



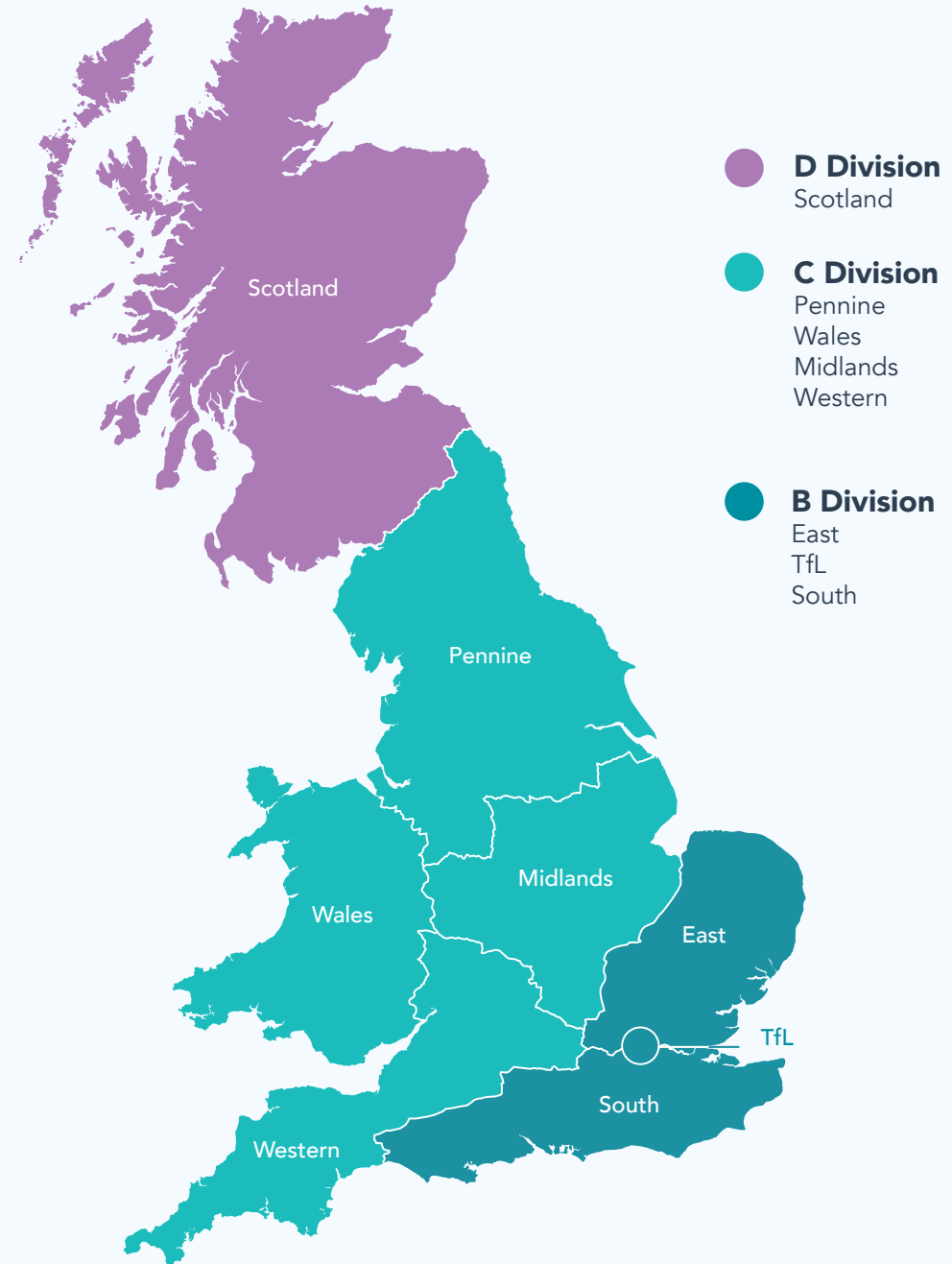
Policing Great Britain's Rail Network National and Divisional Plans

2015 | 2016

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National and Divisional Plans

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As rail infrastructure rapidly takes on a new shape, retail expands, passenger numbers grow and in the grip of a constantly evolving digital age it is more vital than ever that the British Transport Police Authority (BTPA) and its police force are in sync with the lightning fast changes on the railways and everyone who uses it.

To do this we have worked closely with the British Transport Police and those who own, operate, travel or work on the railways to understand the needs of those served by the Force, as well as the Force itself.

Working collaboratively is crucial to getting this right and is something we will continue to build on.



The BTPA have been entrusted to deliver plans that broadly meet the needs of everyone and I believe that has

been achieved with this year's policing plans.

This year's targets are a mutual exchange of understanding, ideas, wants and compromises. And thanks to these ongoing talks and the increasing intensity of these conversations the targets continue to be intelligence-led.

We've talked to passengers and know that you want to see more officers on trains late at night. Targets are in place to ensure that happens where needed most.

We've identified and mapped out the main policing issues faced by the rail industry as a whole setting national targets for BTP and allocating local targets to address local need, meaning operational commanders can target resources where they are needed and will be felt most. To enable BTP we've provided the Force with the resources and tools to fight crime in a digital era. Advancements in intelligence-led policing, thanks in part to previous targets, means BTP knows where to be in order to prevent crime occurring, rather than using resources to catch those who have already committed a crime. And we've set targets for more of this type of policing this year.

The pace of change on the railways shows no signs of letting up. More stations, faster

trains, 24 hour services and expanding retail opportunities will mean more passengers and an even greater need for BTP. By working closely with BTP we've ensured the Force has evolved with industry whilst keeping the cost of policing steady and we will continue to support it in this direction.

Understanding your customers' needs is at the heart of any good business. Over the last ten years we have developed bonds with the many diverse groups who use the rail network which has allowed us to do just that. And it is because of these relationships that we can celebrate ten successful years.

We will continue to work with you so that together, we can shape progress.



PAUL CROWTHER OBE

Chief Constable
British Transport Police

CONTACT DETAILS



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The 2015/16 policing plan sets out how we will deliver the third year of our 2013/19 strategic plan.

Keeping the six million passengers who travel every day on the nation's rail network safe, secure and on time is our priority. Working with the industry, we have seen many successes. Most notably, last year was the tenth successive year in which reported crime on the railway fell.

When setting targets, having a real understanding of what passengers, rail staff and the railway industry need from our services is vital. The targets within this plan are a product of in-depth local and national consultation with our stakeholders as well as national consultations with passengers and rail staff.

With more than 6,000 passengers and 1,500 rail staff taking part in these exercises, we now have a detailed understanding of their concerns. And the feedback was unanimous. Reducing antisocial behaviour, increasing our visibility – especially on night-time services – and reducing crime-related disruption are priorities for everyone.

To make sure the network is safer and feels safer, we must work smarter. Our force-wide

transformation programme is fundamentally changing the way we work and building on our crime fighting credentials.



Our balance of skills is shifting towards stopping rather than reacting to crime.

We are focusing on a 'first fix' approach, problem solving and offender management, while maintaining our excellent skills in detection. This will give us even more confidence that our people will be in the right place at the right time, with the right skills and equipment to enable effective decision making. This will help us achieve our strategic objectives to further reduce crime and disruption by 20 per cent and increase confidence by 10 per cent – all by 2019.

Ahead lies an exciting year for the industry, with, amongst other things, the introduction of the Night Tube in London, the opening of the refurbished Birmingham New Street Station, a new railway for Scotland, several franchise changes and continued investment and growth in the network. All of these provide opportunities and challenges. Opportunities to strengthen our relationships with partners and passengers and make

the railway an even safer place to travel and work. Challenges in further reducing crime and disruption as passenger numbers continue to grow.

I am confident that with a relentless focus on our priorities and the continued commitment and professionalism of all who work for BTP, we will play a vital role in helping the railways operate effectively in 2015/16, using our specialist skills to deliver a high quality, trusted and specialist service.

Celebrating 10 Years

National and Divisional Plans



In 10 years, our work together has come a long way.

The Force is performing better than ever, with crime falling significantly since we began operating in 2004. This is down to the collaboration and cooperation of all our industry partners, to whom we owe a big 'thank you' for your on-going support.



BARONESS KRAMER

Minister of State for Transport 2013 - 15

"Congratulations on the Authority's 10th anniversary. The Authority has provided excellent leadership to ensure that the railway system is effectively and efficiently policed, and that passengers feel safe and secure when travelling. The Authority will I'm sure continue to build on the successes of its first 10 years, rising to the challenges of delivering the best police services whilst controlling costs within the resources available."



PAUL CROWTHER OBE

Chief Constable, British Transport Police

"We are world class and world leaders. All this has been achieved during the tenure of the British Transport Police Authority and this would not have been possible without its continuing support and belief in the Force."



MARK CARNE

CEO, Network Rail

"Over the last ten years the BTPA in concert with the BTP and the rail industry has transformed policing on the nations railways. We look forward to working with you to build on these improvements so that everyone using the railway feels safe and secure."



ANDREW COOPER

Managing Director, CrossCountry

"With recent controversial changes made to the governance of police forces in the UK, the continued stewardship of the BTP by a highly professional and representative Authority is a great strength for the industry. The BTP itself has always been integral to our railway yet in the last decade its role, status and value has continued to be challenged. The response has been magnificent."



ANTHONY SMITH

Chief Executive, Transport Focus

"Transport Focus is pleased to see that BTPA's overarching strategy and policy plans are underpinned by joint passenger research with Transport Focus to help focus on issues that are of genuine interest to passengers. Targets based on reducing crime levels, reducing police-related disruption, increasing the visibility of staff in the evening and reducing public order offences are outcomes that passengers want to see."

Our long-term plans

National and Divisional Plans

Working closely with BTP, our aim is to ensure an efficient and effective police service for Great Britain's railways

To do this we have set BTP annual targets that feed into agreed long-term goals to be met by the Force by 2019.



Keep transport systems running

Reduce minutes lost to police-related disruption by at least 20% on 2012/13 figures*



A safe and secure railway

Reduce crime on the railway by at least 20% on 2012/13 figures



Promote confidence in use of railway

Increase passenger confidence with personal security on train and on station by at least 10%**



Deliver value for money

Achieve these targets within a medium term financial plan with annual cost increases within Retail Price Index (RPI)

*To be measured in customer hours for TfL and LUL

** To be measured via the Spring 2013 National Passenger Survey and a measure agreed with TfL and London Underground

National Targets 2015/16



Reduce notifiable crime by at least three per cent*

Tackling crime on the railways is a priority and central to all of BTP's work. To ensure we are setting the right targets for the Force, we will monitor the number of different types of crimes on the railways, such as theft of personal property, to determine the risk of offences per million passenger journeys. This data will be used to focus targets next year. The number of notifiable crimes recorded decreased by 5.4 per cent (2,491 offences) in 2014/15. This is a 12.1 per cent (6,064 offences) reduction since 2012/13.

Reduce violence against the person offences by at least ten per cent

Passengers and rail staff have told us that reducing crime, and violent crime in particular, is a priority and significantly impacts on confidence. There were 8,829 violence against the person offences recorded in 2014/15.

By working with partners, BTP will achieve at least a seven per cent reduction in total police-related lost minutes in 2015/16**

Disruption, and the causes of disruption, cannot be solved by BTP alone. A joint approach is needed to tackle problems such as trespass, which has been identified as one of the major causes of delays. This target has been designed to encourage closer working in order to reduce lost minutes. The number of police-related lost minutes decreased by 0.1 per cent to 1,240,530 in 2014/15.



At least a 78.8 per cent confidence rating for passengers measured by the National Rail Passenger Survey (NRPS)***


This target is designed to complement the targeted reduction of crime by ensuring BTP is focused on the needs of passengers on the transport system in order to keep them safe and secure.



Continued >

PASSENGER PRIORITIES

You've said you want BTP to do more to tackle antisocial behaviour, crime related disruption and to increase their visibility, especially late at night.

Look out for this symbol  which will show you the targets we've set to help fulfil these priorities

*This target applies to notifiable crime, which is crime that is reported to the Home Office. It excludes police generated offences.

** Lost minutes - the total number of minutes lost to delays on the rail network.

*** Equivalent measure to be explored with TfL.

At least a 67.7 per cent confidence rating for rail staff measured by BTP's rail staff survey

This target is designed to complement the targeted reduction of crime by ensuring BTP is focused on the needs of staff on the transport system in order to keep them safe and secure.



Increase passenger confidence at 20 stations with the lowest confidence ratings as measured by the NRPS

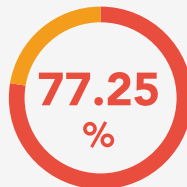
To complement the passenger and rail confidence targets a specific target has been set to improve confidence where data shows it is at its lowest.

Average days lost to sickness absence per employee to be less than 7.3 days

The visibility and availability of BTP's frontline officers is crucial to achieving its long-term aims. This target is designed to make sure as many people are available for work as possible. The average sickness per employee recorded for 2014/15 was 7.36 days per employee, just missing the same target set last year of 7.3 days.

DID YOU KNOW?

Over the last 10 years 77.25 % of passengers rated their personal security on trains and at stations last year as 'very good' or 'fairly good' up from 71.84% in 2010



Policing One step further

On top of this year's targets we've asked the Force to take on two additional commitments to develop long-term plans for safeguarding and cybercrime.

BTP will review and monitor the progress and significant milestones made in these two important areas of policing.

Here's what you can expect:

Safeguarding

The safety of children and vulnerable adults is a policing priority for BTP. A policing commitment to measure the effectiveness of BTP's approach to safeguarding has been introduced in 2015/16. The Safeguarding Unit will increase the safety of children, young people, railway staff and vulnerable adults by working closely with other Forces and non-police agencies.

Cybercrime

Cybercrime is a fast-growing area of crime. Criminals are exploiting the speed, convenience and anonymity of the internet to commit a diverse range of criminal activities that know no borders, either physical or virtual. BTP has recently reviewed its cybercrime strategy and will be creating a cybercrime unit to tackle this evolving crime category. This policing commitment will measure and track significant milestones.

The cost of policing

In 2015 we set a core policing budget of £259.96 million for policing Great Britain's railways.

A total of £203.62 million has been allocated to overground rail services and £56.34 million for London Underground.

Overground costs	Value (£m)
Core policing	203.62
Enhanced policing services	10.67
Other income	8.37
Sub total 222.66	



**Total
Gross Cost:
298.06 (£m)**

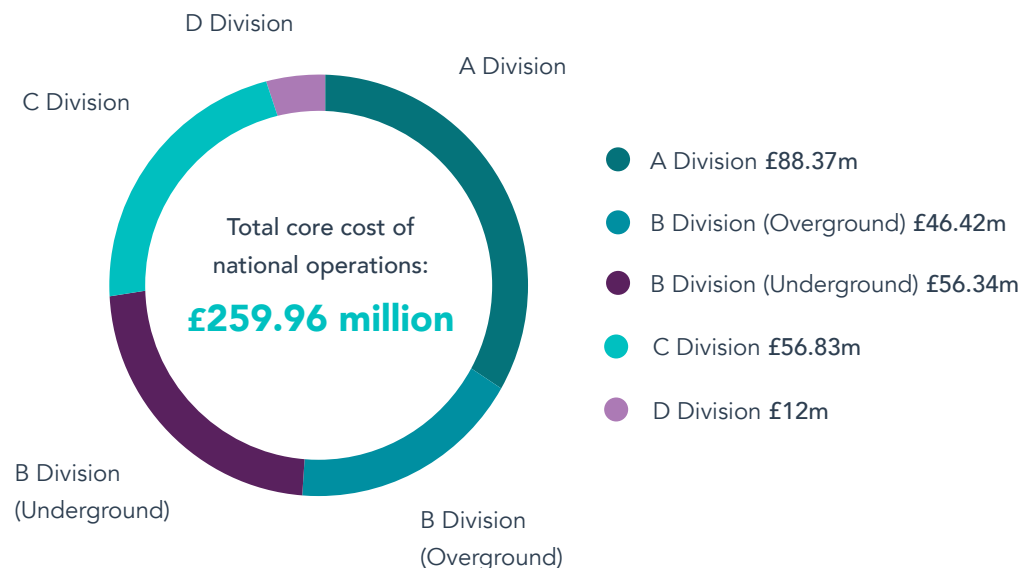
Underground costs	Value (£m)
Core policing	56.34
Enhanced policing services	19.06
Sub total	75.40

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Issued subject to conditions - see over

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Core budgets by division:



Keeping our price promise!

This year's budget has been increased by 1.5 per cent, which is well below RPI – a promise we made and will continue to fulfil over the coming years.

Staff Numbers

National and Divisional Plans

FHQ	Police Officer	Police Staff	PCSOs	Special Officer
Capability & Resources	35	309	0	0
Contact Management	27	227	0	0
DCC Group	21	117	0	1
FHQ Crime	96	55	0	0
FHQ Operations	156	71	0	9
FHQ Secondments	8	5	0	0
Investigations	8	143	0	0
Total	351	927	0	10

BTP Divisions	Police Officer	Police Staff	PCSOs	Special Officer
FHQ	351	927	0	10
B Division	1475	407	246	300*
C Division	932	180	135	113
D Division	211	46	N/A	23
Total	2969	1560	381	446

The Chief Constable has set a target number of Special Officers for B Division. It is 20% of warranted officers, making 300 Special Constables. As the project is still in progress, B Division cannot break this number down by team at this point in time.



DID YOU KNOW?

2,969 BTP officers police Britain's rail network and in 2014 they prosecuted 12,328 offenders.

12,328
prosecutions!



B Division Policing Plans

2015 | 2016



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National and Divisional Plans



**CHIEF SUPERINTENDENT
PAUL BROGDEN**

Divisional Commander
B Division

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Follow : @BTP_B_Division

B Division's first year has been a real success, with crime continuing to fall and the new structure allowing us to better serve our stakeholders and use our resources more effectively as one division.

In 2015/16 we are looking to build on this success during what will be an exciting year for the rail industry, with new train operators coming on board, the development of infrastructure and the introduction of Night Tube.



Public confidence is crucial to what we do and we're working hard to improve this by setting ourselves challenging targets to reduce crime, reduce disruption and increase our visibility across the Sub-Divisions in the coming year.

We know that tackling antisocial behaviour, greater presence on late night trains and general visibility are priorities for the travelling public; so

these are priorities for us too.

One way we're working to increase our visibility is through the roll out of Operation Trafalgar across the division. This is an evidence-based approach to policing, which improves visibility and reduces crime by making sure our officers are located at the right places at the right times, by deploying them to 'hotspot' locations. The initial roll out has seen impressive results, such as a 20 per cent reduction in serious public order incidents at London hub stations. I look forward to seeing it roll out across the rest of the division throughout the year and for it to become part of business as usual.

The coming year will also see an increased uniformed presence on late night trains, at weekends, as part of Operation Stronghold, with our officers providing reassurance on services typically associated with antisocial behaviour.

We will take a problem solving approach to delivering our priorities, in particular tackling low confidence and reducing disruption. By working closely with our stakeholders, we can better understand the issues. By using our stakeholders' knowledge and experience, alongside our own expertise, we can deliver effective solutions to these problems.

We will continue to deliver a first class service to the public and our stakeholders, in the coming year, and look forward to the challenges ahead.



B Division East Targets 2015/16

Reduce bicycle offences by at least ten per cent

Cycle crime impacts on passengers that use railway stations on a daily basis. This target continues to build on reductions made last year with cycle crime falling by nine per cent in the last 12 months to 1,447 offences in 2014/15.

To carry out a minimum of 20 problem solving plans (PSPs) to tackle trespass and fatality related disruption

Trespass and fatalities are the main causes of disruption on the network. This target is aimed at a joint problem solving approach with industry partners to tackle disruption.

✓ To carry out a minimum of 23 PSPs at the lowest confidence stations identified from analysis of the National Rail Passenger Survey

Passenger safety and security is important to BTP and this target will provide a focus on the lowest confidence stations in B Division East. This will generate joint working with industry partners.

✓ Trafalgar locations to achieve 80 per cent visibility at identified hotspots as per default patrols

Passengers have told BTP that police visibility is a key concern for them. This target will ensure officers are where they are needed most - when they are needed most. Operation Trafalgar is an evidence based approach to police visibility at hotspot locations. This will assist in reducing and preventing crime.

To carry out a total of 588 on-train patrols during Friday evenings

Late night train patrols are vital to ensuring that the public get home safe and on time. This target will ensure that there are two on-train patrols every Friday evening (excluding Bank Holidays) across services between 23:00 - 03:00 leaving Paddington, Euston, Kings Cross, St Pancras, Liverpool Street and Fenchurch Street.



Passenger Priority



DID YOU KNOW?

Operation Trafalgar, a pilot to increase officer visibility in London hotspot areas, reduced serious public order incidents last year at major London stations by 20 per cent. As a result, it is being rolled out across the country this year.

B Division TfL Targets 2015/16

The number of notifiable crimes on London Underground and DLR to be no more than 6.8 crimes per million passenger journeys*

Reducing crime remains a key priority for BTP. This target is based on the rate of notifiable crime per million passenger journeys.

Reduce violence and aggression towards staff from 2014/15 end of year figure

Violence and aggression towards railway staff has a significant impact on those that help to operate the railways. There were 417 offences recorded in 2014/15. This number is expected to reduce by the end of next year.

To carry out a minimum of 150 joint operations with the DLR

Joint operations provide a bespoke joint working approach to resolving crime and disorder on the DLR network.

Increase the number of positive policing outcomes around sexual offences by 20 per cent in line with Project Guardian

Project Guardian has raised awareness of reporting unwanted sexual behaviour. This target aims to increase the number of successful outcomes.



Trafalgar locations to achieve 80 per cent visibility at identified hotspots as per default patrols

Passengers have told BTP that police visibility is a key concern for them. This target will ensure officers are where they are needed most - when they are needed most. Operation Trafalgar is an evidence based approach to police visibility at hotspot locations. This will assist in reducing and preventing crime.



Reduce incidents that lead to lost customer hours by ten per cent**

Trespass, assaults and antisocial behaviour are the main causes of disruption and delay on the TfL network. This target aims to reduce these incidents. 794 were recorded in 2014/15.



Passenger Priority

*Notifiable offences are crimes which are reportable to the Home Office.

**Lost customer hours – this measures disruption across London Underground.

B Division South Targets 2015/16

Reduce bicycle offences by at least ten per cent

Cycle crime impacts on passengers that use railway stations on a daily basis. This target continues to build upon reductions made last year with cycle crime falling by six per cent in the last 12 months to 2,327 offences in 2014/15.

To carry out a minimum of 15 problem solving plans (PSPs) to tackle trespass and fatality disruption

Trespass and fatalities are the main causes of disruption on the network. This target is aimed at a joint problem solving approach with industry partners to tackle disruption.

✓ To carry out a minimum of 16 PSPs at the lowest confidence stations identified from analysis of the National Rail Passenger Survey

Passenger safety and security is important to BTP and this target will provide a focus on the lowest confidence stations in B Division South. This will generate joint working with industry partners.

✓ Trafalgar locations to achieve 80 per cent visibility at identified hotspots as per default patrols

Passengers have told BTP that police visibility is a key concern for them. This target will ensure officers are where they are needed most - when they are needed most. Operation Trafalgar is an evidence based approach to police visibility at hotspot locations. This will assist in reducing and preventing crime.

✓ To carry out a total of 490 on-train patrols during Friday evenings

Late night train patrols are vital to ensuring that the public get home safe and on time. This target will ensure that there are two on-train patrols every Friday evening (excluding Bank Holidays) across services between 23:00-03:00 leaving Charing Cross, Waterloo, London Bridge, Cannon Street and Victoria.

✓ Passenger Priority



DID YOU KNOW?

There has been a 57% increase in passenger journeys on the rail network over the last ten years



B Division Staff

National and Divisional Plans

B Division	Police Officer	Police Staff	PCSOs	Special Officer
Business Support	7	31	0	0
Career Break	0	0	0	0
CCTV	0	21	0	0
Custody	30	50	0	0
Division Command Team	17	17	0	0
Duty Management	1	17	0	0
Emergency Response Unit	14	0	0	0
ID Suite	1	2	0	0
Media & Marketing	0	5	0	0
Operational Business Support	50	2	0	0
Operational Planning	11	10	0	0
Operational Support Unit	25	1	0	0
Police Medical Response	7	0	0	0
Probationers	0	0	0	0
Relationships Management Team	1	1	0	0
Secondments to Divisions	0	0	0	0
Secondments to non-BTP	3	0	0	0
Training Unit	0	1	0	0
East	527	12	89	0

B Division	Police Officer	Police Staff	PCSOs	Special Officer
South	596	194	51	0
TfL	185	43	106	0
B Division total	1475	407	246	300

The Chief Constable has set a target number of Special Officers for B Division. It is 20% of warranted officers, making 300 Special Constables. As the project is still in progress, B Division cannot break this number down by team at this point in time.

DID YOU KNOW?

For every £1 that you spend on train tickets, 3p goes towards funding the BTP.
Based on 2013/14 figures



C Division Policing Plans

2015 | 2016



Introduction

National and Divisional Plans



**CHIEF SUPERINTENDENT
PETER HOLDEN**

Divisional Commander
C Division

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The rail network will continue to receive a level of investment in 2015/16 not previously seen in modern times, with electrification and infrastructure projects continuing throughout the C Division area.

With football and freight traffic increasing, these are exciting times for the rail industry. I look forward to British Transport Police playing a vital role with our industry partners to ensure that those using and working on the railways get home every day safe, secure and on time.



Crime on the division has fallen by nearly a third since 2002. As well as maintaining our focus on reducing this further, a key priority will be reducing disruption on the network.

More trains, passengers and freight mean the effects of any disruption event are magnified. Our focus will be on innovative, whole-industry approaches to address this

important issue effectively.

In a relatively low-crime environment like the railway, another key issue to address is passenger confidence. Tackling antisocial behaviour, particularly associated with sporting events, continues to be a priority and we will look to carry on working with our industry partners to provide reassurance and visibility, helping to make rail the preferred mode of transport for the travelling public.

We will address many of our policing priorities using a problem-solving approach, relying on a clear identification of the problem to be solved, what best defines success, and which partners we need to work with to deliver this success. This approach is extremely effective, giving rise to innovative solutions and best practice that can be applied more widely.

Personally, I aim to be as accessible and receptive as possible to all of our stakeholders and I look forward to another busy and challenging year ahead.

In 2015/16, we will build on our previous successes and continue to play a vital role in helping a vibrant and expanding railway network operate at its very best.



C Division Midlands Targets 2015/16

Reduce the number of staff aggression offences by at least three per cent

Violence and aggression towards staff has a significant impact on those who help to operate the railways. Recorded offences in 2014/15 were down by six per cent compared with the previous year to 315.

Increase the rate of positive outcomes for assaults on staff to at least 60 per cent

Rail staff can be confident that staff assaults will be reduced, but also that the proportion of offences with a positive outcome will increase at a greater rate than offences are recorded. The number of assaults on staff fell by six offences to 128 offences in 2014/15.



Reduce theft of personal property by at least five per cent

Theft of passenger property is a major contributor to overall crime on the rail network and impacts on passenger confidence. Offences fell by nine per cent to 774 in 2014/15. The police authority knows you want to see them reduced further - this target will help.



Reduce theft of bicycle offences by at least two per cent

Cycle crime impacts on passengers who use railway stations on a daily basis. This target continues to build on reductions made last year with cycle crime falling by four per cent in the last 12 months to 677 offences in 2014/15.

Complete at least five problem solving plans (PSPs) to reduce police related disruption at identified hotspots

Police related disruption, caused by incidents which may require a police response, delays passengers and the industry. This target encourages a joint problem-solving approach by working with industry partners to tackle disruption.

Complete at least five PSPs addressing fatality, trespass, cable and vandalism related disruption

Trespass and fatalities are the main causes of disruption on the network. This target encourages a joint problem-solving approach with industry partners to tackle disruption.



Continued >



Passenger Priority

C Division Midlands Targets 2015/16



Complete at least ten PSPs addressing antisocial behaviour

Antisocial behaviour has been highlighted as a concern for passengers and stakeholders. PSPs generate a joint approach to tackling antisocial behaviour.

Complete at least five PSPs across the Division addressing freight related issues

Freight companies are key stakeholders. This target will ensure there is an enhanced focus on issues that affect the freight industry.



C Division Pennine Targets 2015/16

Reduce the number of staff aggression offences by at least three per cent

Violence and aggression towards staff has a significant impact on those who help to operate the railways. Recorded offences in 2014/15 were down by eight per cent compared with the previous year to 554.

Increase the rate of positive outcomes for assaults on staff to at least 61 per cent

Rail staff can be confident that staff assaults will be reduced, but also that the proportion of offences with a positive outcome will increase at a greater rate than offences recorded. The number of assaults on staff increased by four crimes to 226 offences in 2014/15.

✓ Reduce theft of personal property by at least five per cent

Theft of passenger property is a major contributor to overall crime on the rail network and impacts on passenger confidence. Offences fell by 12 per cent to 1,331 in 2014/15. The police authority knows you want to see them reduced further - this target will help.

✓ Reduce theft of bicycle offences by at least two per cent

Cycle crime impacts on passengers who use railway stations on a daily basis. This target continues to build on reductions made last year with cycle crime falling to 479 offences - down by two offences in 2014/15.

Complete at least six problem solving plans (PSPs) to reduce police related disruption at identified hotspots

Police related disruption, caused by incidents which may require a police response, delays passengers and the industry. This target encourages a joint problem-solving approach by working with industry partners to tackle disruption.

Complete at least five PSPs addressing fatality, trespass, cable and vandalism related disruption

Trespass and fatalities are the main causes of disruption on the network. This target encourages a joint problem-solving approach with industry partners to tackle disruption.



Continued >



Passenger Priority

C Division Pennine Targets 2015/16



Complete at least 15 PSPs addressing antisocial behaviour

Antisocial behaviour has been highlighted as a concern for passengers and stakeholders. PSPs generate a joint approach to tackling antisocial behaviour.

Complete at least five PSPs across the Division addressing freight related issues

Freight companies are key stakeholders. This target will ensure there is an enhanced focus on issues that affect the freight industry.



C Division Wales Targets 2015/16

Reduce the number of staff aggression offences by at least four per cent

Violence and aggression towards staff has a significant impact on those who help to operate the railways. Recorded offences in 2014/15 were down by nine per cent compared with the previous year to 98.

Increase the rate of positive outcomes for assaults on staff to at least 62 per cent

Rail staff can be confident that staff assaults will be reduced, but also that the proportion of offences with a positive outcome will increase at a greater rate than offences recorded. There were 45 crimes of assaults on staff in 2014/15.



Reduce theft of personal property by at least five per cent

Theft of passenger property is a major contributor to overall crime on the rail network and impacts on passenger confidence. Offences fell by six per cent to 221 in 2014/15. The police authority knows you want to see them reduced further - this target will help.



Reduce theft of bicycle offences by at least five per cent

Cycle crime impacts on passengers who use railway stations on a daily basis. Cycle crime within Wales has increased over the last few years with 80 offences recorded in 2014/15.



Passenger Priority

Complete four problem solving plans (PSPs) to reduce police related disruption at identified hotspots

Police related disruption, caused by incidents which may require a police response, delays passengers and the industry. This target encourages a joint problem-solving approach by working with industry partners to tackle disruption.

Complete at least four PSPs addressing fatality, trespass, cable and vandalism related disruption

Trespass and fatalities are the main causes of disruption on the network. This target encourages a joint problem-solving approach with industry partners to tackle disruption.



Complete at least six PSPs addressing antisocial behaviour

Antisocial behaviour has been highlighted as a concern for passengers and stakeholders. PSPs generate a joint approach to tackling antisocial behaviour.

Complete at least five PSPs across the Division addressing freight related issues

Freight companies are key stakeholders. This target will ensure there is an enhanced focus on issues that affect the freight industry.



C Division Western Targets 2015/16

Reduce staff aggression offences by at least three per cent

Violence and aggression towards staff has a significant impact on those who help to operate the railways. Recorded offences in 2014/15 were down by 17 per cent compared with the previous year to 2013/14.

Increase the rate of positive outcomes for assaults on staff to at least 66 per cent

Rail staff can be confident that staff assaults will be reduced, but also that the proportion of offences with a positive outcome will increase at a greater rate than offences recorded.

✓ Reduce theft of personal property by at least five per cent

Theft of passenger property is a major contributor to overall crime on the rail network and impacts on passenger confidence. Offences fell by 25 per cent to 529 in 2014/15. The police authority knows you want to see them reduced further - this target will help.

✓ Reduce theft of bicycle offences by at least five per cent

Cycle crime impacts on passengers who use railway stations on a daily basis. The number of recorded cycle offences dropped by 29 per cent to 399 comparing 2014/15 figures with 2011/12.

Complete four problem solving plans (PSPs) to reduce police related disruption at identified hotspots

Police related disruption, caused by incidents which may require a police response, delays passengers and the industry. This target encourages a joint problem-solving approach by working with industry partners to tackle disruption.

Complete at least four PSPs addressing fatality, trespass, cable and vandalism related disruption

Trespass and fatalities are the main causes of disruption on the network. This target encourages a joint problem-solving approach with industry partners to tackle disruption.

✓ Complete at least six PSPs addressing antisocial behaviour

Antisocial behaviour has been highlighted as a concern for passengers and stakeholders. PSPs generate a joint approach to tackling antisocial behaviour.

Complete at least five PSPs across the Division addressing freight related issues

Freight companies are key stakeholders. This target will ensure there is an enhanced focus on issues that affect the freight industry.

✓ Passenger Priority



C Division Staff

National and Divisional Plans

C Division	Police Officer	Police Staff	PCSOs	Special Officer
24/7 Duty Inspectors	20	0	0	0
ACT	20	0	0	0
Business Support	0	18	0	0
Career Break	3	0	1	1
CID Proactive	28	2	0	0
CID Reactive	53	15	0	0
Crime Management Centre	0	13	0	0
Division Command Team	18	6	0	4
Dog Section	8	0	0	0
Intelligence Bureau	5	26	0	0
Justice Unit	0	35	0	0
Metal Theft	7	0	0	0
Operational Planning	4	23	0	0
OSU	64	3	0	0
PI Operations	4	0	0	0
Secondments to non-BTP	3	0	0	0
Suicide Prevention & Mental Health	1	3	0	0
Midlands total	182	9	18	37
Pennine total	363	19	59	55

C Division	Police Officer	Police Staff	PCSOs	Special Officer
Wales total	60	4	39	4
Western total	89	4	18	12
C Division total	932	180	135	113



D Division Policing Plans

2015 | 2016



Introduction

National and Divisional Plans



TEMPORARY CHIEF SUPERINTENDENT JOHN MCBRIDE

Divisional Commander
D Division

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Last year Scotland hosted several major events and celebrations, giving us opportunities to deliver our specialist service to visitors from around the globe.

In summer, months of planning came to fruition when Glasgow hosted the XX Commonwealth Games. Immediately afterwards, the city staged the UK's commemoration of the outbreak of the First World War. Our expertise and support were crucial helping to ensure both events passed safely and successfully.

In September, the Ryder Cup was contested at Gleneagles. We worked with ScotRail, Network Rail and Police Scotland to successfully move thousands of spectators across the country daily and carried out search and security duties at the venue. As the year drew to a close, the oldest international friendly football fixture, between Scotland and England, was held at Celtic Park. Monitoring and travel escort plans were implemented and we worked with train operators to enforce alcohol restrictions.

All of these operations required partnership working to maximise security and minimise disruption. With Network Rail, we introduced an Emergency Response Intervention Unit

to guarantee the fastest possible response to line-side incidents. We were also able to keep an eye on the network from the sky, thanks to our helicopter crew.

We have set challenging targets for the coming year, following consultation with industry partners and the public. Our priorities are to continue reducing violence and theft of passenger property and to minimise disruption at key locations. Alongside this, supporting victims of crime sits at the heart of everything we do.

Ahead is an exciting year, with new communities coming aboard and major



▲ This year we were able to keep an eye on the network from the sky, thanks to our helicopter crew.



events to police. The opening of the new Borders Railway, scheduled for September, will bring new users to the network. This, and various expansion and upgrade projects, will see increased passenger numbers and service frequency, providing more policing challenges.

We will work more innovatively and collaboratively with partners to keep crime on the railway low. We will refine and develop our approach, ensuring we continue to be a vital player in a growing industry and play our part in getting people home safe, secure and on time every day.

D Division Scotland Targets 2015/16



Reduce theft of personal property by at least five per cent

Theft of passenger property is a major contributor to overall crime on the rail network and impacts on passenger confidence. Offences fell by 11 per cent to 299 in 2014/15. The police authority knows you want to see them reduced further - this target will help.

Reduce the number of violent offences at Edinburgh Waverley by 20 per cent, Glasgow Central by 10 per cent and Glasgow Queen Street by 10 per cent

Reducing violent offences is a key focus in order to keep passengers and rail staff safe. There were 124 violent offences at these stations in 2014/15, up by 43 offences compared with the previous year. This target excludes on-train offences.



Develop trespass/customer satisfaction problem solving plans (PSPs) to achieve a satisfaction rate of at least 75 per cent

Work with partners at the top five trespass hotspots to prevent and reduce levels of trespass and ensure customer satisfaction, measured by passenger surveys.

Develop key disruption location/customer satisfaction PSPs to achieve a total satisfaction rate of at least 75 per cent

Hotspot locations for disruption will be targeted in order to reduce delays and incidents that affect the running of the railways. This will generate joint working with industry partners and other stakeholders.



Passenger Priority

Develop train services/customer satisfaction PSPs to achieve a total satisfaction rate of at least 75 per cent

On-train patrols late at night are a priority for passengers and railway staff. This target will encourage joint working with the industry to ensure that key train services receive bespoke problem solving plans.

To achieve a total satisfaction rate of at least 75 per cent for:

- a PSP tackling disorder related to 'sub-crawls' and other organised events
- a PSP tackling disorder related to Rangers FC home fixtures at Ibrox Stadium

Antisocial behaviour and disorder remain top concerns for the travelling public. This target will focus on key events that generate crimes and measure satisfaction in the plans to respond to incidents.

Work with Community Rail Partnerships at a minimum of six locations to improve confidence

Passenger safety and security is important to BTP and this target will provide a focus on the lowest confidence stations in Scotland. This will generate joint working with industry partners and other stakeholders.

To achieve a victim of crime satisfaction rate of at least 92 per cent

Victim care is a priority. Through the monthly victims of crime satisfaction surveys, BTP will ensure victims of crime receive a high quality service.



D Division Staff

National and Divisional Plans

D Division	Police Officer	Police Staff	Special Officer
Aberdeen	4	0	0
Business Support	0	5	0
Central Operations	19	0	0
CID	18	0	0
Crime and Justice Unit	0	12	0
Crime Dept. (Offender Management, DSU, CID Metal Team)	8	0	0
Dalmuir	3	0	0
Division Command Team	5	2	0
Dog Section	2	0	0
Dundee	3	0	1
Edinburgh	22	0	0
Glasgow	26	0	0
Glasgow Area Neighbourhood Policing Teams (NPTs)	28	1	10
HQ Duty Inspectors	6	0	0
Intelligence Bureau	1	13	0
Inverness	5	0	0
Kilwinning	10	0	2

D Division	Police Officer	Police Staff	Special Officer
Kirkcaldy	4	0	0
Motherwell	7	0	2
Operational Planning	0	5	0
Operational Support	0	7	0
Paisley	3	0	0
Perth	6	0	1
Probationers	6	0	0
Secondments to non-BTP	4	0	0
Stirling	5	0	0
Waverley NPT	16	1	7
D Division total	211	46	23

Divisional map and contacts

National and Divisional Plans

Use this map to find your contact for your area.



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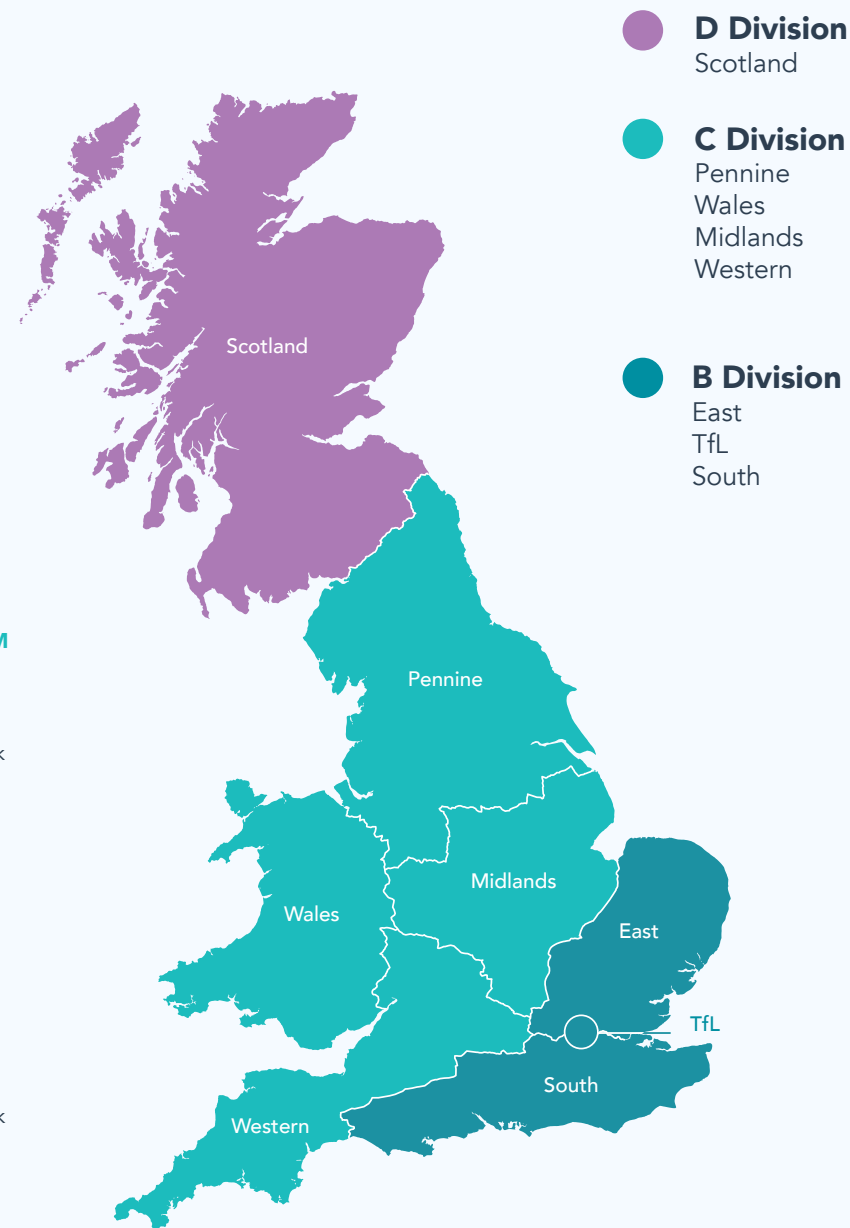
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