



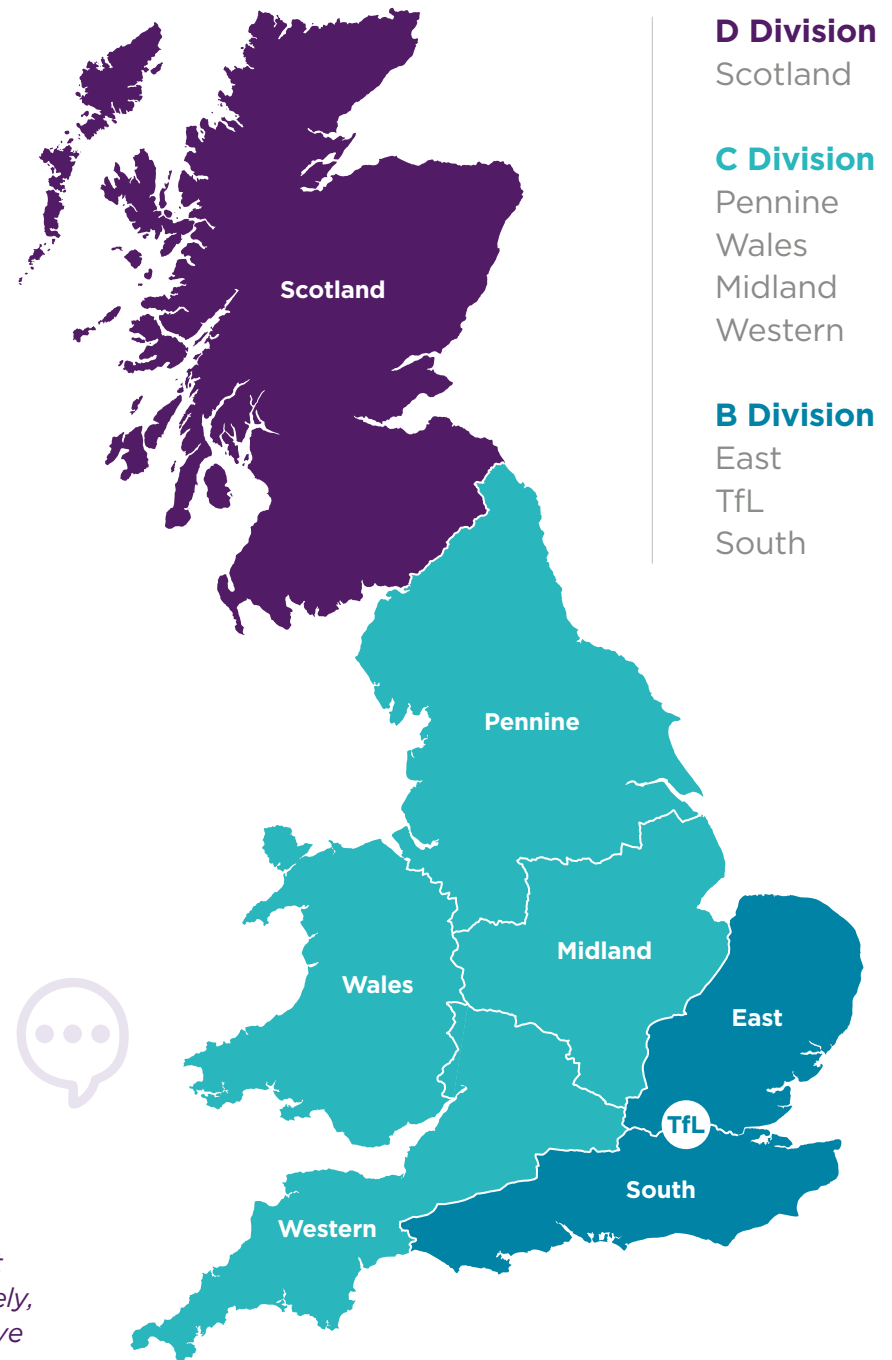
BRITISH
TRANSPORT
POLICE

Policing Great Britain's rail network

National
and Divisional
Plans 2017/18

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The railway environment has transformed massively, demands on policing have changed significantly.

Chairman's foreword

It gives me great pleasure to share with you the plans for policing Great Britain's railways in 2017-18. This year's plans look a little different as they mark a move away from a target based approach to a series of commitments, while continuing to deliver on the core objectives of tackling crime, minimising disruption and promoting confidence.

Since 2013, BTP's core strategy has included targets to reduce crime on the railways by 20%, cut police-related disruption by 20% and increase passenger and staff confidence by 10%. Known as '20:20:10', this approach has achieved much of what it set out to do, changing behaviours and driving the right actions across the Force. Since the strategy's creation the railway environment has transformed massively: faster than expected growth in passenger journey numbers (3.2 billion last year), changes in the freight landscape, the rapid commercialisation of stations and evolving pressures such as counter terrorism and the requirement to protect vulnerable people means demands on policing have changed significantly.

As a result of these and other changes there is a risk 20:20:10 would encourage the wrong sort of behaviours, taking

police away from where they are needed most, in order to pursue numerical targets. The decision has been made that in 2017-18 we will begin the transition away from 20:20:10 to a performance framework that takes a broader look at the work of British Transport Police, and uses a variety of indicators to assess how it is meeting its core objectives. This move reflects a similar one being undertaken by Home Office forces and we have been in consultation with Kent Police, which has transformed its own approach to evaluating performance, to share best practice.

These new look plans form the first step in revisiting the Authority's overall strategy for the BTP, as we move to a new one for 2018-2021. The Authority, after listening to stakeholders, has decided to begin this process a year earlier than planned in order to realise the benefits as soon as possible.

Crime on Britain's rail networks remains low with 16 crimes per million passenger journeys and not even 1 serious crime per million passenger journeys. At the same time, BTP has worked harder than ever to encourage victims and witnesses to report crimes. Campaigns include promoting the 61016 text number to make reporting a crime easier, as well as crime specific campaigns such as 'Report It to Stop It' for sexual crimes and 'See it, Say it, Sorted' for suspicious activity.

These plans are part of an on-going transformation process and I am confident that these new look plans will help BTP work smarter to keep the railways as safe as possible.

Mark Phillips
Interim Chair

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Follow
@BTPAuthority



“

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Chief Constable's introduction

The 2017/18 Policing Plan sets out the priorities British Transport Police (BTP) will focus on in the coming year.



We're here to keep people safe and do right by the public each day



For the last five years, we have worked to numerical targets aimed at reducing disruption by 20%, reducing crime by 20% and increasing the confidence of the travelling public by 10%. By putting numbers against these outcomes we were able to provide evidence of our good work and effectiveness.

This was right for us at the time. It helped establish our hard-won reputation as a specialist police force playing a vital role in the rail industry.

Now, due to changes to the profile of crime, the sustained threat from terrorism and our growing focus on vulnerability, it's time to shift our focus away from treating all crime as equal.

We must now prioritise crimes that have the most impact on the public and the needs of the people they affect the most.

Instead of focusing on numerical targets, we are moving towards a culture that encourages and supports our people

to focus on preventing crime and on the needs of victims and witnesses of crime and those who are most vulnerable.

We will prioritise our activity in seven areas:

- Counter terrorism
- Preventing crime
- Protecting vulnerable people
- Supporting the railway
- Supporting and valuing our workforce
- Building confidence and satisfaction
- Improving effectiveness and efficiency

Reinforced by a new approach to measuring and tracking performance, our people will be supported and encouraged to make the right choices every day.

Set against a context of an expanding railway, with 3.2 billion passenger journeys a year and more growth expected in the future, our challenge is to ensure that, with the resources and skills we have, we are focusing on the right things at the right time.

Our job is simple. We're here to keep people safe and do the right thing by the public each day. We will do that by continuing to work with the rail industry to keep the network safe, secure and running on time, and listening to feedback from the public, partners, stakeholders and our people to ensure we are doing the right thing in the interests of the people we serve.

Paul Crowther OBE

Chief Constable

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Our long-term policing plans

The Authority is dedicated to work with British Transport Police (BTP) to ensure an effective and efficient specialised police service for Great Britain's railways. To achieve this the Authority agrees commitments annually with BTP that feed into long term strategic objectives. These objectives are:

Safe and secure railways

Tackle crime and improve detection on and around the railways.



Keep the transport systems running

Minimise minutes lost as a result of disruption caused by police activity.

Boost confidence in use of the railways

Work to promote passenger and staff confidence in their personal security on trains and stations.



Provide value for money

Deliver these commitments within a medium term financial plan that keeps annual cost increase within RPI.



A year at a glance

Last year the Policing Plans set BTP targets to reduce crime and disruption while increasing passenger confidence. A lot has been achieved over the last twelve months, here are some of the headline statistics:



Reduce crime

Theft of passenger luggage is down across the network by 6.3% and serious fraud is down by 23%.



Reduce disruption

Total delay related to cable theft is down 52.6% and delay related to fatal incidents is down by 2.9%.



Increase confidence

Text messages to 61016 have increased by 3,322 (33%) with 1,364 notifiable crimes being recorded as a result of this facility.

Life-saving
interventions up

40%

43%

of stop and searches
in Western resulted
in the discovery of
a prohibited item

Passenger confidence at
Birmingham New Street at

81.4%

6.1%

decrease in notifiable crime compared to last year.

 Reducing crime
D Division – Scotland

16%

reduction in minutes lost for police-related incidents from 119,836 in 2015/16 to 100,086 in 2016/2017.

 Reducing disruption
C Division – Pennine

15%

reduction in violent crime.

 Reducing crime
C Division – Wales

56%

Incidents of graffiti down 56% leading to over 23 fewer hours of disruption across the network.

 Reducing disruption
C Division – Western

91%

of rail staff who have been a victim of assault or aggression are satisfied with the service they received.

 Increasing confidence
C Division – Midland

8.6%

Sexual offences reduced by 8.6%.

 Reducing crime
B Division – East

100

officers each night have been deployed on the new Night Tube service.

 Increasing confidence
B Division – TfL

159

Conducted 645 late-night train patrols to reassure the public and deter offenders. This is an increase of 159 patrols compared with 2015/16.

 Increasing confidence
B Division – South



We are always keen that the people who use or work on the railways have their say when it comes to how they are policed.

Over the last year we have worked with British Transport Police to make sure you have your say when it comes to setting its priorities for the year ahead.

More than **7,000 rail passengers and staff** responded to BTP's public consultations.

Passengers ranked their top priorities as tackling anti-social behaviour and providing greater police presence and visibility, especially at night. Counter terrorism work also remains a serious priority area for passengers.

Overall, of the passengers who responded, **two thirds rated their personal security as good or very good, while 85% were positive about the work BTP were doing at their local station.**

Among the staff who responded, the satisfaction rating and feedback were very similar, with fare evasion and alcohol related disorder also being rated as serious problems.

Senior members of the rail industry have also been consulted through one-to-one visits and regional consultation events held across the country.

The feedback from passengers, staff and senior industry figures has been used to inform this year's plan.

Have something you want to tell us?

Follow us @BTPAuthority @BTP



**Tell us
what
matters
to you**

btp.police.uk/whatmatters



#whatmatters  

"@BTPCleland @BTP thank you all involved for saving my dads life yesterday! We are in debt to you forever"

Laura



Just wanted to say a massive thank you to BTP for the help and kindness they showed me on Sunday when my son went missing for 7hrs after catching a train in Cambridge. Thank you Ajay!!

Petra

We want to know **#whatmatters** to you. Your say can influence the way BTP police your trains and stations.

btp.police.uk/whatmatters



**More than
7,000
people had
their say**



"Last night whilst on the underground I had to test **@BTPLondonSE** due to a vulnerable boy begging on the train who was around 15. **@BTPLondonSE** continued to text me at each stop & at the end took the child home & safeguarded him. Thank you **@BTP** - Great response via text"

Ben



National Commitments

Our national commitments support our strategic priorities to tackle crime and disruption while increasing confidence among railway users and staff.



Counter Terrorism

to identify the most likely points of impact from terrorism and ensure that the Force has effective tactical options and plans in place.



Preventing crime

to focus on crimes and offenders that cause the greatest harm.



Protecting vulnerable people

to protect, support and safeguard vulnerable people at risk.



Supporting the railways

to work in partnership with industry and other partners to keep the railways running efficiently and on time. To respond quickly to incidents that cause delay and promptly reinstate services.





“

Instead of focusing on numerical targets, we are moving towards a culture that encourages and supports our people to focus on preventing crime and on the needs of victims and witnesses of crime and those who are most vulnerable.

Paul Crowther OBE Chief Constable

”



Supporting and valuing our workforce

to ensure that our staff feel valued and supported in what they do and are well trained and equipped to provide rapid response and deliver a high level quality service.



Building confidence and satisfaction

to put witnesses and victims at the heart of what we do and inspire high standards of service, behaviour and personal integrity to ensure the Force meets the needs of the public and victims of crime. To police fairly and proportionately.



Improving effectiveness and efficiency

to ensure our officers and staff are in the right place at the right time to deliver our priorities. To use our resources wisely and sparingly and quantify the value of what we do.

Passenger priority:

You told us you want BTP to be more visible in the evening and late at night, that uniformed officers should be more visible in general, and that BTP should do more to tackle antisocial behaviour.

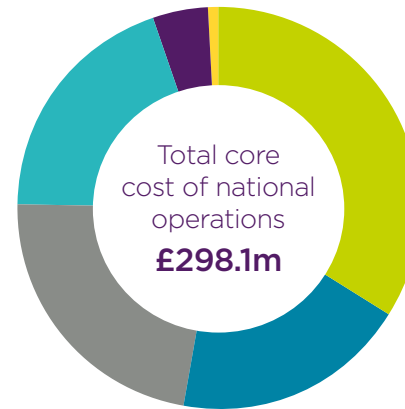
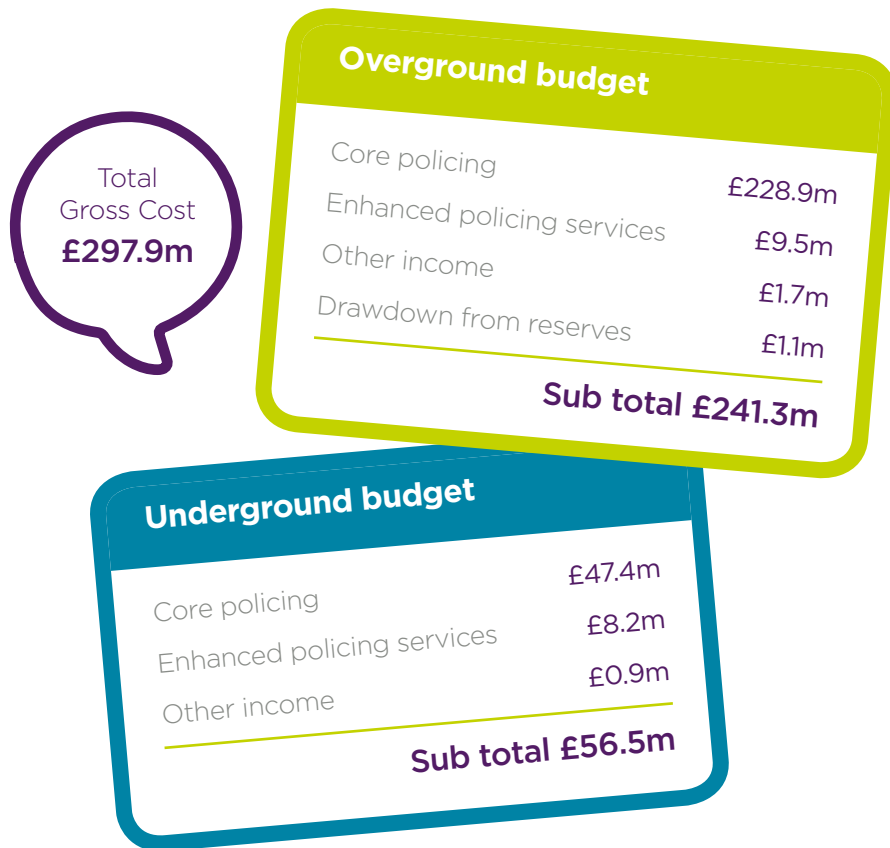


Look out for the icon above, which highlights the targets we've set to help meet your priorities.

National resources

The cost of policing

In 2017 the BTPA set a core policing budget of £297.9 million for policing Great Britain's railways. A total of £241.3 million has been allocated to overground rail services and £56.5 million for London Underground.



Core budgets by division

A Division	£119.5m
B Division (Overground)	£47.6m
B Division (Underground)	£56.5m
C Division	£59.5m
D Division	£12.7m
BTPA	£2.3m

Total core cost £298.1m

Keeping our price promise

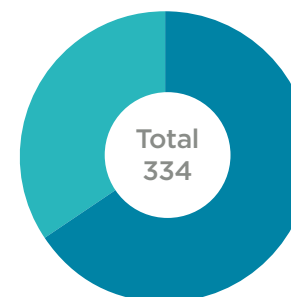
In line with our promise to keep budget increases below RPI the Authority has maintained policing costs at the same level as last year.



National resources

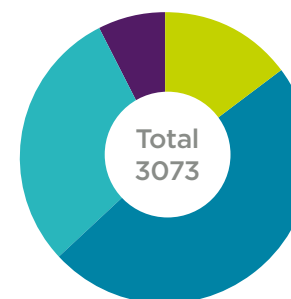
Staff numbers

Force Headquarters (FHQ)	Police Officer	Police Staff	PCSO	Special Officer
Capability and Resources	48.6	345.2	0.0	0.0
Contact Management	29.0	241.0	0.0	0.0
DCC Group	19.0	110.0	0.0	0.0
FHQ Crime	134.0	84.5	0.0	0.0
FHQ Secondments	16.0	9.0	0.0	0.0
Investigations	2.0	117.0	0.0	0.0
Justice Department	5.0	189.5	0.0	0.0
Specialist Operations	255.0	26.0	0.0	7.0
Territorial Policing Support	8.0	6.0	0.0	2.0
Total	516.6	1128.2	0.0	9.0



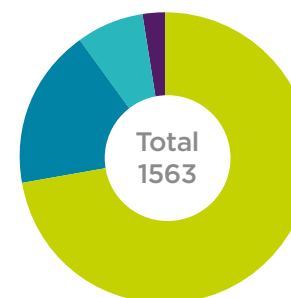
PCSO

FHQ	0.0
B Division	222.0
C Division	112.2
D Division	0.0



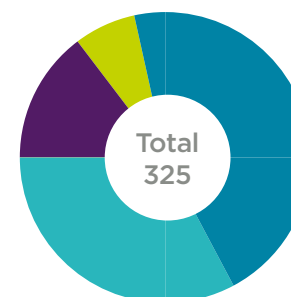
Police Officer

FHQ	516.6
B Division	1412.8
C Division	932.0
D Division	212.0



Police Staff

FHQ	1128.2
B Division	267.7
C Division	127.0
D Division	39.7



Special Officer

FHQ	9.0
B Division	159.0
C Division	131.0
D Division	26.0

B Division

Introduction



In the coming year, we will implement a new operating model to revolutionise the way we police the transport network.



Chief Superintendent Martin Fry

Divisional Commander B Division

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Follow @BTPFry

Keeping everyone who travels and works on the transport network across London and the South East safe and secure in the last year was a real team effort.

Our Police Officers, Police Community Support Officers (PCSOs), support staff, Special Officers and other volunteers worked tirelessly to provide a quality policing service around the clock. We see this every day, with our uniformed personnel at stations and on trains providing the public and rail staff with reassurance and deterring those seeking to interfere with the safe running of the network. Less visible, but just as vital, are our detectives, plain clothed officers and police staff and volunteers working behind the scenes.

This teamwork was never more important than in November, when seven people lost their lives in a tram crash in Croydon, south London. Along with other emergency services and agencies, we worked tirelessly to respond to the incident and support those involved. We were overwhelmed by support from the local community, who showed tremendous strength and resilience at a difficult time.

The threat of terrorism is real and ever present. This was brought into sharp focus in October, when a suspicious item was found on a Jubilee Line train at North

Greenwich. This was dealt with swiftly and safely, with no reported injuries.

We successfully policed the opening of all five Night Tube lines on the London Underground. Our highly visible uniformed presence continues to contribute towards making London a safe and welcoming place to enjoy a night out.

Many events required our specialist services in 2016/17, including the Euro 2016 tournament, which saw all four home nations competing in France. Our patrols – here, on cross-Channel services and with policing partners on the continent – helped to get travelling fans to their destinations safely and ensured safe and peaceful journeys for other passengers. We also policed the Flying Scotsman's tour and the homecoming parade for Team GB's Olympic heroes.

In the coming year, we will implement a new operating model to revolutionise the way we police the transport network. Together with the introduction of a new crime management model, we will be fit for the future for many years to come. I know I can count on the continued dedication and commitment from everyone who works in B Division to make the transport network a safe place.

B Division Commitments

“ We will be fit
for the future
for years
to come ”



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Superintendent Chris Horton
Subdivisional Commander TfL

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Policing the night time economy

Having the confidence that police officers are there when they are needed is important to both passengers and staff who use and work on the rail and tube network. We will ensure that our officers are visible late in the evening, through the night and into the morning to provide reassurance and a swift response to emerging incidents. We are committed to ensuring the travelling public travel safely and securely and that rail staff can effectively run the network, allowing everyone to enjoy this significant change in London's social tapestry.

Supporting and safeguarding rail staff

We have methodically reviewed where and when the demand for our service is greatest. This analysis has enabled us to adjust the work patterns and locations of our officers so they are deployed at the times and places where they are most needed. By doing this, we have reduced our response times to incidents, provided officers in more isolated areas and increased our capacity to catch and prosecute offenders.

Providing information on the quality of police activity

As the Force moves to a broader performance framework we are committed to providing the rail industry and the public with information on what we do and why, which will improve our accountability. We will do this through regular meetings at both local and senior management level to keep our partners sighted on our strategies, performance and how we deliver our specialist police service. Our police work will continue to include an array of tactics and techniques such as intelligence led deployments, problem solving action plans, media engagement and a quick response to crimes and incidents.



Passenger priority

Working closely with the public and industry partners

To help us deliver the best level of service we must work closely with both the travelling public and local communities, and also our colleagues in the rail industry. This means listening to what matters to them and seeking to continually deliver a policing service that makes a difference to those who travel and work on the rail network in London and the South East. Whether by way of specific project activity or ongoing consultation and engagement, we recognise that we achieve the best results when we all work together.

B Division

Department/Subdivision total Organisation	PCSO	Police Officer	Police Staff	Special Officer
B Headquarters Total	0.0	28.0	76.0	3.0
Business Support	0.0	0.0	28.0	3.0
CCTV	0.0	0.0	26.0	
Division Command Team	0.0	19.0	12.0	
Media and Marketing	0.0	0.0	5.0	
Projects	0.0	2.0	4.0	
Secondments to Non-BTP	0.0	7.0	0.0	
Training Unit	0.0	0.0	1.0	
B Operations Total	0.0	121.0	104.3	0.0
Custody	0.0	25.0	54.3	0.0
Duty Management	0.0	1.0	19.0	
Operational Business Support	0.0	49.0	3.0	
Operational Planning	0.0	11.0	9.0	
Operational Support Unit	0.0	26.0	1.0	
Police Medical Response	0.0	7.0	0.0	
Community Safety & Engagement Unit	0.0	1.0	10.0	
Governance	0.0	1.0	8.0	

Department/Sub-Division total Organisation	PCSO	Police Officer	Police Staff	Special Officer
Central Total	87.0	289.0	13.0	51.0
CLPS	35.0	63.0	5.0	51.0
Liverpool Street	9.0	22.0	1.0	
West Ham	7.0	32.0	2.0	
Hammersmith	9.0	33.0	0.0	
Paddington	12.0	22.0	1.0	
Stratford	10.0	22.0	0.0	
Ilford	5.0	42.0	0.0	
Southend	0.0	1.0	2.0	
Pitsea	0.0	21.0	0.0	
Colchester	0.0	20.0	1.0	
Norwich	0.0	11.0	1.0	
South Total	71.0	480.0	9.4	71.0
Duty Officer South	0.0	6.0	0.0	71.0
London Bridge	15.0	22.0	0.0	
Victoria	9.0	31.0	0.0	
Waterloo	9.0	31.0	0.0	
Clapham Junction	5.0	12.0	0.0	

This is where we expect resources to be based at time of publication, actual deployments may change in year.

B Division

Department/Subdivision total Organisation	PCSO	Police Officer	Police Staff	Special Officer
South Total continued				
Stockwell	9.0	33.0	0.0	71.0
Croydon	7.0	51.0	1.4	
Wimbledon	5.0	17.0	0.0	
Blackheath	5.0	17.0	0.0	
Bromley	0.0	31.0	0.0	
Ashford	7.0	40.0	1.0	
Ebbsfleet	0.0	12.0	1.0	
Maidstone	0.0	31.0	1.0	
Richmond	0.0	22.0	0.0	
Gatwick	0.0	10.0	0.0	
Southampton	0.0	31.0	3.0	
Guildford	0.0	31.0	1.0	
Bournemouth	0.0	11.0	0.0	
Brighton	0.0	41.0	1.0	
Crime Total	0.0	240.8	58.0	0.0
Intelligence Bureau	0.0	15.0	37.0	
Suicide Prevention & Mental Health	0.0	5.0	7.0	

Department/Subdivision total Organisation	PCSO	Police Officer	Police Staff	Special Officer
Crime Total continued				
Integrated Offender Management	0.0	17.0	1.0	
Hi-Tech Crime	0.0	7.0	0.0	
CID East Inner	0.0	196.8	13.0	
North Total	64.0	254.0	7.0	34.0
Duty Officer North	0.0	6.0	0.0	34.0
Wembley Park	7.0	34.0	1.0	
Finsbury Park	18.0	52.0	1.0	
Euston	9.0	31.0	1.0	
Kings Cross & St Pancras	18.0	43.0	2.0	
Camden Road	6.0	32.0	0.0	
Watford	0.0	12.0	0.0	
Luton	0.0	21.0	0.0	
Stevenage	3.0	12.0	1.0	
Cambridge	3.0	11.0	1.0	
Total	222	1413	267.7	159

This is where we expect resources to be based at time of publication, actual deployments may change in year.

C Division Introduction



Passenger priority

We are listening more than ever to feedback from passengers and rail staff, through surveys, text messages and social media.



Chief Superintendent Allan Gregory

Divisional Commander C Division

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Follow @BTPGregory

2016/17 was a year of change for C Division. I became Divisional Commander in June, Superintendent Kyle Gordon joined us from Scotland later in the year, and Superintendent Sandra England became the new lead for the Midlands subdivision.

As a team, we have put passenger safety and confidence and the delivery of a first class service at the forefront of our approach to policing the network.

Taking shape under a new forcewide structure for frontline policing is a new approach to policing, which builds on our successful track record of working closely with industry partners and listening to passengers.

We are listening more than ever to feedback from passengers and rail staff, through surveys, text messages and social media. We have grown our social media presence to connect more readily with the public and have worked hard to continue to add value to the network's operations.

We know that a particular concern for passengers is the impact on their journeys of sports fans, particularly football fans, travelling by train to matches. In response, we have established a new Territorial Operations Group to coordinate how we police sports-related and other events across England, Scotland and Wales.

Challenges remain in driving down crime, disruption and violence, and these will form much of our focus for the coming year, alongside protecting vulnerable people from harm.

We will concentrate on the things we know matter most to passengers and rail staff – reducing and deterring antisocial behaviour and violence and abuse against rail staff, with a focus on late-night reassurance patrols. Alongside our industry partners we continue to work to reduce trespass and the disruption this causes.

To help us achieve these plans, we are adopting a new approach to ensure we have the right people in the right place at the right time. C Division will benefit from additional officers and fatality investigators when the recommendations of the crime review are implemented. We are looking forward to the roll out of mobile devices and body-worn video, all of which we anticipate will make us more effective and able to add value.

My commitment, and that of my team, is to listen to partners, the public and victims and witnesses of crime to ensure we deliver the very best possible policing service in 2017/18.

C Division Commitments

“ We are adopting a new approach to have people in the right place at the right time ”



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Focus on the prevention of anti-social behaviour

Through consulting and listening to both the public and industry partners we know that anti-social behaviour on the network is a concern. We will actively tackle this issue throughout the year and publicise our commitment through our expanded social media channels. We recognise the correlation between ticketless travel and anti-social behaviour, and we will support the industry in their activity to prevent this throughout the year.

Focus on the prevention of assaults & abuse against staff

We will work to ensure rail staff are confident it is worthwhile reporting assaults and abuse. We recognise that they will only report incidents when they feel confident they will receive feedback, support and engagement from the police. Debriefing exercises following instances of assault have been highlighted to us by industry colleagues as a very effective tactic. We will continue with this approach during 2017-18, underlining our commitment to support staff, and our aim to manage conflict through learning.

Work in partnership to identify and mitigate high risk, high frequency trespass locations

We will move beyond tracking overall delay minutes. We recognise that trespass is a constant issue for the rail industry in terms of risk and disruption. The industry responds quickly to risk and we will work with them, through our embedded Inspectors at the various Network Rail Operating Centres, to ensure that we are adding both value and policing skills to their decisions in relation to protecting the public and infrastructure. We recognise the value of education and will continue to engage with schools in high impact, high disruption locations, maintaining the principles of neighbourhood policing.



Passenger priority

Focus on late night reassurance patrols & visibility

A common message from our engagement activity is that people welcome seeing uniformed officers across the network late at night. It gives passengers and staff a feeling of confidence and reassurance and is linked to reducing anti-social behaviour. Through the implementation of the Force's Demand Review, we will be able to improve the alignment of working patterns of officers and PCSOs to the times and days of the week when calls for our service are at their highest.

C Division

Location	PCSO	Police Officer	Police Staff	Special Officer
Midland Total	15.0	183.0	11.1	49.0
Birmingham	12.0	63.0	5.7	25.0
Coventry	2.0	11.0	0.8	2.0
Derby	0.0	5.0	0.0	0.0
Leicester	0.0	16.0	0.5	4.0
Lincoln	0.0	7.0	0.4	1.0
Milton Keynes	0.0	21.0	1.0	3.0
Nottingham	0.0	24.0	1.0	0.0
Peterborough	0.0	21.0	0.6	7.0
Rugby	0.0	5.0	0.0	2.0
Wolverhampton	1.0	10.0	1.0	5.0
Pennine Total	47.5	356.0	14.9	57.0
Carlisle	0.0	10.0	0.9	1.0
Crewe, Chester, Stoke	6.0	18.0	1.0	0.0
Darlington/Middlesbrough	0.0	11.0	0.5	2.0
Doncaster	0.0	18.0	1.0	1.0
Hull	2.0	12.0	0.4	2.0
Lancaster	1.0	10.0	0.0	1.0
Leeds	6.5	60.0	2.5	11.0
Liverpool/Southport	10.0	60.0	2.0	10.0
Manchester	11.0	74.0	2.0	13.0
Newcastle	0.0	24.0	1.0	5.0
Preston	3.0	16.0	1.0	5.0
Sheffield	2.0	14.0	0.5	3.0

Location	PCSO	Police Officer	Police Staff	Special Officer
Pennine Total continued				
Sunderland	1.0	6.0	1.0	0.0
Wigan	0.0	10.0	0.7	0.0
York	5.0	13.0	0.5	3.0
Wales Total	39.0	66.0	4.3	4.0
Bangor and Rhyl	8.0	10.0	0.9	0.0
Cardiff (inc Newport)	14.0	34.0	1.9	3.0
Shrewsbury (inc Machynlleth)	3.0	8.0	0.6	0.0
Pontypridd	10.0	3.0	0.0	0.0
Swansea (inc Carmarthen)	4.0	11.0	1.0	1.0
Western Total	10.7	93.0	5.3	20.0
Bristol	0.0	29.0	1.0	3.0
Exeter	0.0	11.0	0.6	3.0
Gloucester and Worcester	0.7	9.0	0.0	1.0
Plymouth	0.0	6.0	0.7	1.0
Reading	3.0	27.0	2.0	9.0
Truro	0.0	4.0	0.0	1.0
Swindon	0.0	3.0	1.0	1.0
Bath	6.0	1.0	0.0	0.0
Oxford	1.0	3.0	0.0	1.0
Command and Operations	0.0	234.0	91.4	1.0
Total	112.2	932.0	127.0	131.0

This is where we expect resources to be based at time of publication, actual deployments may change in year.



“@BTPManchester @btp just witnesses 2 BTP officers on Picadilly remove two disorderly men. Did it well and quickly. Good job BTP”

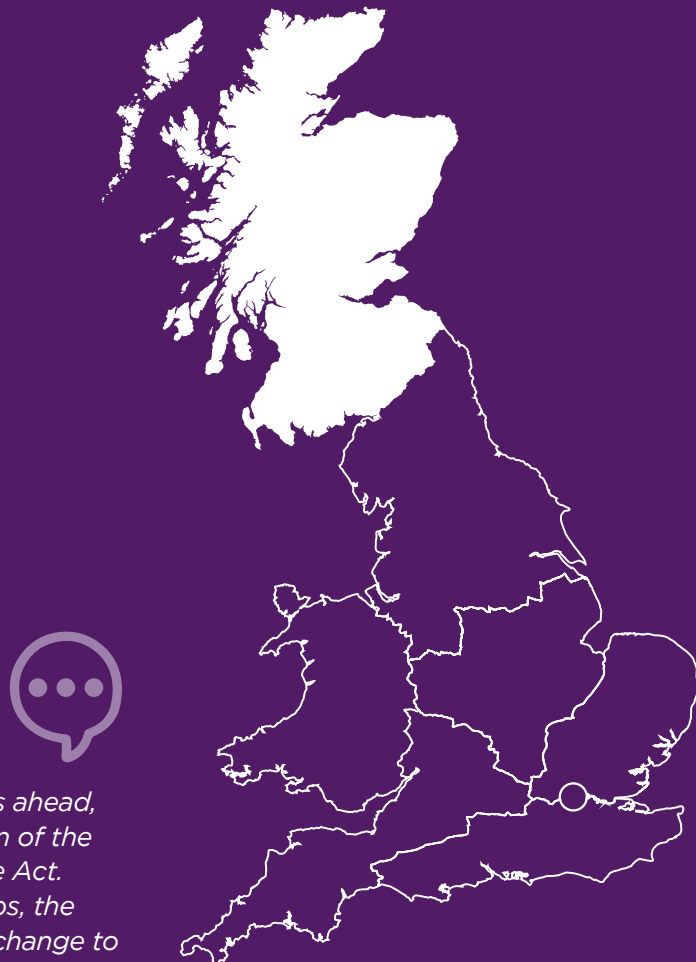
Stevie K

*We want to know
#whatmatters to you.
Your say can influence
the way BTP police your
trains and stations.*

btp.police.uk/whatmatters



D Division Introduction



Significant change is ahead, with the introduction of the new Criminal Justice Act. It introduces, perhaps, the most wide-ranging change to police procedure in decades.



Chief Superintendent John McBride

Divisional Commander D Division

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Follow @BTPMCbride

Our officers, staff and volunteers across Scotland worked hard throughout 2016/17 to maintain low crime levels on the railway. This success in delivering high quality policing is particularly commendable given the additional pressures as BTP works towards the devolution of the Division's functions to Police Scotland.

Our specialist role has added value to major capital infrastructure projects, minimising the risk from criminality and supporting the positive contribution an expanding railway network adds to the wider economy and our communities. We led a Scottish Government-funded programme of work, pioneering the fight against metal theft. This saw metal theft across Scotland halved, legislation introduced at Holyrood and the delivery of new scrap metal industry regulation.

We planned and delivered numerous policing operations that helped to minimise disruption to the network and the public and keep large numbers of people safe. Thousands of enthusiasts came to see the Flying Scotsman locomotive tour in May, while tens of thousands of people travelled safely to The Open golf championship in summer. We also policed football fans' travel to World Cup qualifying matches, seamlessly monitoring and escorting them between England and Scotland.

Our new training facility, equipped with state-of the-art technology, was opened by BTPA chair Esther McVey. This gives us greater flexibility in how we train people and what we train them in. We have made good use of this for development courses for sergeants and inspectors, training with industry colleagues and for holding training events for new recruits and Special Officers.

Looking ahead, we have challenged ourselves to maintain low levels of crime on an expanding network, with more train services running more often and with more people using them. We will continue working with partners to reduce potential disruption caused by major events, and violence against rail staff. We will also focus on protecting vulnerable people.

Significant change is ahead, with the introduction of the new Criminal Justice Act. It introduces, perhaps, the most wide-ranging change to police procedure in decades, including new stop and search codes of practice. We have well-developed plans to facilitate this large training requirement, ensuring our officers and staff are well-equipped for the changes.

All of this needs to be seen, of course, in the context of a heightened terrorist threat, which requires our increased presence to offer reassurance to rail staff and the public and maintain high levels of vigilance.

D Division Commitments



Chief Superintendent John McBride

Divisional Commander

Phone 0141 775 5129

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Commitments to football and events policing

Policing football and other key events remains our priority. We will work with the rail industry and other partner and law enforcement agencies to ensure that the travelling public can attend events using the rail network in a safe and secure environment and that other passengers and rail staff are free from crime and anti-social behaviour.

Focus on staff assaults

We will continue to focus on staff assaults and ensure that rail staff are able to work without fear of abuse or assault. We will work closely with rail industry colleagues to provide training in dealing with conflict and ensure that victims of crimes are supported throughout the criminal justice process, as well as kept updated on the progress and outcome of our investigations in a timely manner.

“ Our specialist role has added value to major capital infrastructure projects ”



Tackle disruption

Disruption causes delay to the travelling public and is a concern for industry partners. We will continue to promote joint working and innovation with the rail industry to minimise the impact of disruption on the network. We will ensure that we get to the scene of disruption incidents as quickly as possible by using intelligence led deployments at high impact and hotspot locations.



Passenger priority

Focus on safeguarding and suicide prevention

Tackling vulnerability and protecting the public is a key priority and we are committed to safeguarding vulnerable people on the railway network. We will work closely with partner agencies, charities and other government bodies in order to enhance collaboration around safeguarding those most vulnerable.

D Division

Location	Police Officer	Police Staff	Special Officer
Aberdeen	8.0	0.4	1.0
Dalmuir	4.0	0.0	0.0
Dundee	4.0	0.0	1.0
Edinburgh	40.0	0.8	7.0
Falkirk/Stirling	5.0	0.0	2.0
Glasgow	62.0	0.9	10.0
Inverness	5.0	0.0	0.0
Kilwinning	8.0	0.0	3.0
Kirkcaldy	5.0	0.0	0.0
Motherwell	7.0	0.0	2.0
Paisley	4.0	0.0	0.0
Perth	6.0	0.0	0.0
Command and Operations	54.0	37.7	0.0
Total	212.0	39.7	26.0



“ We have challenged ourselves to maintain low levels of crime on an expanding network. ”

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Notes

Notes



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