BTP POLICING PLANS

BTPA British Transport Police Authority

BRITISH TRANSPORT POLICE

2022–25

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CHAIR'S FOREWORD

I'd like to thank all our officers and staff who will be putting these Plans into practice, protecting the public and keeping passengers, rail staff and infrastructure safe from harm.

Ron Barclay-Smith
Chair

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Welcome to the British Transport Police's Policing Plans for 2022-25. You will notice that this year we have made the change from an annual to a three-year Policing Plan. It was felt a three-year Policing Plan gave more space for tackling priorities in partnership and for bigger ambitions, as well as more opportunity to reflect on our objectives and adapt them where needed. In order to ensure our plans remain relevant over the next three years, we have resolved to refresh this document annually and make changes if the need is there.

I would like to thank everyone who was involved in the development of our new plans, including those who responded to the BTP's public attitude survey in the autumn of 2021, rail partners who attended the divisional stakeholder meetings in late 2021 and everyone who completed our Policing Plan consultation survey in January 2022. These consultations are always useful, not only to enhance the content of our Policing Plans, but they also allow our partners to feedback generally on the work BTP does and any observations they may have. Some of the main points to come out of the survey results were the increasing prevalence of anti-social behaviour, the need to keep a focus on reducing disruption and an increase in graffiti offences since the pandemic. We review all feedback and share it with divisional and sub-divisional commanders to inform our work across the network going forward.

This Policing Plan is the first to be born out of our Strategic Plan for 2022-27, also due to be published this year. This new strategy will be the first from our new Chief Constable Lucy D'Orsi, and sets out her vision and priorities for the future of the Force.

This Strategic Plan will run alongside the recovery of the rail network in England, Scotland and Wales following the pandemic, as well as governing the policing of a railway that will see significant change following the creation of Great British Railways (GBR) in 2024 and the reforms that will follow.

These developments will see additional policing demand, inevitable changes in how our services are accessed and fresh thinking on how we deliver those services in an ever-changing landscape.

While our new strategy looks to the future, we are also conscious of working in an industry still recovering from the economic effects of the pandemic. We fully support our partners in their goals to encourage passengers back to the railway, ensuring trains and stations are safe and feel safe so that people have the confidence to travel again.

Lastly, I'd like to thank all our officers and staff who will be putting these Plans into practice, protecting the public and keeping passengers, rail staff and infrastructure safe from harm.

CHIEF CONSTABLE'S INTRODUCTION

The objectives outlined within this Policing Plan accurately reflect the extraordinary times in which we currently operate.

Lucy D'Orsi QPM
Chief Constable

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@BTPChief

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.

Over my first year as Chief Constable of the British Transport Police, my ambition to create a hostile environment for crime and protect the vulnerable has continued to develop. Aligned to our new strategy, this policing plan will determine how we can achieve this together, through our policing priorities for the next three years. It has been developed by British Transport Police in partnership with stakeholders across rail and the travelling public, to whom I am grateful for their unique insights and perspectives. A new generation of partnerships will allow us to create a safe and secure rail network, fit for the challenges ahead as we emerge from the pandemic to police an operating environment which is changing from the creation of Great British Railways in 2024 and the reforms that will follow. This is an exciting time for the convergence of policing and rail and there are many opportunities to strengthen security across Scotland, England and Wales.

At a time where we reflect on the importance of our legitimacy to police, building the trust of those who use and work on the rail network has never been more important. We will do this through the policing outcomes we generate in this plan. Specifically, we are committed to tackling violence, hate crime, sexual harassment and violence against women and girls, ensuring the network feels safe and is safe from those who wish to do harm. We will extend our efforts to better protect, support and safeguard the most vulnerable people at risk of harm and exploitation. Recognising our ability to generate wider value for passengers, we will continue our commitment to tackling disruption to services, in partnership with our stakeholders, so we can get home safely and on time. I am confident that the objectives set out in this plan will deliver world class railway policing. I know the British Transport Police are fully committed to this and I would like to thank all the officers, PCSOs and police staff for their dedication and professionalism as we continue our journey as A Force on the Move.

STRATEGIC OBJECTIVES

- Crime prevention and safeguarding to **reduce the likelihood of people coming to harm on the railways**

- Target our efforts to ensure **fewer victims of the most serious crimes**

- Innovate and collaborate with our partners to **reduce disruption**

- Build the **trust and confidence** of passengers and rail staff to defeat criminality together

- **Generate value for money** through the exploitation of technology, adapting to meet the future

- Build a **modern and inclusive Force** where our people are well-equipped, well-led, well cared for and reflect the best of our communities

OUR ANNUAL FORCEWIDE POLICING PLAN

We will work with our partners to tackle the following for the railway and Underground:

Create a hostile environment for terrorism through the CONTEST strategy

- Maintain specialist operational capabilities that provide mitigation to the plausible attack methodologies identified. Develop capabilities where they do not already exist.
- Develop the awareness and understanding of the terrorist threat amongst BTP officers and staff, including the role they play in mitigating against it.
- Increase rail industry awareness of the terrorist threat and how they are able to mitigate against it
- Maintain command capability that enables effective command and control of the BTP response to a terrorist attack
- Undertake an exercise programme which thoroughly tests response plan, commanders and responders against the highest risk and most plausible threats within the CT Strategic Threat and Risk Assessment
- Develop and train guidance documentation and prepare plans for the highest risks and most plausible threats within the CT Strategic Threat and Risk Assessment

Ensure passengers and staff can work and travel free from the threat of violence

VIOLENCE AND AGGRESSION AGAINST PASSENGERS

- Number and percentage of positive outcomes for:
  - Serious violence
  - Weapon-enabled offences
  - Robbery
  - Public Order
- Officer tasking activity output for serious violence and weapons crimes:
  - Stop and Search
  - Intelligence submissions
  - Weapons seized
  - Victim Code of Practice Compliance

VIOLENCE AND AGGRESSION AGAINST RAIL STAFF

- Number and percentage of positive outcomes for violence against person (VAP) and public order against rail staff
- Outcome types for offences against rail staff
- Through collaboration with operators, improvement in percentage of positive outcome types for rail staff
- Victim Code of Practice Compliance

OUR ANNUAL FORCEWIDE POLICING PLAN

Tackle those crimes and incidents that most impact on the confidence of those who work and travel

- Number and percentage of positive outcomes for volume crime at agreed key locations
- Officer activity output at agreed key locations (on and off train)
- Number of anti-social behaviour (ASB) incidents
- Satisfaction levels as determined by the Victim Crime Survey
- Incident response times, broken down by category (Priority/Immediate)
- Number and percentage of positive outcomes for football-related offences

Reduce disruption on the network through collaboration

- Number of disruption incidents and primary minutes at key locations broken down by category:
  - Cable theft
  - Vandalism/theft
  - Trespass
  - Drunks/disorder/trespass
  - Fatality/injuries involving a train
- Average fatality handback times
- Number of PSPs created for PiPP hotspots

Protect, support and safeguard vulnerable people and those at risk of exploitation and harm

- Vulnerability concern reports by category
- Number of repeat presenters and high frequency presenters
- County Lines data by outcome category
- Number of life saving interventions

OUR ANNUAL FORCEWIDE POLICING PLAN

Tackle violence against women and girls, hate crime and sexual harassment
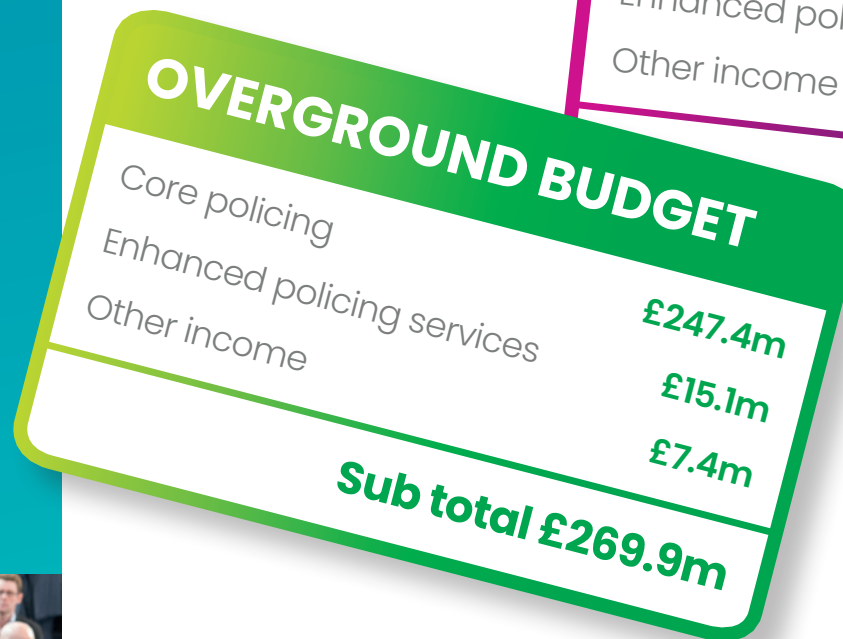
- Number and percentage of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)
- Number and percentage of positive outcomes for incidents involving sexual harassment (measure for public and rail staff)
- Number and percentage of positive outcomes for sex offences (including breakdown of victim engagement)
- Number of known offenders being actively monitored
- Number of applications for Sexual Harm Prevention Orders, Criminal Behaviour Orders and wider preventative orders.
- Percentage of compliance with prohibitive orders for managed offenders
- Number and percentage of positive outcomes for hate crime (broken down by factor)
- Officer tasking activity output for sexual offences and hate crimes
- Satisfaction levels as determined by the Victim Crime Survey
- Victim support of prosecutions

RESOURCES
THE COST OF POLICING

For 2022–23 the BTPA set a core policing budget of £347.2 million for policing Great Britain's railways. A total of £269.9 million has been allocated to overground rail services and £77.3 million for London Underground.

UNDERGROUND BUDGET

Core policing services	£77.3m
Enhanced policing services	-
Other income	-

Sub total £77.3m

OVERGROUND BUDGET

Core policing	£247.4m
Enhanced policing services	£15.1m
Other income	£7.4m

Sub total £269.9m

Total budgets by division

A Division	**£184.4m**
B Division (Overground)	**£40.1m**
B Division (Underground)	**£39.8m**
C Division	**£44.1m**
D Division	**£9.8m**
E Division	**£26.3m**
BTPA	**£2.7m**
Total operating budget	**£347.2m**

Total cost of national operations **£347.2m**

RESOURCES
STAFF NUMBERS

PCSO

Total 300.25
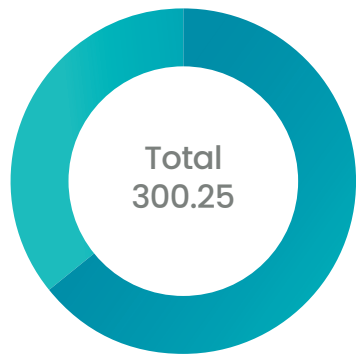
	Division	
	A Division	0.00
	B Division	193.00
	C Division	107.25
	D Division	0.00
	E Division	0.00

Police Officer

Total 3330.72
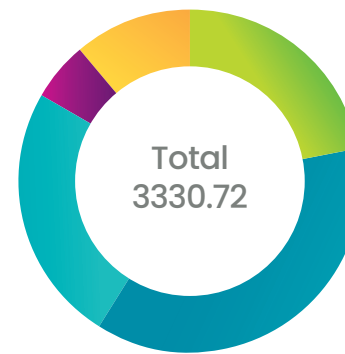
	Division	
	A Division	781.18
	B Division	1210.73
	C Division	799.01
	D Division	180.80
	E Division	359.00

Police Staff

Total 1650.56
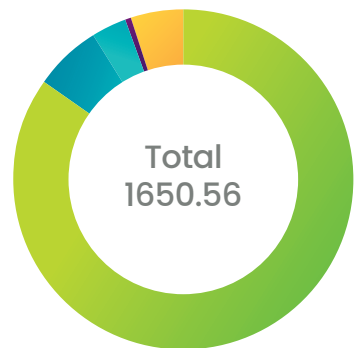
	Division	
	A Division	1401.72
	B Division	106.18
	C Division	51.94
	D Division	9.62
	E Division	81.10

Special Officer

Total 560.00
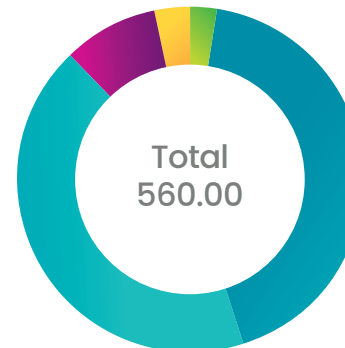
	Division	
	A Division	14.00
	B Division	239.00
	C Division	239.00
	D Division	50.00
	E Division	18.00

While B Division has seen a significant uplift in officers due to the introduction of the Elizabeth Line, the figures shown here compared to last year don't show a large increase due to the transfer of the Disruption Tasking Teams from B Division into A Division.

Divisional Plans

A Division

Crime prevention and safeguarding to reduce the likelihood of people coming to harm on the railways

- Achieve at least a 95% answer rate for emergency calls
- At least 95% of priority crimes to be recorded within 24 hours
- Achieve contact centre satisfaction rates in excess of 75%

Target our efforts to ensure fewer victims of the most serious crime

- Ensure judicial outcomes are secured for criminals linked to major and serious crimes
- Create a hostile environment for criminals concerned in Cyber related criminality ensuring at least one cyber disruption per month

Innovate and collaborate with our partners to reduce disruption

- Reduce the number of incidents and cost per incident at disruption hotpots
- Harm Reduction Team identify and managed at risk individuals
- Number of drone flights undertaken and minutes and costs saved per incident
- 100% of disruption hotspots to have Problem Solving Plans in place

Build the trust and confidence of passengers and rail staff to defeat criminality together

- Complaints and conduct measures are regularly reviewed and managed
- Quality assurance is undertaken on a sample of reflective practice process records
- Achieve at least 90% compliance across all crime and incident audits
- Maintain a Victim Code of Practice compliance rating of at least 90%

Generate value for money through the exploitation of technology, adapting to meet the future

- Develop and deliver a transformation programme to secure efficiency benefits
- Achieve a 99% score for system availability
- Deliver the device roll out and replacement programme
- 80% of crime to be reported via non-voice channels for reporting
- Improved productivity via iPatrol
- Continue to work towards net carbon neutrality by 2030

Build a modern and inclusive Force where our people are well-equipped, well-trained, well-led, well-cared for and reflect the best of our communities

- Implementation of the Strategic Workforce Plan and Equality Diversity and Inclusion Strategy
- Sickness absence falls below the 2020/21 level (excluding Covid related absences)

B Division
Introduction

Chief Superintendent Martin Fry
Divisional Commander B Division

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Follow   @BTPFry

This year has again proved to be challenging for policing and the rail industry as we have continued working through the restraints of COVID-19 and now as we reach the end of the performance year and relaxed restrictions, we begin to move to a new normality. In the last 12 months our officers, PCSOs and staff have worked tirelessly with our partners in the railway industry and beyond, ensuring that those who use the rail network can do so safely. Together we are doing our best to help communities and the UK economy build back better.

Our new Policing Plan reflects the current environment, taking account of the increasing police demand as passenger footfall builds with the lockdown measures being lifted.

As guardians of the railway, safety and security is always our highest priority; securing stations from terrorist threats and protecting the public will be at the core of every plan we implement.

We are listening to our unique travelling and industry community and will continue to pay close attention to the issues that impact on the passenger experience and working environment, including workplace violence, unwanted sexual behaviour, violence against women, trespass, theft, anti-social behaviour and criminal damage. These issues are primary concerns for rail operators and the communities they serve.

London and the South East is becoming increasingly mobile, new routes and stations are coming online and the economy continues its road to recovery. We are on-hand to support every step of the way, ensuring the continued safety of passengers and staff, keeping the infrastructure running for passenger services and freight.

In the Queen's Platinum Jubilee year, we will be complementing Her Majesty by delivering a platinum police service for the public and rail industry.

B Division
North and South

Superintendent Chris Casey
Subdivisional Commander North
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Superintendent Chris Horton
Subdivisional Commander South
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We will work with our partners to tackle the following for the railway and Underground:

Create a hostile environment for terrorism through the CONTEST strategy

- Maintain specialist operational capabilities that provide mitigation to the plausible attack methodologies identified. Develop capabilities where they do not already exist.
- Develop the awareness and understanding of the terrorist threat amongst BTP officers and staff, including the role they play in mitigating against it.
- Increase rail industry awareness of the terrorist threat and how they are able to mitigate against it
- Maintain command capability that enables effective command and control of the BTP response to a terrorist attack
- Undertake an exercise programme which thoroughly tests response plan, commanders and responders against the highest risk and most plausible threats within the CT Strategic Threat and Risk Assessment
- Develop and train guidance documentation and prepare plans for the highest risks and most plausible threats within the CT Strategic Threat and Risk Assessment

Ensure passengers and staff can work and travel free from the threat of violence

VIOLENCE AND AGGRESSION AGAINST PASSENGERS

- Number and percentage of positive outcomes for:
  - Serious violence
  - Weapon-enabled offences
  - Robbery
  - Public Order
- Officer tasking activity output for serious violence and weapons crimes:
  - Stop and Search
  - Intelligence submissions
  - Weapons seized
  - Victim Code of Practice Compliance

VIOLENCE AND AGGRESSION AGAINST RAIL STAFF

- Number and percentage of positive outcomes for violence against person (VAP) and public order against rail staff
- Outcome types for offences against rail staff
- Through collaboration with operators, improvement in percentage of positive outcome types for rail staff
- Victim Code of Practice Compliance

B Division
North and South

Tackle those crimes and incidents that most impact on the confidence of those who work and travel

- Number and percentage of positive outcomes for volume crime at agreed key locations
- Officer activity output at agreed key locations (on and off train)
- Number of anti-social behaviour (ASB) incidents
- Satisfaction levels as determined by the Victim Crime Survey
- Incident response times, broken down by category (Priority/Immediate)
- Number and percentage of positive outcomes for football related offences

DIVISIONAL OBJECTIVE:

- **Agreed key locations – To be decided with Divisions in new performance year**

Reduce disruption on the network through collaboration

- Number of disruption incidents and primary minutes at key locations broken down by category:
  - Cable theft
  - Vandalism/theft
  - Trespass
  - Drunks/disorder/trespass
  - Fatality/injuries involving a train
- Average fatality handback times
- Number of PSPs created for PiPP hotspots

Protect, support and safeguard vulnerable people and those at risk of exploitation and harm

- Vulnerability concern reports by category
- Number of repeat presenters and high frequency presenters
- County Lines data by outcome category
- Number of life saving interventions

B Division
North and South

Tackle violence against women and girls, hate crime and sexual harassment

- Number and percentage of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)

- Number and percentage of positive outcomes for incidents involving sexual harassment (measure for public and rail staff)

- Number and percentage of positive outcomes for sex offences (including breakdown of victim engagement)

- Number of known offenders being actively monitored

- Number of applications for Sexual Harm Prevention Orders, Criminal Behaviour Orders and wider preventative orders.

- Percentage of compliance with prohibitive orders for managed offenders

- Number and percentage of positive outcomes for hate crime (broken down by factor)

- Officer tasking activity output for sexual offences and hate crimes

- Satisfaction levels as determined by the Victim Crime Survey

- Victim support of prosecutions

B Division
TfL

T/Superintendent Lisa Garrett
Subdivisional Commander Central
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We will work with our partners to tackle the following for the railway and TfL (London Underground, London Overground, TfL Rail, Docklands Light Railway, Trams and Emirates Airline):

Create a hostile environment for terrorism through the CONTEST strategy

- Maintain specialist operational capabilities that provide mitigation to the plausible attack methodologies identified. Develop capabilities where they do not already exist.

- Develop the awareness and understanding of the terrorist threat amongst BTP officers and staff, including the role they play in mitigating against it.

- Increase rail industry awareness of the terrorist threat and how they are able to mitigate against it

- Maintain command capability that enables effective command and control of the BTP response to a terrorist attack

- Undertake an exercise programme which thoroughly tests response plan, commanders and responders against the highest risk and most plausible threats within the CT Strategic Threat and Risk Assessment

- Develop and train guidance documentation and prepare plans for the highest risks and most plausible threats within the CT Strategic Threat and Risk Assessment

Ensure passengers and staff can work and travel free from the threat of violence

VIOLENCE AND AGGRESSION AGAINST PASSENGERS

- Number and percentage of positive outcomes for:
    - Serious violence
    - Weapon-enabled offences
    - Robbery
    - Public Order

- Officer tasking activity output for serious violence and weapons crimes:
    - Stop and Search
    - Intelligence submissions
    - Weapons seized
    - Victim Code of Practice Compliance

VIOLENCE AND AGGRESSION AGAINST RAIL STAFF

- Number and percentage of positive outcomes for violence against person (VAP) and public order against rail staff

- Outcome types for offences against rail staff

- Through collaboration with operators, improvement in percentage of positive outcome types for rail staff

- Victim Code of Practice Compliance

DIVISIONAL OBJECTIVES:

- **Ancillary orders for repeat offenders**
- **Precursor ancillary order activity such as notices and withdrawal of permissions**
- **Plans to manage prolific ancillary order offenders**
- **Number of joint exercises to tackle fare evasion**

B Division
TfL

Tackle those crimes and incidents that most impact on the confidence of those who work and travel

- Number and percentage of positive outcomes for volume crime at agreed key locations
- Officer activity output at agreed key locations (on and off train)
- Number of anti-social behaviour (ASB) incidents
- Satisfaction levels as determined by the Victim Crime Survey
- Incident response times, broken down by category (Priority/Immediate)
- Number and percentage of positive outcomes for football related offences

TFL-SPECIFIC OBJECTIVES:

- **Ancillary orders for persistent offenders of anti-social behaviour/byelaw/public order offences**
- **Agreed key locations – to be decided with Divisions in new performance year**
- **Number of joint preventative initiatives with industry to tackle issues of concern (i.e. aggressive begging).**

Reduce disruption on the network through collaboration

- Number of disruption incidents and primary minutes at key locations broken down by category:
  - Cable theft
  - Vandalism/theft
  - Trespass
  - Drunks/disorder/trespass
  - Fatality/injuries involving a train
- Average fatality handback times
- Number of PSPs created for PiPP hotspots

TFL-SPECIFIC OBJECTIVES:

- **TfL provided lost customer hour data compared to long term trends, broken down by category (approx categories);**
- **Anti-social behaviour, drunks/vagrants**
- **Trespass, person on tracks**
- **Criminal behaviour, vandalism**
- **Criminal Behaviour, Assault / Fight / Altercation between Customers**
- **Suicide or Illness/Accident, Suicide risk**
- **Incident count of where a National Incident Response Team resource responded**

Protect, support and safeguard vulnerable people and those at risk of exploitation and harm

- Vulnerability concern reports by category
- Number of repeat presenters and high frequency presenters
- County Lines data by outcome category
- Number of life saving interventions

B Division
TfL

Tackle violence against women and girls, hate crime and sexual harassment

- Number and percentage of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)

- Number and percentage of positive outcomes for incidents involving sexual harassment (measure for public and rail staff)

- Number and percentage of positive outcomes for sex offences (including breakdown of victim engagement)

- Number of known offenders being actively monitored

- Number of applications for Sexual Harm Prevention Orders, Criminal Behaviour Orders and wider preventative orders.

- Percentage of compliance with prohibitive orders for managed offenders

- Number and percentage of positive outcomes for hate crime (broken down by factor)

- Officer tasking activity output for sexual offences and hate crimes

- Satisfaction levels as determined by the Victim Crime Survey

- Victim support of prosecutions

C Division Introduction

Chief Superintendent Glen Alderson
Divisional Commander C Division

Email glen.alderson@btp.police.uk

Throughout the past year, the legitimacy of the policing landscape in England, Scotland and Wales was challenged like never before. The voice of the public spoke loudly about the need for change, not only in societal issues such as unwanted sexual behaviour and violence against women and girls, but also about the need for improved confidence and trust in the Police Service, after several high-profile cases where serving Police Officers failed the public they were meant to serve and protect. As the Divisional Commander for C-Division, I accept that challenge and this Policing Plan aims to put trust and legitimacy at the heart of our operational activity by increasing our visibility both on trains and on stations.

This plan focuses on making C-Division's front line officers more visible and proactive. We aim to uncover harm that in many cases remains hidden and under reported, maybe even tolerated by members of the public. Incidents of unwanted sexual behaviour and violence against women and girls will be a high priority alongside exploitation of young people caught up in County Lines drugs activities. We will actively encourage victims and witnesses to report behaviours that cause them concerns, while making it easier for them to do so. We will analyse that information and intelligence to tackle hotspot locations and bring offenders to justice.

The railway industry is undertaking a period of significant change on a scale not seen since privatisation. The COVID-19 pandemic has accelerated that need for change with a railway that was once dominated by commuting customers is now refocusing on leisure passengers due to working from home becoming the norm for many.

For these reasons, the priorities in this three-year policing plan are purposefully broad to allow us to develop and flex our policing activities in line with a developing railway network. It is our desire to deliver a service which tackles the crimes and behaviours that damage public confidence in railway as a safe and reliable form of public transport. That is why we will commit to tackling violence and anti-social behaviour linked to travelling football supporters and alcohol and drug related offences caused by those who overindulge in the great night economies centres across England and Wales.

Railway employees are key to ensuring the safety of passengers and we are committed to making sure their working environment is a safe place for them to operate. We will be proactive in prosecuting those who chose to physically and verbally railway employees whilst they perform their duties.

In this plan we again commit to working collaboratively with our industry partners to keep the railway free from disruption. We want to help in ensuring that everybody can arrive home safe and on time. We will continue to work our partners to protect the network by remaining vigilant and alert to the threat of terrorism and using our expertise to make the make the railway an hostile environment for terrorist to operate.

Finally, we will continue to care for those vulnerable people who seek help on the railway in times of crisis either through the stresses of everyday life or due to mental health related problems. We will care from them, take them to a place of safety and help them to seek appropriate help, support and care.

C Division
Midland, Western and Pennine

Superintendent Mark Cleland
Subdivisional Commander Western
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Follow @BTPCleland

Superintendent Sue Peters
Subdivisional Commander Midland
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Follow @BTPPeters

T/Superintendent David Rams
Subdivisional Commander Pennine
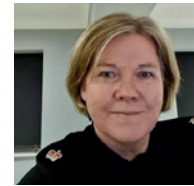david.rams@btp.police.uk
Follow @BTPRams

We will work with our partners to tackle the following for the railway and Merseyrail underground network:

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C Division
Midland, Western and Pennine

Tackle those crimes and incidents that most impact on the confidence of those who work and travel

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DIVISIONAL OBJECTIVE:

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C Division
Midland, Western and Pennine

Tackle violence against women and girls, hate crime and sexual harassment

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- Number and percentage of positive outcomes for sex offences (including breakdown of victim engagement)

- Number of known offenders being actively monitored

- Number of applications for Sexual Harm Prevention Orders, Criminal Behaviour Orders and wider preventative orders.

- Percentage of compliance with prohibitive orders for managed offenders

- Number and percentage of positive outcomes for hate crime (broken down by factor)

- Officer tasking activity output for sexual offences and hate crimes

- Satisfaction levels as determined by the Victim Crime Survey

- Victim support of prosecutions

C Division
Wales

Superintendent Andy Morgan
Subdivisional Commander Wales
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Create a hostile environment for terrorism through the CONTEST strategy

- Maintain specialist operational capabilities that provide mitigation to the plausible attack methodologies identified. Develop capabilities where they do not already exist.

- Develop the awareness and understanding of the terrorist threat amongst BTP officers and staff, including the role they play in mitigating against it.

- Increase rail industry awareness of the terrorist threat and how they are able to mitigate against it

- Maintain command capability that enables effective command and control of the BTP response to a terrorist attack

- Undertake an exercise programme which thoroughly tests response plan, commanders and responders against the highest risk and most plausible threats within the CT Strategic Threat and Risk Assessment

- Develop and train guidance documentation and prepare plans for the highest risks and most plausible threats within the CT Strategic Threat and Risk Assessment

Ensure passengers and staff can work and travel free from the threat of violence

VIOLENCE AND AGGRESSION AGAINST PASSENGERS

- Number and percentage of positive outcomes for:
  - Serious violence
  - Weapon-enabled offences
  - Robbery
  - Public Order
- Officer tasking activity output for serious violence and weapons crimes:
  - Stop and Search
  - Intelligence submissions
  - Weapons seized
  - Victim Code of Practice Compliance

VIOLENCE AND AGGRESSION AGAINST RAIL STAFF

- Number and percentage of positive outcomes for violence against person (VAP) and public order against rail staff

- Outcome types for offences against rail staff

- Through collaboration with operators, improvement in percentage of positive outcome types for rail staff

- Victim Code of Practice Compliance

C Division
Wales

Tackle those crimes and incidents that most impact on the confidence of those who work and travel

- Number and percentage of positive outcomes for volume crime at agreed key locations
- Officer activity output at agreed key locations (on and off train)
- Number of anti-social behaviour (ASB) incidents
- Satisfaction levels as determined by the Victim Crime Survey
- Incident response times, broken down by category (Priority/Immediate)
- Number and percentage of positive outcomes for football related offences

DIVISIONAL OBJECTIVE:

- **Agreed key locations – To be decided with Divisions in new performance year**

Reduce disruption on the network through collaboration

- Number of disruption incidents and primary minutes at key locations broken down by category:
  - Cable theft
  - Vandalism/theft
  - Trespass
  - Drunks/disorder/trespass
  - Fatality/injuries involving a train
- Average fatality handback times
- Number of PSPs created for PiPP hotspots

Protect, support and safeguard vulnerable people and those at risk of exploitation and harm

- Vulnerability concern reports by category
- Number of repeat presenters and high frequency presenters
- County Lines data by outcome category
- Number of life saving interventions

C Division
Wales

Tackle violence against women and girls, hate crime and sexual harassment

• Number and percentage of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)

• Number and percentage of positive outcomes for incidents involving sexual harassment (measure for public and rail staff)

• Number and percentage of positive outcomes for sex offences (including breakdown of victim engagement)

• Number of known offenders being actively monitored

• Number of applications for Sexual Harm Prevention Orders, Criminal Behaviour Orders and wider preventative orders.

• Percentage of compliance with prohibitive orders for managed offenders

• Number and percentage of positive outcomes for hate crime (broken down by factor)

• Officer tasking activity output for sexual offences and hate crimes

• Satisfaction levels as determined by the Victim Crime Survey

• Victim support of prosecutions

D Division Scotland
Introduction

Chief Superintendent Gill Murray
Divisional Commander D Division

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D Division officers and staff have continued to demonstrate their commitment over the last year to our communities in Scotland by continuing to play a critical role in supporting public health in its continued fight against the COVID-19 pandemic. They have done so while being continually committed to safeguarding those who need our help most, tackling anti-social behaviour and violent crime in collaboration with our partners in the rail industry and Police Scotland. All at a time when police trust and legitimacy has come under increased public and political scrutiny.

Rebuilding the confidence of our communities means that we must ensure we are the best we can possibly be and by doing so provide an effective and professional service to all who have suffered crime or are in fear of crime or disorder.

This new policing plan will focus on both prevention and being more proactive in our approach. With greater visibility and engagement with passengers and staff on train and at stations where the risk is higher. We aim to be professionally curious in seeking out the most harmful criminality that may otherwise go unnoticed such as modern-day slavery, child exploitation and organised crime through County Lines. We will take a no tolerance approach to discrimination, violence or sexual harassment and violence against women and girls. This will require all our focus and a greater partnership approach.

To regain and maintain the trust and confidence of the public and our rail staff community, we must be open, authentic, and inclusive. Re-engaging with our diverse communities across Scotland, creating new opportunities for independent advice and scrutiny will be essential to assist us in encouraging more diverse recruitment opportunities and a more modern and inclusive place to work.

As we begin our journey out of Covid and into the new normality, the weekend has extended, and the travelling landscape is evolving, more people are working from home, with more emphasis on leisure travel including the return of football. We also recognise that the railway has become a safe space for the vulnerable, where they can seek out help, and as such it is all our duty to support those most vulnerable whilst causing minimal disruption to the rail network.

It is of the utmost importance that we continue to build an environment that prevents crime or disorder and encourages the public back on train whilst supporting the Scottish Government's environmental decarbonisation goals. We will continue working with our fantastic partners who assist us in making the railway network a safe place.

I wish to express my sincere gratitude to the hard-working officers, staff and volunteers who continue to support the division. I have been in post for almost a year and the determination from the officers on division to provide the best possible service is evident through their professionalism and commitment. I look forward to facing the challenges of the next three years together and working towards making the railway network an even safer place to be.

D Division
Scotland

Create a hostile environment for terrorism through the CONTEST strategy

- Maintain specialist operational capabilities that provide mitigation to the plausible attack methodologies identified. Develop capabilities where they do not already exist.
- Develop the awareness and understanding of the terrorist threat amongst BTP officers and staff, including the role they play in mitigating against it.
- Increase rail industry awareness of the terrorist threat and how they are able to mitigate against it
- Maintain command capability that enables effective command and control of the BTP response to a terrorist attack
- Undertake an exercise programme which thoroughly tests response plan, commanders and responders against the highest risk and most plausible threats within the CT Strategic Threat and Risk Assessment
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Ensure passengers and staff can work and travel free from the threat of violence

VIOLENCE AND AGGRESSION AGAINST PASSENGERS

- Number and percentage of positive outcomes for:
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  - Stop and Search
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  - Victim Code of Practice Compliance

VIOLENCE AND AGGRESSION AGAINST RAIL STAFF

- Number and percentage of positive outcomes for violence against person (VAP) and public order against rail staff
- Outcome types for offences against rail staff
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- Victim Code of Practice Compliance

D Division
Scotland

Tackle those crimes and incidents that most impact on the confidence of those who work and travel

- Number and percentage of positive outcomes for volume crime at agreed key locations
- Officer activity output at agreed key locations (on and off train)
- Number of anti-social behaviour (ASB) incidents
- Satisfaction levels as determined by the Victim Crime Survey
- Incident response times, broken down by category (Priority/Immediate)
- Number and percentage of positive outcomes for football related offences

DIVISIONAL OBJECTIVES:

- **Number of BTP, industry operations and interoperability working with Police Scotland and associated outcomes**
- **Agreed key locations – to be decided with Divisions in new performance year**

Reduce disruption on the network through collaboration

- Number of disruption incidents and primary minutes at key locations broken down by category:
  - Cable theft   - Vandalism/theft
  - Trespass   - Drunks/disorder/trespass
  - Fatality/injuries involving a train
- Average fatality handback times
- Number of PSPs created for PiPP hotspots

DIVISIONAL OBJECTIVES:

- **Disruption minutes and incidents related to red route locations**
- **Joint problem-solving initiatives at red route locations with industry**

Protect, support and safeguard vulnerable people and those at risk of exploitation and harm

- Vulnerability concern reports by category
- Number of repeat presenters and high frequency presenters
- County Lines data by outcome category
- Number of life saving interventions

D Division
Scotland

Tackle violence against women and girls, hate crime and sexual harassment

- Number and percentage of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)

- Number and percentage of positive outcomes for incidents involving sexual harassment (measure for public and rail staff)

- Number and percentage of positive outcomes for sex offences (including breakdown of victim engagement)

- Number of known offenders being actively monitored

- Number of applications for Sexual Harm Prevention Orders, Criminal Behaviour Orders and wider preventative orders.

- Percentage of compliance with prohibitive orders for managed offenders

- Number and percentage of positive outcomes for hate crime (broken down by factor)

- Officer tasking activity output for sexual offences and hate crimes

- Satisfaction levels as determined by the Victim Crime Survey

- Victim support of prosecutions

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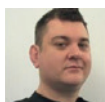Email   glen.alderson@btp.police.uk

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