessons learnt and crime recording flags to

identify offences of metal theft. Over 1,000 people were arrested for cable theft in 2011 and 420 charged.

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**A specialist force in a unique environment - Protecting staff and passengers in a confined and delineated footprint.**

BTP functions like other police forces with similar units however the environment and crime mix we deal with is unique. The key to policing the rail network effectively is in understanding the environment served. The population we serve is mainly commercial, but we also take care of up to 5.5 million people who travel through or visit premises within our jurisdiction daily. Policing a transient population and undertaking major crime and other investigations presents challenges.

The rail network does not lend itself to isolated decisions made in one location with little understanding of the wider implications. How well we understand this is illustrated by how efficiently we respond to a crisis, resolve issues, and reopen stations. An intimate understanding of the physical complexities of the rail environment is vital: its unseen dangers, how it operates, and how the public behaves in these surroundings.

***Specialist force – Unique environment***

*\* Delay minutes associated with cable theft/ vandalism that cause disruption were reduced by 20,845 (2011-12)*

*\* BTP manages incidents involving mentally ill, vulnerable or suicidal people on 311 occasions each month*

*\* Non-suspicious fatalities are cleared in an average of 81 minutes*

*\* Between 2003 and 2005, the average length of station closure by the MPS was almost double that of BTP 126 minutes vs 64 minutes.*

There are a number of policing specialties related to the railway environment – BTP has well-developed strengths and experience in tackling route crime, counter terrorism, major incidents, and football policing where a national capability is essential.

Major Events and Football Policing – The controlled movement of large numbers of people across the rail network to attend special events such as major sporting occasions is a key activity. Low profile events show as rock festivals also attract large numbers, for example, 25,000 people attend the two-day Sunderland International Air Show. We have specialist officers who work in the environment daily. They know the characteristics of stations, how to manage crowds, and how to activate emergency procedures such as stopping passenger flows or trains.

*“BTP has a well-rehearsed operation to deal with organised events particularly associated to football policing, providing a well co-ordinated country-wide service. It would be difficult for the Home Office forces to provide a similar level of service due to their geographical constraints”.*

*HMIC ‘A review of the British Transport Police on Behalf of the Minister for Transport’ - September 2005*

Football supporters move all over the country. Having a dedicated force provides a single point of contact during events on an operational level. Central intelligence allows us to make predictions about policing capability needed to plan and prevent problems. We liaise regularly with the rail industry about football related issues and participate in joint initiatives to promote reassurance. We achieve this by increasing police visibility through hotspot policing and targeted patrol, and tackling football related crime and disorder (hooliganism, anti-social behaviour, and alcohol related crime). The vast majority of fans are law abiding and travel with consideration for their fellow passengers. However a serious problem undoubtedly remains with a minority who continue to behave in a loutish and aggressive way, something they probably wouldn’t even consider in a non-football context. It is part of BTP’s strategy to seek Football Banning Orders whenever dealing with a football related-offence

*“Feedback was positive on how BTP responded to requests for assistance, and staff were confident they could rely on officers to provide a prompt response if help was needed. One longstanding member of rail staff described the local response team as ‘brilliant’. He went on to say the local sergeant had made clear his team were there to help should the need arise, and that on football match days officers were always deployed near to concourse staff to provide support in dealing with any troublesome supporters”.*

*HMIC Inspection - February 2011*

Low-level Disorder – Ticket touts, graffiti offenders, trespassers, vandal and others affect quality of life and operation of the rail network. This low level disorder is seen as an indicator of wider criminality. No other force deals with this type of crime on a similar basis. We maintain a database of all non-recordable offences, and detections of low-level disorder have increased dramatically over recent years. We have worked hard to ensure that the criminal justice system recognises the effect of a crime that is

often seen as victimless. Economic costs are enormous and accordingly we make this type of crime a priority.

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### **Reliance on mutual aid – Strategic Policing Requirement**

Crime occurring within the jurisdiction of BTP will often have implications for local police forces and vice versa. For example BTP maybe investigating offences of robbery or rape which form part of a series of crimes being investigated by a local force where cross-referring of intelligence and forensic evidence is essential. The importance of inter-force liaison, mutual support and co-operation at all levels is recognised and encouraged by all parties. Police forces carry the responsibility for tackling a wide range of harms, threats and hazards in order to cut crime and keep the public safe. Although many of these can be tackled by an individual police force within their own police force area, there are some that go beyond those boundaries. The Strategic Policing Requirement recognises this fact:

*“These national threats can require a coordinated or aggregated response in which resources are brought together from a number of police forces. Forces often need to work collaboratively, and with other partners, national agencies or national arrangements, to ensure such threats are tackled effectively”*

Home Office – ‘The Shadow Strategic Policing Requirement’ – November 2011

BTP works seamlessly with forces and crime agencies across England, Scotland and Wales through formal and informal mutual aid and collaborative arrangements. BTP is both a donor and a recipient in terms of mutual aid. For example, following the London Underground bombings in July 2005, firearms officers from forces across the UK were deployed on the rail network to provide reassurance to the public and rail staff. BTP officers provided support in the wake of the failed terrorist attack at Glasgow Airport in 2007, and regularly provide resources to local forces in policing football and other major events.

Olympics & Paralympics – BTP helped to deliver the Games through a first class transport security operation which was a result of excellent planning, execution and partnership working at its highest level between the rail industry, London Underground, BTP, Home Office police forces, Olympic Delivery Authority, Transport for London, and Department for Transport (DfT).

The increase on the transport network during the Games period was significant. Ninety eight percent of people travelled to the Olympics by rail and underground which was higher than the forecast usage of 78%. Despite this the transport system coped extremely well. Approximately 60 million passengers used London Underground (30% more than usual), 6 million used Docklands Light Railway (double the normal traffic), nearly 6 million used London Overground (47% more than usual), and 1.4 million journeys were taken on the special Games time Javelin service to Stratford International Station.

BTP deployed on average over each 24 hour period during the Games 770 officers to police the Olympic footprint, supported by 350 mutual aid officers from 17 Home Office forces. The feedback from the mutual aid officers was extremely positive, all commenting on the professionalism of BTP in the planning and execution of the policing operation.

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#### **Protecting the critical national infrastructure – Terrorism is a continuing threat**

The railways will always be a prime target for terrorist activities, it is a unique policing environment. There are no compulsory baggage checks, identity checks and very often, no checking of travel documentation. The environment—particularly beyond the public areas—is complex. Within this environment ambiguous incidents can escalate rapidly and acts of terrorism can merge into the background. Railway-specific training is therefore essential if over reaction is to be avoided and real terrorism (whether in the attack or reconnaissance phases) is to be identified. To combat terrorism on the railway, we regularly exchange information and share lessons with international law enforcement agencies. As a result we are well equipped in prevention measures and enforcement, and have developed unmatched professionalism and expertise.

*“Unlike Home Office forces, BTP does not receive any additional significant funding to tackle the terrorist threat. In the main, any resources connected with this function come from within its overall budget.”*

HMIC Inspection – February 2011

Specialization is critical when it comes to bomb detection. We have established a graded response approach for the assessment of unattended items and bomb threats. The success of our approach is unrivalled by any other organisation in the world.

**Oxford Circus Underground Station 1994** - When BTP assessed the threat, there was an immediate evacuation and a 2kg bomb was found by a BTP officer in a litterbin near the station entrance.

**South Quay Station (Docklands Light Railway) 1996** - BTP's assessment led to the station and immediate area being evacuated. Within one hour, a BTP officer located a vehicle containing a bomb in excess of one tone, which exploded next to a railway bridge at South Quay.

**Acton/Ealing Overground Station 2001** - BTP's assessment led to the evacuation and suspension of local rail services. A BTP bomb search team subsequently located a bomb at the side of the track beneath a bridge.

Unattended items - Over a 10 year period, records show that of 2.5 million unattended items assessed by rail staff using BTP procedures, all but 36,000 were immediately eliminated as not suspicious. Our officers assessed those not eliminated. None of the items found were explosive devices, and major stations closures were averted.

Bomb threats - since 1992, BTP has assessed over 8,000 threat messages. Of these, only 53 led to large-scale evacuation with approximately 50% linked to an explosion or the discovery of a bomb.

7 July 2005 - The bombings on 7 July 2005 were unprecedented in terms of the number of people killed and injured in railway-related attacks. The co-ordinated response of the three London police forces (BTP, City of London Police, and Metropolitan Police Service) demonstrated the professionalism of our police and our collaborative capabilities. BTP's expertise and specialist knowledge of the railway environment underlined the integral and crucial role it plays in policing Britain.

In the aftermath of the London bombings, we ensured that King's Cross mainline station was reopened later that evening, allowing people to carry on with their lives. The industry was unanimous in their praise of our response and assistance in getting the network running as soon as it was viable.

These terrorist attacks brought a new normality to Britain. Transport networks remain highly vulnerable to attacks as can be seen from other parts of the globe. Countering terrorism is one of our highest priorities. It is imperative that we have an effective protective service for our railways and the capacity to deal with a major terrorist incident. BTP continues to use all available powers to keep the rail system safe and we are ensuring that all police officers and PCSOs understand that counter-terrorism activity – monitoring, intelligence gathering and vigilance – is part of their everyday activity. Many officers have been trained in the application of Behavioural Assessment Screening System techniques to make stop and searches more targeted and effective.

Whilst the threat continues, the nature of the threat does not necessarily remain the same. In 2008, 10 gunmen mounted coordinated attacks in Mumbai, killing 179 people and ushering in a new era in international terrorism – up to 60 people were killed at Chhatrapati Shivaji station. The key lesson from Mumbai is that the faster and more effective the police response the fewer lives will be at risk. In May 2011 the Secretary of State for Transport announced a further enhancement to the security of the railways and London Underground through the development of a BTP armed capability.

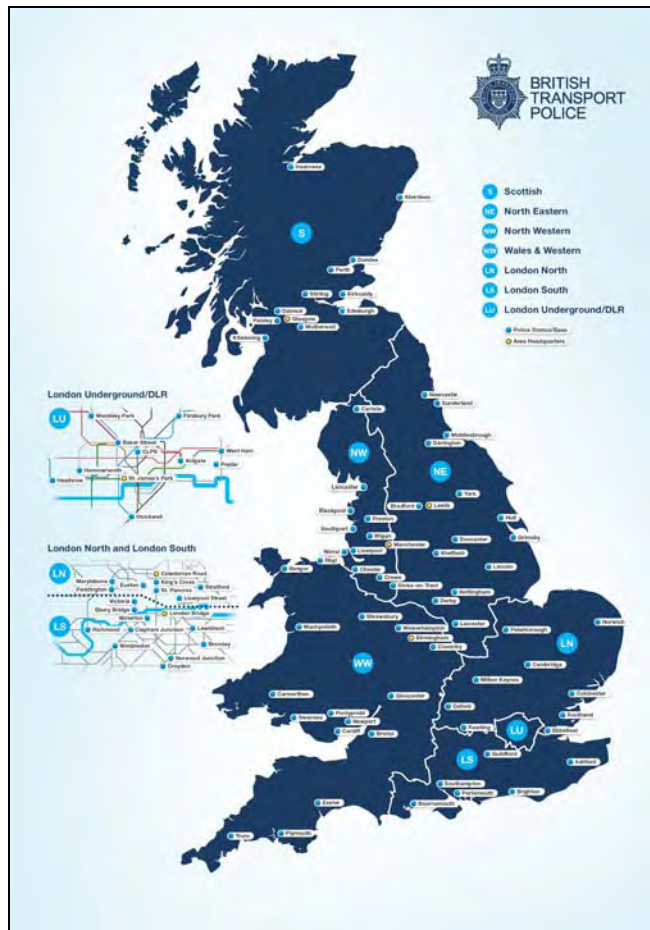
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### **Three Countries, two legal systems, one national railway force working across territorial boundaries**

To reflect the national rail network, BTP is not constrained by the geographic boundaries of other police forces, which the rail industry cuts across. Our boundaries cover the total policing environment of the rail network (including assistance for businesses and individuals who operate, live, and work in the surrounding area). The structure of BTP provides a single point of contact and consistency in policing standards across the railways. Our policing model means we seamlessly police the network and the London Underground in an intelligence-led and targeted way.

*In 2010 seven Hub Teams were introduced across London which further improved intelligence processes and co-ordination between National Rail, London Underground and street policing teams. Key London transport interchanges now benefit from better integrated policing, with closer relationships between BTP, rail staff, Transport for London and the Metropolitan Police Service.*

### BTP Structure:



(Click above to enlarge)

Working within two legal systems section 31 of the Railways and Transport Safety Act 2003 gives BTP constables powers and privileges of a constable throughout Great Britain for a purpose connected to a railway or to anything occurring on or in relation to a railway. The ability to police across two legal systems is important in day-to-day terms. When a crime or disorder occurs, often the exact location of

the incident cannot be pinpointed but as BTP is responsible for policing the whole network, it does not matter especially where the crime happened unlike with geographic forces where some debate could entail regarding who would investigate crimes possibly distressing victims and causing unnecessary delay.

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### **Accountability to industry and our stakeholders**

Stakeholder trust is our most valued asset, and for our investors we must demonstrate that we provide a good return on their investment – and to be sure we create that value as effectively as possible. Working in partnership with the rail industry is essential to successful policing on the network. By working with the people who manage and run the railways we combine our resources and consolidate our expertise. Working in collaboration means we are stronger than we could ever be alone.

BTP's work with communities is an integral part of our commitment to safeguard the rail network and the millions of passengers who use it every day. We work closely with the communities we serve to develop our strategic and policing plans. By engaging with the rail industry, individuals and groups we understand their needs and respond accordingly. Neighbourhood policing is just one example of how we work in partnership with local communities to determine local policing priorities. Through our dedicated and accessible teams we ensure we are responsive to the needs of the travelling public.

Community Safety Partnerships are key partners in dealing with anti-social behaviour (ASB) in the longer term. In South Wales BTP's Neighbourhood Policing Teams have had huge success by moving beyond simply ejecting problem youngsters from stations to collaborative work with Arriva Trains Wales and Network Rail, trading standards and street workers. In the West Midlands the regions Safer Travel Partnership was established in 2006, the partnership now includes transport authority Centro, West Midlands Police, British Transport Police, National Express West Midlands and the region's seven Community Safety Partnerships. BTP became involved in 2010 and the policing team became operational in August 2011. Working to make journeys safer for passengers by deterring crime and anti-social behaviour, the partnership is successfully helping reduce crime and create a more pleasant travelling environment.

## **BTP and its policing family**

All BTP Officers have a detailed knowledge of their local railway environment (e.g. location of contingency plans, communication, managerial arrangements and evacuation procedures). They know how to deal with safety issues and undergo track safety training yearly. It is vital our officers understand how decisions made at the scene of an incident can have an effect on the entire railway network, creating secondary issues elsewhere down the line. Our officers have the confidence to deploy rapidly in a complex environment and work in a way that does not compromise evidence gathering but minimises disruption and are able to deal with track related fatalities effectively and sensitively

Police Constables – leading the fight against crime - They are the backbone of policing in the UK. BTP officers deal with a broad range of incidents such as serious crime, robbery, assault, and attending the scene of major incidents

Police Community Support Officers (PCSOs) – making the railway community feel safer - In England and Wales PCSOs are the eyes and ears of the service, patrolling trains, stations and platforms providing reassurance to the travelling public. PCSOs have selected powers and support BTP offices by helping control crowds, patrolling major public events, and protecting the public from security threats

Special Constables (Specials) – providing voluntary support - Specials are people who make a positive difference to communities. Working on a volunteer basis, they support BTP officers and increase police visibility by working through the mainline network and the London Underground

Railway Safety Accreditation Scheme – supporting BTP - BTP, under the Police Reform Act 2002, is empowered to accredit individuals within organisations with minor police powers to deal with anti-social behaviour, nuisance offences, and minor disorder. The scheme enables the Train Operating Companies (TOCs), Network Rail and BTP to work together to improve safety on the trains.

*“The inspection team were left with the impression of a body of officers and staff who are committed to providing a professional and quality service both to rail passengers and to the industry”.*  
HMIC Inspection - February 2011

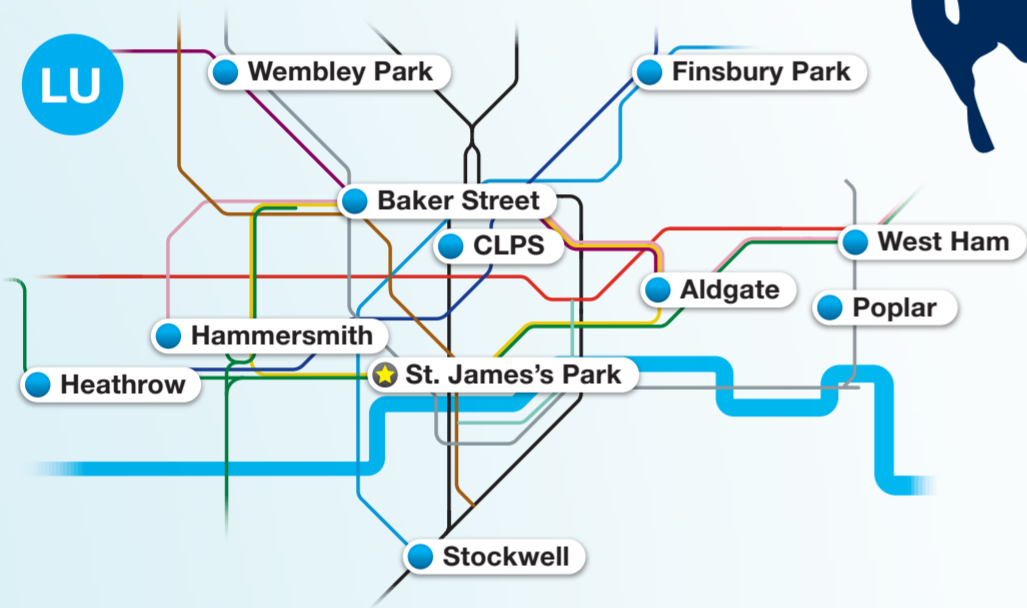
**BRITISH TRANSPORT POLICE**

***“Protecting and serving the railway environment and its community, keeping levels of disruption, crime and the fear of crime as low as possible.”***

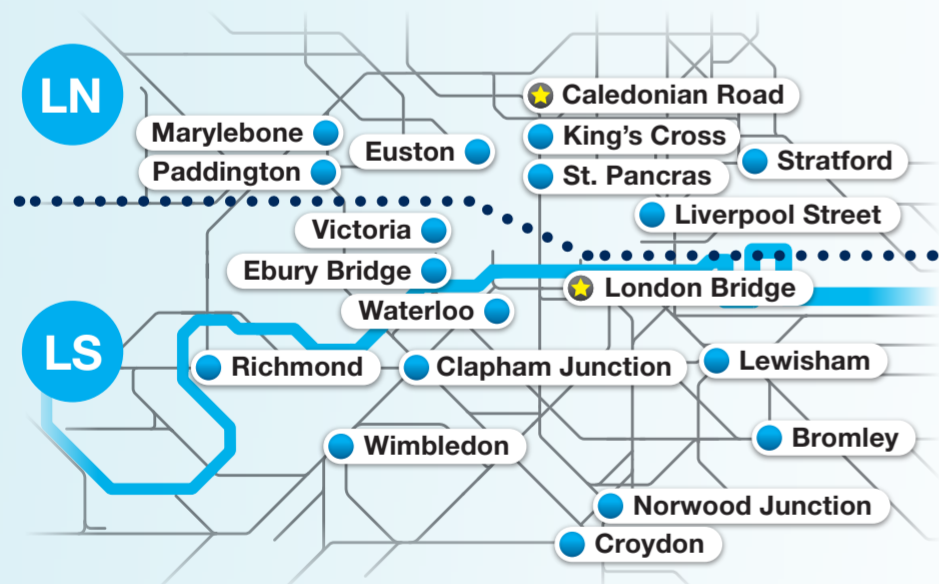


# BRITISH TRANSPORT POLICE

## London Underground/DLR



## London North and London South



- S** Scottish
- NE** North Eastern
- NW** North Western
- WW** Wales & Western
- LN** London North
- LS** London South
- LU** London Underground/DLR

- Police Station/Base
- Area Headquarters

