
Report to: Police Authority
Agenda item: 4
Date: 8 December 2016
Subject: Chief Constable's Report
Sponsor: Chief Constable
For: Information

1. INTRODUCTION

1.1 This report provides members with an update on current key organisational and operational risks for British Transport Police (BTP) and the British Transport Police Authority (BTPA). These are categorised into three sections covering high level risks, medium term issues and an operational focus.

2. HIGH LEVEL RISKS

2.1 Counter Terrorism

2.1.1 BTP continues to engage with the Mayor's office and Transport for London (TfL) regarding the planned uplift and deployment of AFOs to enhance BTP's counter terrorism resources. Following the Chief Constable's meeting with the Deputy Mayor for Transport and Deputy Mayor for Policing on 11 November, a meeting took place on 30 November between the Chief Constable, Mayor's office and Mark Wild from TfL to discuss the deployment of AFOs as well as general policing matters. All were supportive of BTP's planned approach.

2.1.2 Funding for BTP CT activity remains a concern to industry partners at both TOC and TfL levels. TfL have stated an intention to join RDG in lobbying Home Office officials to secure Government CT grant contributions. The emerging requirement for additional CT capabilities outside of London remains outside current funding proposals and represents a risk.

2.1.3 The National Counter Terrorism Awareness Week runs from 28 November to 4 December during which time there will be a range of activity across all police forces and specialist agencies to support this initiative and raise the public's awareness and vigilance. BTP's

planned activities will involve a number of exercises coordinated by the Counter Terrorism Support Unit and visible deployments across the country, showcasing BTP's specialism and reminding the public to be vigilant when travelling on the network and to report any suspicious activity.

2.2 Scotland

2.2.1 Following BTP's internal workshop on 2 November which explored a range of potential issues which could arise from the integration of BTP Scotland into Police Scotland including cross border implications; approach to CT; and managing vulnerable people, an external workshop has been arranged for 6 December. A range of stakeholders will be present at the meeting, chaired by the Deputy Chief Constable, including the BTPA, Federation, Police Scotland, Scottish Police Authority, Scottish Government and representatives from the rail industry. The aim of the workshop is to further explore the issues arising from the integration and those discussed at the internal workshop.

2.3 Emergency Services Mobile Communications Programme (ESMCP)

2.3.1 The ESMCP programme is shown as a high risk rating on the BTP and BTPA's Joint Strategic Risk Register. Updates on ESMCP developments continue to be provided to Finance Committee.

2.3.2 The Chief Constable and Chief Executive met with Gordon Shipley, ESMCP Programme Director on 7 November to discuss concerns on the financial risks and levels of coverage associated with ESMCP.

2.3.3 Following a review of delivery capability, the Home Office led ESMCP programme has been delayed. The Service Ready date, the point at which chief officers will be asked to accept the solution into service, has been reset to 30 September 2017. Two Major Operational Trials will follow success of the Service Ready milestone during the following two months. The Transition Phase, during which activities such as user training, vehicle installations and equipment configuration takes place, are due to commence in January 2018 in the North West Region, a four month delay to the original Transition Commencement.

2.3.4 Continued delay of the technical design specification puts the availability of devices at serious risk and ESMCP now proposes a single supplier for devices at the start of Transition. The procurement of devices will be undertaken by the Home Office and available for purchase by User Organisations.

2.3.5 On 16 November the Public Accounts Committee heard evidence on the Emergency Services Network (ESN). Home Office representative Stephen Webb, senior officer responsible for the programme, stated that the project team is confident a series of deliverable plans are now in place with revised timescales and provided assurance that the Home Office continue to work with TfL on connectivity and communication issues associated with coverage on the London Underground.

2.4 Infrastructure Policing Review (IPR)

2.4.1 A meeting of the Permanent Secretaries, chaired by the Head of the Civil Service, took place on 28 November. Following this meeting, BTP has been asked to provide data that compares BTP's performance in tackling crime to Home Office forces, to help decide whether BTP should be ruled out of scope from an infrastructure policing force. A Ministerial meeting is also scheduled to take place, the date of which is still to be agreed.

3. MEDIUM TERM ISSUES

3.1 Reviews and Inquiries

3.1.1 Transport Select Committee Inquiry – Safety and Security on the Railways

Following BTP's written submission to the Transport Select Committee in October setting out BTP's strategy in ensuring the safety of passengers and rail staff and outlining BTP's response to the recommendations made by the Transport Committee's 2014 Security on the Railway inquiry, the Committee has invited BTP to give evidence to the Committee at its next evidence session on 16 January 2017.

3.2 HMIC Inspection

3.2.1 Between 14 and 17 November HMIC undertook a CT Thematic Inspection of BTP, examining the command and control arrangements in place to respond to a terrorist

attack. A schedule of visits, interviews and focus groups were arranged for the inspection team, including a meeting with the BTPA Chair. HMIC provided initial feedback at a debrief meeting to T/ACC Alun Thomas. The initial debrief from the inspection team was very positive, citing BTP's well developed and understood response plans, debriefing exercises and a clear focus and commitment on CT at all levels. BTP is one of 18 forces being inspected as part of HMIC's national CT inspection programme. An overarching thematic report will be published in January 2017.

3.2.2 BTP is included in HMIC's PEEL inspection programme (policing effectiveness; efficiency; and legitimacy) for 2016/17. HMIC's inspection of BTP for the efficiency and legitimacy pillars will be undertaken between 6 and 17 February 2017 and scheduled for report in March 2017. Document and data requests in advance of the inspection commenced in November. ACC Smith is leading BTP's preparation for this inspection. Effectiveness will form part of the 2017/18 programme.

3.3 **Crime Review**

3.3.1 The eight-week public consultation period for the Crime Review closes on 7 December. Following this, the next steps will be to review all responses received; decide on possible change requests to the business case; re-submit the crime review business case with recommended change requests to FEB for approval on 5 January 2017; and recommence the implementation of the authorised business case once it has been approved. To date (30 November) BTP has received 59 responses to the consultation.

4. **OPERATIONAL FOCUS**

4.1 Croydon tram derailment

4.1.1 On 9 November a tram derailed and overturned in Croydon killing seven people and injuring over 50 people. Detective Superintendent Gary Richardson, Senior Investigating Officer is leading BTP's investigation to determine the cause of the derailment and to support those directly affected by this tragic incident. Each family of the deceased was allocated a family liaison officer who continue to provide support as required and keep the family updated on the investigation. The driver of the tram was arrested on suspicion of manslaughter and is currently on bail until May 2017. Services on the Croydon tramline

reopened 10 days after the incident with the introduction of additional speed restrictions and signs near the site of the accident.

4.1.2 BTP continues to lead the criminal enquiry, working in cooperation with agencies including the Rail Accident Investigation Branch (RAIB) as they carry out an independent safety investigation of the incident. RAIB issued an interim report into the derailment on 16 November which outlined some of their initial findings. RAIB's primary responsibility is to establish any safety related factors that may have contributed to the derailment and as part of that process RAIB has issued urgent safety advice to the tram operator.

4.1.3 The London Mayor, Transport Commissioner and Secretary of State for Transport visited the site on the day of the incident and acknowledged BTP's professional response and specialism of officers and staff.

4.2 **Night Tube**

4.2.1 The Northern Line is now the fourth London Underground line to join the Night Tube service having launched on 18 November. The Piccadilly Line is scheduled to go live on 16 December.

4.2.2 BTP attends Night Tube working groups with TfL and the Metropolitan Police Service (MPS). These meetings take place every 4 weeks. BTP also attends Borough Engagement meetings with TfL for public reassurance and feedback.

4.2.3 Following BTP's submission to the London Assembly Transport Committee's investigation on Night Tube, part of November's Committee meeting focused on the early issues associated with Night Tube. TfL representatives Mark Wild, Managing Director and Steve Griffiths, Chief Operating Officer answered questions from the Committee on a range of issues. BTP was commended for its high visibility presence across the network; providing reassurance for passengers and staff and the low levels of reported crime since the launch of Night Tube in August.