



BTPA
British Transport Police
Authority



Policing Great Britain's Rail Network

Forcewide
and Divisional
Plans 2021/22

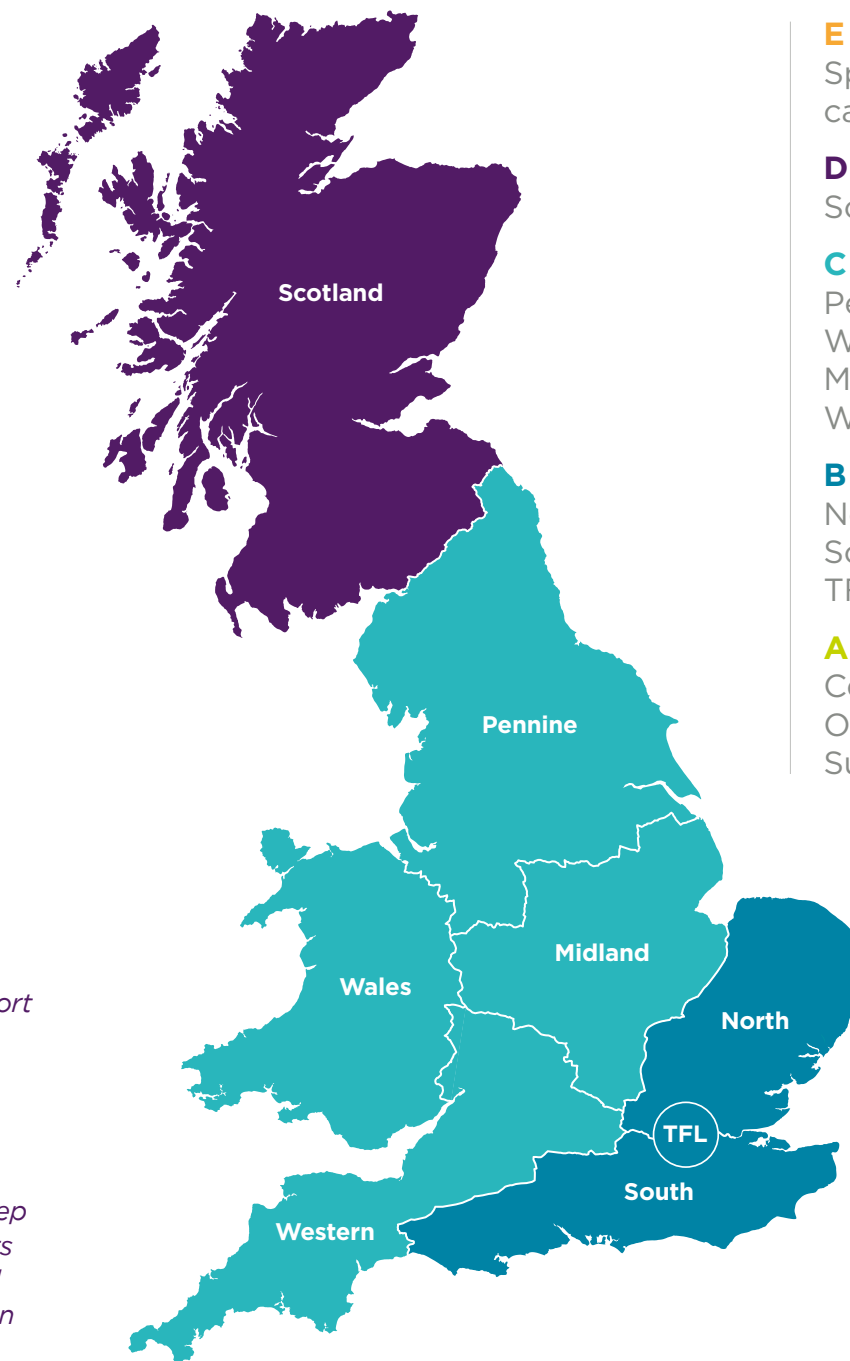


Contents

Chair's Foreword	3
Chief Constable's Introduction	4
Our strategic priorities 2018-22	5
Our Annual Forcewide Objectives	6
Resources	9
A Division Commitments	12
B Division Introduction	13
B Division Commitments	14
C Division Introduction	19
C Division Commitments	20
D Division Introduction	25
D Division Commitments	26
Divisional Contacts	28



...the British Transport Police repeatedly demonstrated its resilience and commitment and successfully faced the challenge to keep rail staff, passengers and critical national infrastructure safe in testing conditions.



E Division
Specialist capabilities

D Division
Scotland

C Division
Pennine
Wales
Midland
Western

B Division
North
South
TFL

A Division
Central
Operational Support

Chair's Foreword



Ron Barclay-Smith
Chair

Email
Ron.Barclay-Smith@btp.police.uk

Follow
@BTPAuthority

Welcome to the British Transport Police's Policing Plans for 2021/22. This year, our strategic engagement for the Policing Plan has undergone a somewhat different, yet more robust approach, due to a difficult and unpredictable operating environment. That said, the British Transport Police (BTP) repeatedly demonstrated its resilience and commitment and successfully faced the challenge to keep rail staff, passengers and critical national infrastructure safe in testing conditions.

As with every year, stakeholder engagement across the rail industry remains an important criterion which underpins the policing plan objectives that we have outlined in this document. We are gratified to report that we believe that the BTP and rail industry partnerships have strengthened during this time as we have all sought to work through the obstacles faced during this national health crisis. We have listened carefully to the vitally important feedback from our rail industry partners, passengers and staff during the year, ensuring their views have been fed into our planning discussions as we revisited the policing plan objectives.

Although our strategic priorities remain the same, we have enhanced the policing plan objectives to further support the Force, rail industry partners and the current environment in which we now operate. BTP recently developed the 'Moving the Needle' action plan, which sets out a clear ambition to improve trust and legitimacy, expanding our capabilities and reach in the communities we serve.

Our core focus areas such as preparing and protecting the railway from terrorist attacks, tackling serious violent crime and robbery, reducing the impact of disruption and anti-social behaviour and supporting and safeguarding vulnerable people and those at risk remain a priority. We have also prioritised another objective which tackles sexual offences and incidents involving unwanted sexual behaviour as we identified a need better to understand the nature of this issue and want to encourage more reporting and positive outcomes. Each of the Divisions within BTP is committed to delivering these policing plan objectives, based on specific industry-related measures which are based upon data review and trend analysis.

Additionally, we have outlined a specific objective aimed at providing support to the industry, its passengers and staff around Covid-19, and while the long-term impact of the pandemic is yet fully to emerge, it will naturally be a key factor in our planning assumptions for the next three-year strategic plan.

As we move towards a change in lockdown status, and the resulting increase in footfall as customers return to work, we remain committed to delivering quality services that address the primary needs of our customers and staff and protect our vital critical national infrastructure.

Supported by the Authority, these policing objectives will be managed and led by our new Chief Constable, Lucy D'Orsi, who joined us in March 2021 following the retirement of Paul Crowther CBE. We are deeply grateful to Paul and all staff and officers whose impressive performance has been so notable in these unknown and trying circumstances.

Chief Constable's Introduction

The 2021/22 Policing Plan sets out the priorities British Transport Police (BTP) will focus on in the coming year.



I would like to thank all the officers, PCSOs and staff for their dedication and professionalism during a very difficult time.

The objectives outlined within this Policing Plan accurately reflect the extraordinary times in which we currently operate. This year, after extensive consultation with our stakeholders and rail industry partners, we agreed to include two new objectives; the first of which supports rail staff and passengers during the pandemic and the second is aimed at tackling unwanted sexual behaviour which is an area of ongoing concern.

The rail industry and BTP has collectively overcome countless challenges this past year and should be very proud of how they adapted to the pandemic and related unfolding events. The commitment of rail staff and BTP officers across the country kept the network running and allowed those that needed to travel to do so safely. In the months ahead, as societal restrictions are lifted, and the network becomes

busier, we will continue to work closely together with our rail industry partners and stakeholders to build confidence in passengers and staff ensuring their safety and security which is paramount.

Having recently taken on the role of Chief Constable of British Transport Police I feel very privileged to lead the Force and look forward to applying my strategic vision and operational experience to policing Britain's railways and ensuring a safe, secure and reliable network. I would like to thank all the officers, PCSOs and staff for their dedication and professionalism during a very difficult time.

Lucy D'Orsi
Chief Constable

Email
lucy.dorsi@btp.police.uk

Follow
@BTPChief

Our strategic priorities 2018-22

The Authority's role is to work with the 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 the BTP that feed into long term strategic objectives. These objectives are:

Reducing Delay and Disruption

Services that run safely and on time are critical to the success of the railways.

Protecting and Safeguarding People

Work with industry to minimise risk and harm to passengers, staff and visitors to the railway.



Providing Value for Money

Assess demand to ensure our people are deployed when and where they will have the greatest impact.



Building a Skilled and Specialist Workforce

Our workforce will be trained and equipped with the skills needed to provide specialist policing.

Our Annual Forcewide Objectives



Preparing and protecting the railway from the impact of terrorist attacks



Tackling serious violent crime and robbery on the railway for passengers and rail staff



Partnership working focused at key locations with volume crime

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number of armed patrols at Category A stations conducted for at least 30 mins
- Number of multi-agency Op Largo (MTA) exercises at Category A Stations
- Number of ACT Awareness and Operational inputs at Category A stations delivered and number of participants
- Number of intelligence-led taskings completed to tackle crime and safeguarding issues

- Number and % of positive outcomes
- Number of serious violence and robbery offences
- Number and % of positive outcomes for weapon-enabled offences
- Outcomes of operations including:
 - Weapons seized
 - Stop & Search
 - Intelligence submissions

- Notifiable offences for volume crime at agreed key locations
- Number and % of positive outcomes at agreed key locations
- Officer activity and output at agreed key locations such as:
 - Stop & Search
 - Intelligence submissions
 - Weapons seized
- Repeat victims and offenders at key locations

Our Annual Forcewide Objectives continued...



Reducing disruption through problem-solving activity at high impact locations



Adopting problem-solving approach to policing Anti-Social Behaviour (ASB) and violence associated with major events



Protecting, supporting and safeguarding vulnerable people and those at risk of harm on the railway

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number of primary disruption minutes at key locations broken down by category compared to long term trends
 - Cable theft
 - Vandalism/theft
 - Trespass
 - Drunks/disorder/trespass
 - Fatality/ injuries involving a train
- Number of disruption incidents broken down by key locations compared to previous years
- Average fatality handback times
- Partial handback times

- Number and % of positive outcomes compared to previous years
- Offences compared to previous years
- Number of ASB incidents and comparison against previous years
- Officer activity and output at major events such as Stop & Search and intelligence submissions

- Vulnerability concern reports by category;
 - Life-saving interventions
 - Crisis interventions
 - Children and Young persons
 - Adults at Risk
 - Missing persons
- Number of repeat presenters and high frequency presenters
- NHS trust and GP referral data and individuals coming to notice on the rail network
- County Lines Disruptions
 - Outcomes
 - Drug/weapons/cash seizures
 - Safeguarding interventions and referrals
- Number of hate crimes and positive outcomes

Our Annual Forcewide Objectives continued...



Supporting the railway through the Covid-19 pandemic and working together to implement relevant controls, protecting the public, essential workers and rail staff as the industry adapts and returns to new levels of service.



Tackling sexual offences and incidents involving unwanted sexual behaviour

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number of Fixed Penalty notices, directions to leave and interventions
- Number of COVID-related crimes
- Number of Record of Contact (ROC) forms completed
- Transport Focus survey results against public compliance levels and security

- Number of sex offences, including incidents involving unwanted sexual behaviour
- Number of positive outcomes for sex offences
- % of victim engagement
- Number of known offenders being actively monitored
- Number of applications for Sexual Harm Prevention Orders
- % of compliance with prohibitive orders for managed offenders



Resources

The Cost Of Policing

For 2021/22 the BTPA set a core policing budget of £328.1 million for policing Great Britain's railways. A total of £255.5 million has been allocated to overground rail services and £72.6 million for London Underground.

Overground budget

Core policing	£236.1m
Enhanced policing services	£13.8m
Other income	£5.6m
Sub total	£255.5m

Underground budget

Core policing services	£72.6m
Enhanced policing services	-
Other income	-
Sub total	£72.6m



Total budgets by division

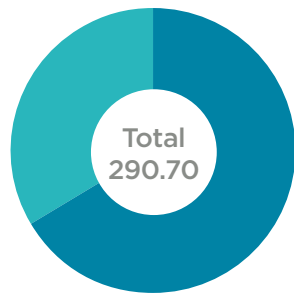
A Division	£164.8m
B Division (Overground)	£41.2m
B Division (Underground)	£39.5m
C Division	£47.1m
D Division	£10.6m
E Division	£22.3m
BTPA	£2.6m

Total operating budget £328.1m



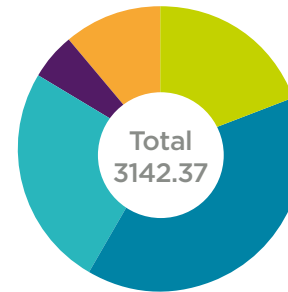
Resources

Staff Numbers



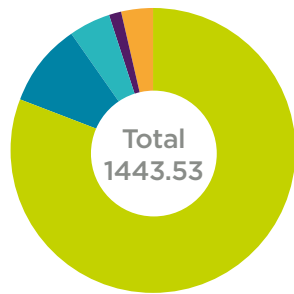
PCSO

A Division	0.00
B Division	193.11
C Division	97.59
D Division	0.00
E Division	0.00



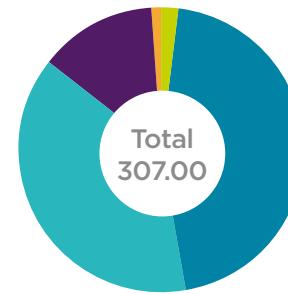
Police Officer

A Division	608.05
B Division	1232.07
C Division	787.59
D Division	173.12
E Division	341.55



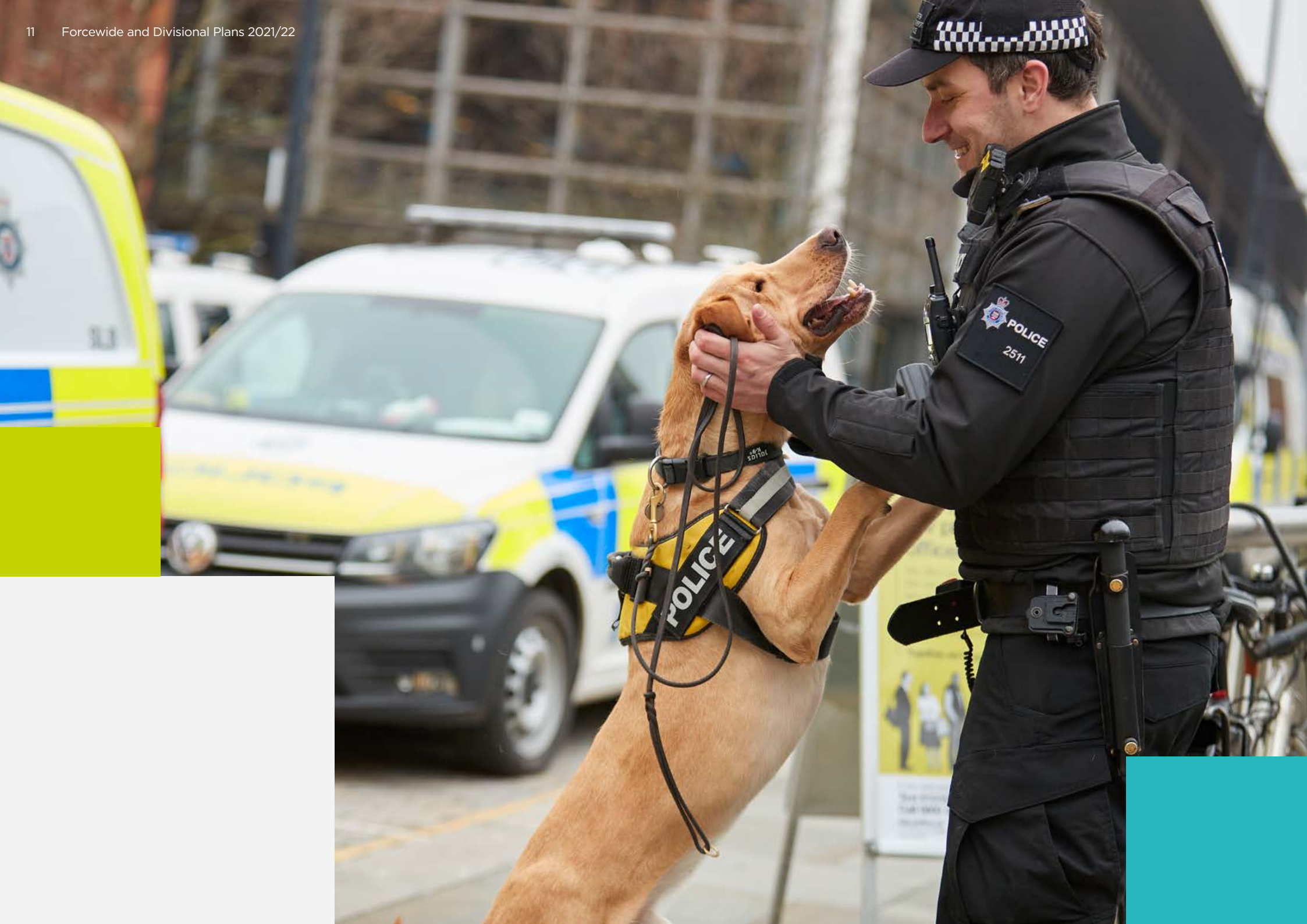
Police Staff

A Division	1167.17
B Division	139.86
C Division	67.44
D Division	19.83
E Division	49.23



Special Officer

A Division	6.00
B Division	139.00
C Division	118.00
D Division	41.00
E Division	3.00



A Division Commitments

Protecting and Safeguarding People

- Number of abandoned calls vs. total calls answered (emergency) <5%
- Achieve contact centre satisfaction rates in excess of 75%
- 95% of victims to be contacted within 28 days as per the requirements of the Victim Care Policy
- 95% of vulnerability concern reports submitted within the required 24 hours
- Cyber Crime Unit to engage with 100% of train operating companies, promoting cyber security awareness and encouraging incident reporting
- Establish a management unit to improve triaging calls for service

Providing Value for Money

- Deliver the in-year cashable efficiency requirement of £3.38m as set out in the medium term financial plan
- Work with partners to develop reports to show how BTP delivers value for money
- Deliver in-year plans for digital transformation including an upgrade of devices to enable;
 - 90% of officer generated reports to be self recorded on mobile
 - Use of technology to prevent and detect crimes
- Complete roll out of Single Online Home
- Complete the move to new First Contact Centre in Birmingham

Reducing Delays and Disruption

- Use data sources to focus on key risk locations for vulnerability (Children, Young Persons and Mental Ill Health related disruption)
- Run events to educate on the dangers of the railway and help to reduce trespass and level crossing deliberate misuse

Building a Specialist and Skilled Workforce

- Through the 'Moving the Needle' action plan;
 - Improve the diversity of BTP's workforce through recruitment, retention and progression
 - Reduce the levels of BAME disproportionality in relation to use of powers through a Governance structure and accountability framework
- Enable an efficient and effective recruitment process by completing new vetting applications within 28 days
- Reduce absence rates to below 2019/20 levels (excluding Covid related absences)

B Division Introduction



Chief Superintendent Martin Fry
Divisional Commander B Division

Email martin.fry@btp.police.uk

Follow @BTPFry



Without question, the past 12 months have proved to be very difficult for policing and the rail industry. Throughout, our officers have worked in step with our partners on the railway, treading the fine line between enforcement of Coronavirus regulations and engagement, ensuring those who need to travel can do so safely.

A new financial year brings a new policing plan. One that reflects the current environment but also accounts for the onset of effective vaccines, the eventual relaxation of lockdown measures, and one that supports the ultimate social and economic recovery of the UK.

The safety and security of the railway will always be our highest priority – securing stations from terrorist threats and protecting the public will be at the core of every plan we implement.

We will also be paying close attention to the issues that impact the day to day running of the railway such as work place violence, unwanted sexual behaviour, trespass, theft, anti-social behaviour and criminal damage – issues that are a prime concern for rail operators and the communities they serve.

As London and the South East becomes increasingly mobile, more services are resumed, and the railway begins its road to recovery, we will be on hand to support it every step of the way, ensuring the continued safety of its passengers and staff.

B Division North and South



T/Superintendent John Loveless
Subdivisional Commander North
john.loveless@btp.police.uk



Superintendent Chris Horton
Subdivisional Commander South
christopher.horton@btp.police.uk

Preventing serious violent crime by keeping knives and weapons off the network.

Working with Industry to prevent work-related violence and aggression and deliver successful prosecutions, while also providing a high standard of support for victims.

Increasing rail staff and passenger confidence by tackling the issues, times and locations of most concern.

Improving reliability through faster incident response, fatality handback times and preventative action.

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number and % of positive outcomes for violence with injury and robbery offences
- Number of violence with injury and robbery offences
- Number and % of positive outcomes for weapon-enabled offences
- Police Generated offensive weapon offences

- Number and % of positive outcomes for VAP and public order offences against rail staff
- Outcome types for assaults against rail staff
- Through collaboration improvement in % of outcome type; rail staff willing to support police investigation
- Number of violence against the person and public order offences against rail staff
- Compliance with Victim Code of Practice
- Ancillary orders for repeat offenders

- Number of joint exercises to tackle fare evasion and other issues of concern
- Number of joint preventative initiatives with industry to tackle issues of concern (i.e. graffiti)
- Ancillary orders for persistent offenders of ASB/byelaw/public order offences
- Action against TOC nominated taskings

- Incident response times to meet national standards, broken down by category
- Fatality handback times, under 90 minutes on average

B Division North and South

Tackling theft of passenger property (TPP) through a multi-agency problem-solving approach.

Improving awareness and response to sexual offences and incidents involving unwanted sexual behaviour

Tackling hate crime and supporting those that feel vulnerable to victimisation.

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number and % of positive outcomes for TPP offences
- Number of TPP offences and associated arrests
- Development of a multi-agency problem-solving plan to deliver reduction in long term trend of theft offences and better handling of lost property
- Number of Farrier days / weeks of action

- Number of sex offences, including incidents involving unwanted sexual behaviour (by outcome type)
- Number of positive outcomes for sexual offences (by outcome type)
- % of victim engagement
- Number of applications for Sexual Harm Prevention Orders
- Number of days of action or proactive operations undertaken in conjunction with partners
- Number of patrols undertaken at hot spot locations directed through local tasking
- % of increase in reports of sexual offences and incidents involving unwanted sexual behaviour

- Number and % of positive outcomes for hate crime offences (including where victim is willing to support investigation/prosecution), by outcome type
- Number of hate crimes (by offence type and motivating factor).
- Victim satisfaction as measured by BTP survey

B Division

TfL



T/Superintendent Lisa Garrett
 Subdivisional Commander Central
lisa.garrett@btp.police.uk
 Follow @BTPLGarrett

Preventing serious violent crime by keeping knives and weapons off the network.

Working with Industry to prevent work-related violence and aggression and deliver successful prosecutions, while also providing a high standard of support for victims.

Increase rail staff and passenger confidence by tackling the issues, times and locations of most concern.

Improving reliability through faster incident response, fatality handback times and preventative action.

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number and % of positive outcomes for violence with injury and robbery offences
- Number of violence with injury and robbery offences
- Number and % of positive outcomes for weapon-enabled offences
- Police Generated offensive weapon offences

- Number and % of positive outcomes for VAP and serious public order offences against rail staff
- Outcome types for VAP and serious public order offences against rail staff
- Through collaboration improvement in % of outcome type; rail staff willing to support police investigation
- Number of violence against the person and public order offences against rail staff
- Compliance with Victim Code of Practice
- Ancillary orders for repeat offenders

- Number of joint exercises to tackle fare evasion and other issues of concern
- Number of joint preventative initiatives with industry to tackle issues of concern (i.e. aggressive begging)
- Ancillary orders for persistent offenders of ASB/byelaw/public order offences
- Action against TfL nominated taskings

- Incident response times to meet national standards, broken down by category
- Fatality handback times, under 90 minutes on average
- Civil Protection Unit locally agreed measures

B Division

TfL

Tackling theft of passenger property (TPP) through a multi-agency problem-solving approach.

Improving awareness and response to sexual offences and incidents involving unwanted sexual behaviour

Tackling hate crime and supporting those that feel vulnerable to victimisation.

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number and % of positive outcomes for TPP offences
- Number of TPP offences and associated arrests
- Development of a multi-agency problem-solving plan to deliver reduction in long term trend of theft offences and better handling of lost property
- Number of Farrier days / weeks of action

- Number of sex offences, including incidents involving unwanted sexual behaviour (by outcome type)
- Number of positive outcomes for sexual offences (by outcome type)
- % of victim engagement
- Number of applications for Sexual Harm Prevention Orders
- Number of days of action or proactive operations undertaken in conjunction with partners
- Number of patrols undertaken at hot spot locations directed through local tasking
- % of increase in reports of sexual offences and incidents involving unwanted sexual behaviour

- Number and % of positive outcomes for hate crime offences (including where victim is willing to support investigation/prosecution), by outcome type
- Number of hate crimes (by offence type and motivating factor).
- Victim satisfaction as measured by BTP survey



C Division Introduction



Chief Superintendent Allan Gregory
Divisional Commander C Division

Email allan.gregory@btp.police.uk

Follow @BTPGregory

Throughout the past extraordinary year C Division's officers and PCSOs have worked collaboratively with industry partners to support the rail network through the challenges of a public health crisis.

Whilst the policing and the visibility has been heavily centred around delivering on the regulations governing movements, gatherings and face coverings, our teams across C Division have also had to maintain a clear focus on responding to continuing crime, disorder, disruption, vulnerability and mental health challenges in our public spaces. Throughout the pandemic, the challenge of supporting vulnerable adults at risk and children and young people in particular showed little sign of abating. Elsewhere Divisional colleagues worked proactively with, and in support of, County Lines teams – who again saw significant crime demand throughout the pandemic.

In many ways the priorities for the Division in 2021/2022 will build on themes that have appeared in previous iterations of the Policing Plan. They are important themes and they represent something of a constant – a focus on preventing aggression towards front-line network staff, reducing violence and anti-social behaviour, reducing disruptions of all manner to the network, and focussing on our response to sexual offending and incidents of unwanted sexual behaviour. This collection of priorities – backed by a selection of measures – will be scrutinised throughout the performance year at my quarterly meetings with Directors for all the main operators and routes and will be debated at a variety of BTP – Rail Industry monthly forums, where attendees can hold BTP to account and

seek taskings. We have a long track record of support to the industry – and not solely on the issues around which the Policing Plan revolves.

Our real strength comes from the collaborative nature of our relationship with the rail industry, building on the trust and confidence we enjoy from our partners. That relationship is one of healthy challenge and being held to account for policing decisions. That relationship is also two-way and BTP work to encourage greater understanding of our policing mission on the part of the rail industry. BTP add value to the public space and we know that front line staff on the network really prize our visibility. Sometimes – when detaining people or supporting the vulnerable – BTP colleagues can be abstracted from the front line. The key is that we maintain confidence and work with industry partners to ensure full understanding of our suite of responsibilities. That understanding can only come through first class relationships, communication and feedback, and I pride myself on C Division delivering exactly that across a wide range of stakeholders, from Independent Advisory Groups to industry partners – both strategic and frontline. With constructive relationships like that it is easier to succeed. The whole of the C Division policing team looks forward to tackling these objectives and being held to account throughout. We love the specialism of our role and our unique operating environment. We see the value we add to public spaces and the confidence we can drive into a network recovering from the most challenging pandemic.



C Division Midland, Western and Pennine



Superintendent Mark Cleland
Subdivisional Commander Western
mark.cleland@btp.police.uk
Follow @BTPCleland



Superintendent Sue Peters
Subdivisional Commander Midland
sue.peters@btp.police.uk
Follow @BTPeters



Superintendent Glen Alderson
Subdivisional Commander Pennine
glen.alderon@btp.police.uk

Preventing physical and verbal assaults on rail staff to increase positive outcomes, ensuring that there is effective communication with victims

Reducing violence, serious public order offences and anti-social behaviour.

Reducing disruption related incidents through a joint problem solving approach with industry

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number and % of positive outcomes for physical and verbal assaults against rail staff
- Outcome types for assaults against rail staff
- Number of notifiable offences for physical and verbal assaults
- Level of crimes where victim code of practice compliance is within 28 days and number over 28 days

- Number and % of positive outcomes for Violent Crime and Public Order offences
- Number of notifiable offences for Violent Crime and Public Order offences and ASB incidents
- Number of BTP and industry operations and outcomes

- Number of disruption incidents broken into the sub categories:
 - Cable Theft
 - Fatalities
 - Trespass
 - Disorder/Drunks
 - Level Crossing
 - Vandalism
- Number of primary lost minutes due to the above sub categories
- The effectiveness of problem solving plans to design out or otherwise mitigate the risk of trespass at high risk or hotspot locations

C Division Midland, Western and Pennine

Maintaining an average handback time of under 90 minutes for non suspicious incidents.

Improving awareness and response to sexual offences and incidents involving unwanted sexual behaviour

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Overall handback times for non-suspicious fatal incidents
- Partial handback rates
- Metrics and trends for the most important contributory factors to prompt handback including:
 - BTP arrival time
 - MOM arrival time
 - Availability and use of CCTV
- Number of sexual offences, including incidents involving unwanted sexual behaviour
- Number of days of action or proactive operations undertaken in conjunction with partners
- Number of patrols undertaken at hot spot locations directed through local tasking
- % of increase in reports of sexual offences and incidents involving unwanted sexual behaviour

C Division Wales



Superintendent Andy Morgan
Subdivisional Commander Wales
andrew.morgan@btp.police.uk
Follow @BTPWales

Preventing physical and verbal assaults on rail staff to increase positive outcomes, ensuring that there is effective communication with victims

Reducing violence, serious public order offences and anti-social behaviour.

Reducing disruption related incidents through a joint problem solving approach with industry

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number and % of positive outcomes for physical and verbal assaults against rail staff
- Outcome types for assaults against rail staff
- Number of notifiable offences for physical and verbal assaults
- Level of crimes where victim code of practice compliance is within 28 days and number over 28 days

- Number and % of positive outcomes for Violent Crime and Public Order offences
- Number of notifiable offences for Violent Crime and Public Order offences and ASB incidents
- Number of BTP and industry operations and outcomes

- Number of disruption incidents broken into the sub categories:
 - Cable Theft
 - Fatalities
 - Trespass
 - Disorder/Drunks
 - Level Crossing
 - Vandalism
- Number of primary lost minutes due to the above sub categories
- The effectiveness of problem solving plans to design out or otherwise mitigate the risk of trespass at high risk or hotspot locations

C Division Wales

Maintaining an average handback time of under 90 minutes for non suspicious incidents.

Improving awareness and response to sexual offences and incidents involving unwanted sexual behaviour

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Overall handback times for non-suspicious fatal incidents
- Partial handback rates
- Metrics and trends for the most important contributory factors to prompt handback including:
 - BTP arrival time
 - MOM arrival time
 - Availability and use of CCTV
- Number of sexual offences, including incidents involving unwanted sexual behaviour
- Number of days of action or proactive operations undertaken in conjunction with partners
- Number of patrols undertaken at hot spot locations directed through local tasking
- % of increase in reports of sexual offences and incidents involving unwanted sexual behaviour



D Division

Introduction



Chief Superintendent Eddie Wylie

Divisional Commander D Division

Email eddie.wylie@btp.police.uk

Follow @BTPWylie

The global pandemic has had a life changing impact on so many people in our communities. Crime is dramatically down which is to be expected with large parts of the year seeing restrictions on how people go about their daily lives. The number of people using the rail network is also much reduced which is in stark contrast to last year when the network was busier than ever.

With the introduction of the vaccine programme which has been a real game changer we are starting to see some real progress and can now all look forward to a more social way of life again. BTP Scotland will continue to engage with the travelling public as they have done throughout the last performance year. It is important that we maintain visibility across the network as I fully expect that the passengers will take some time to regain confidence levels. An anticipated swing from commuting to leisure travel will bring its challenges for policing more generally.

The 2021/2022 policing plan has been set with all of this in mind as we slowly exit lockdown. This year's plan has again gone through a period of consultation to ensure our focus and priorities are not set by BTP alone. The views of our key partners, stakeholders and the public have ensured we capture what matters and what BTP Scotland should dedicate its energy and commitment to. This plan has also considered both the Scottish Government strategic priorities for policing and those of Police Service for Scotland to ensure we are all working collectively for the good of the communities in Scotland.

This year one of the policing plan objectives will see a focus on tackling sexual offences and unwanted sexual behaviour. Throughout mainland UK there is a drive to better understand this area of crime on the rail network.

The impact that these crime types have on victims cannot be understated and it is crucial that BTP fully understand and treat any victim with empathy and understanding.

The Scottish Railway Policing Committee has now been going for 18 months and I have found this to be a much-valued scrutiny panel. The committee continues to give a greater level of accountability and governance to the Scottish Government. I have also been able to demonstrate alongside colleagues from the Police Service of Scotland the continuing efforts to work together where appropriate and share best practice.

I do hope that this policing plan delivers what is expected by communities who either use, live near or work on Scotland's Railway. It will be delivered in partnership working alongside our key stakeholders and partners with an ethos that working together makes us stronger.

I also wish to express my sincere gratitude to all officers, staff and volunteers who have stepped up to the plate during an incredibly difficult year; often putting themselves in harm's way whilst being flexible enough to adapt to the changing restrictions or new legislation. Their commitment has been second to none and they deserve immense credit for the way they have operated throughout the year. I know that this level of service by officers throughout Scotland will continue during this policing plan year. It will be a challenging time coming out of lockdown as we see the return of events; night time economy and wider travel. However, I have no doubt that BTP Scotland will respond to these challenges whilst continuing to support our communities.



D Division Scotland

Preventing physical and verbal assaults on rail staff members to increase positive outcomes, ensuring effective communication with victims

Reducing disruption-related incidents through a joint problem solving approach with industry at key red route locations

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number and % of positive outcomes for physical and verbal assaults against rail staff
- Outcome types for assaults against rail staff
- Number of notifiable offences for physical and verbal assaults
- Level of crimes where victim code of practice compliance is within 28 days and number over 28 days

- Number of disruption incidents at red route locations broken into categories:
 - Cable Theft
 - Fatalities
 - Trespass
 - Disorder/drunks
 - Level crossing
 - Vandalism
- Number of primary lost minutes
- Effectiveness of problem solving plans to design out or otherwise mitigate the risk of trespass at high risk or hotspot locations
- Provide information regarding red route locations and joint problem solving initiatives with industry through liaison with embedded Disruption Analyst

D Division Scotland

Increasing passenger and rail staff confidence by joint problem solving with Police Scotland to tackle Anti-Social Behaviour (ASB)

Maintaining an average handback time of under 90 minutes for non-suspicious incidents

Improving awareness and response to sexual offences and incidents involving unwanted sexual behaviour

BTP will track, record and analyse the data and information gathered using the below measures and evaluate trends accordingly. Positive outcomes are defined with specific parameters for each measure.

- Number of ASB offences
- Number and % of positive outcomes for ASB
- Monitor football related offences (crimes and positive outcomes)
- Number of BTP and industry operations as well as details of interoperability working with Police Scotland and associated outcomes

- Overall handback times for non-suspicious fatal incidents
- Partial handback rates
- Metrics and trends for the most important contributory factors to prompt handback including:
 - BTP arrival time
 - MOM arrival time
 - Availability and use of CCTV

- Number of sexual offences, including incidents involving unwanted sexual behaviour
- Number of days of action or proactive operations undertaken in conjunction with partners
- % of increase in reports of sexual offences and incidents involving unwanted sexual behaviour

Divisional Contacts



B Division



Chief Superintendent Martin Fry
Divisional Commander B Division

Email martin.fry@btp.police.uk
Follow @BTPFry



T/Superintendent John Loveless
Subdivisional Commander North

Email john.loveless@btp.police.uk



T/Superintendent Lisa Garrett
Subdivisional Commander Central

Email lisa.garrett@btp.police.uk
Follow @BTPLGarrett



Superintendent Chris Horton
Subdivisional Commander South

Email christopher.horton@btp.police.uk

C Division



Chief Superintendent Allan Gregory
Divisional Commander C Division

Email allan.gregory@btp.police.uk
Follow @BTPGregory



Superintendent Mark Cleland
Subdivisional Commander Western

Email mark.cleland@btp.police.uk
Follow @BTPCleland



Superintendent Sue Peters
Subdivisional Commander Midland

Email sue.peters@btp.police.uk
Follow @BTPPeters



Superintendent Glen Alderson
Subdivisional Commander Pennine

Email glen.alderson@btp.police.uk



Superintendent Andy Morgan
Subdivisional Commander Wales

Email andrew.morgan@btp.police.uk
Follow @BTPWales

D Division



Chief Superintendent Eddie Wylie
Divisional Commander D Division

Email eddie.wylie@btp.police.uk
Follow @BTPWylie



*Use this map to
find the contact
for your area.*

**For more
information,
contact:**



**BRITISH
TRANSPORT
POLICE**

BTPA

Ron Barclay-Smith

Chair
British Transport Police Authority

Phone 07900 394397

Email general.enquiries@btpa.police.uk
Ivason House, 8a London Bridge St.
London, SE1 9SG

 **@BTPAuthority**

www.btpa.police.uk

BTP

Jennifer Crowther

Strategic Planning Manager
British Transport Police

Phone 020 7830 8829

Email jennifer.crowther@btp.police.uk
Headquarters, 25 Camden Road,
London, NW1 9LN

 **@BTP**

www.btp.police.uk

