

British Transport Police Annual report

2010/11



BRITISH
TRANSPORT
POLICE

Contents

01	Introduction from the Chief Constable
02	A view from the Police Authority
03	A strategic view
04	2010/11 performance
05	Crime on Britain's railways
06	On the attack, off the pitch
07	On your marks – London 2012
08	Terrorism is a continuing threat
09	Level crossings and route crime
10	Big increase in cable theft despite successes
11	Anti-social behaviour
12	Unified policing
13	Tube policing structure revamped
14	Graffiti is a national issue
15	Futures on track
15	Social media
16	Staff
16	Honours
16	Budget
16	Obituary
17	Have your say

Introduction from the Chief Constable



The long-term downward trend in crime on Britain's railways continued in 2010/11 with a 2.9% decrease. Over the past five years, crime on Britain's railways has fallen 24% against a backdrop of rising passenger journeys and growing infrastructure.

This year's figures reveal a seventh successive annual decrease in notifiable crime, including a 2.8% fall in violent crime and a 1.6% reduction in robberies. However, thefts have increased significantly, largely due to a 70% increase in cable theft, which continues to be the most significant disruption factor for the network.

Working with train and network operators, we have achieved a low crime environment on the rail system. Sustaining this, as well as improving people's perceptions of their

own safety, is the job in hand, and it is not straightforward.

There are pressures on crime patterns from the continuing economic situation. Acquisitive crime has increased, as it tends to do in these circumstances, and the problem of cable theft is one that we have not yet mastered. We are not alone in this: metal theft generally - affecting power utilities, mobile and fixed telecommunications providers and local authorities, amongst others - is fast becoming a serious threat to the industrial and economic infrastructure.

Metal theft causes significant disruption to rail services and we have increased the resources devoted to combating it, working closely with Network Rail and others.

Other societal factors, for instance the recent widespread public disorder, is also a factor we must be prepared for, which is why BTP's integration within the wider police service is so important.

We are also operating in an era of reducing budgets. In many ways, BTP is better off than the rest of the police service, but it would be irresponsible to have spent the past few years correcting historic under-investment and achieving the returns for that investment in terms of improved safety and security, simply to reverse that, particularly at a time when the rail industry is growing and investing in a bright future.

However, I am conscious that we have to live within the budgets that are set, and that means focusing resources where they are needed - on frontline policing - continuing to look for cashable savings, working smarter to achieve more with less and maximising all sources of income.

This report was submitted to the British Transport Police Authority ahead of its meeting on 2 November 2011.

“Crime falls, but cable theft continues to disrupt”



A view from the Police Authority



In the time since the Police Authority was established in 2004, British Transport Police has consistently demonstrated its competence in delivering a safe and secure railway, with crime successively falling over this time. This past year has seen British Transport Police responding to the changing priorities of the rail industry.

In September 2010, we held our first Policing Plan workshop to discuss BTP's strategic direction and annual objectives. The event was well attended by chief executives and managing directors of train and freight operating companies who had plenty of ideas on how to develop railway policing in the future.

The resounding, shared priority that emerged from our industry partners was for us to explore ways of helping to reduce delays on the network. "Reducing disruption" became a priority theme in our 2011-14 Strategic Plan and the 2011-12 Policing Plan. The Force and Authority committed to working with partners over the next three years to identify opportunities where BTP can play a meaningful role in reducing disruption on the rail network.

A pilot has since begun in BTP's London South area to identify ways in which BTP can respond more efficiently to make a contribution to reducing overall disruption arising from on-train incidents. A further

"we aim to protect and serve the railway environment and its community"

trial now under way on East Coast services is designed to reduce disruption by asking rail staff to capture basic details of minor offences before officers arrive. These trials will help us develop effective tools that we can then roll out across the rest of the rail network.

2011-12 is BTP's last full year before the Olympics are held in London, an event in which the police has an important operational

role to play. It is also BTP's first year under its new strategy, taking us to 2014, which also focuses on reducing crime, increasing confidence and improving BTP's value for money. Our core mission, though, remains quite the same: we aim to protect and serve the railway environment and its community, keeping levels of disruption, crime and the fear of crime as low as possible.



A strategic view

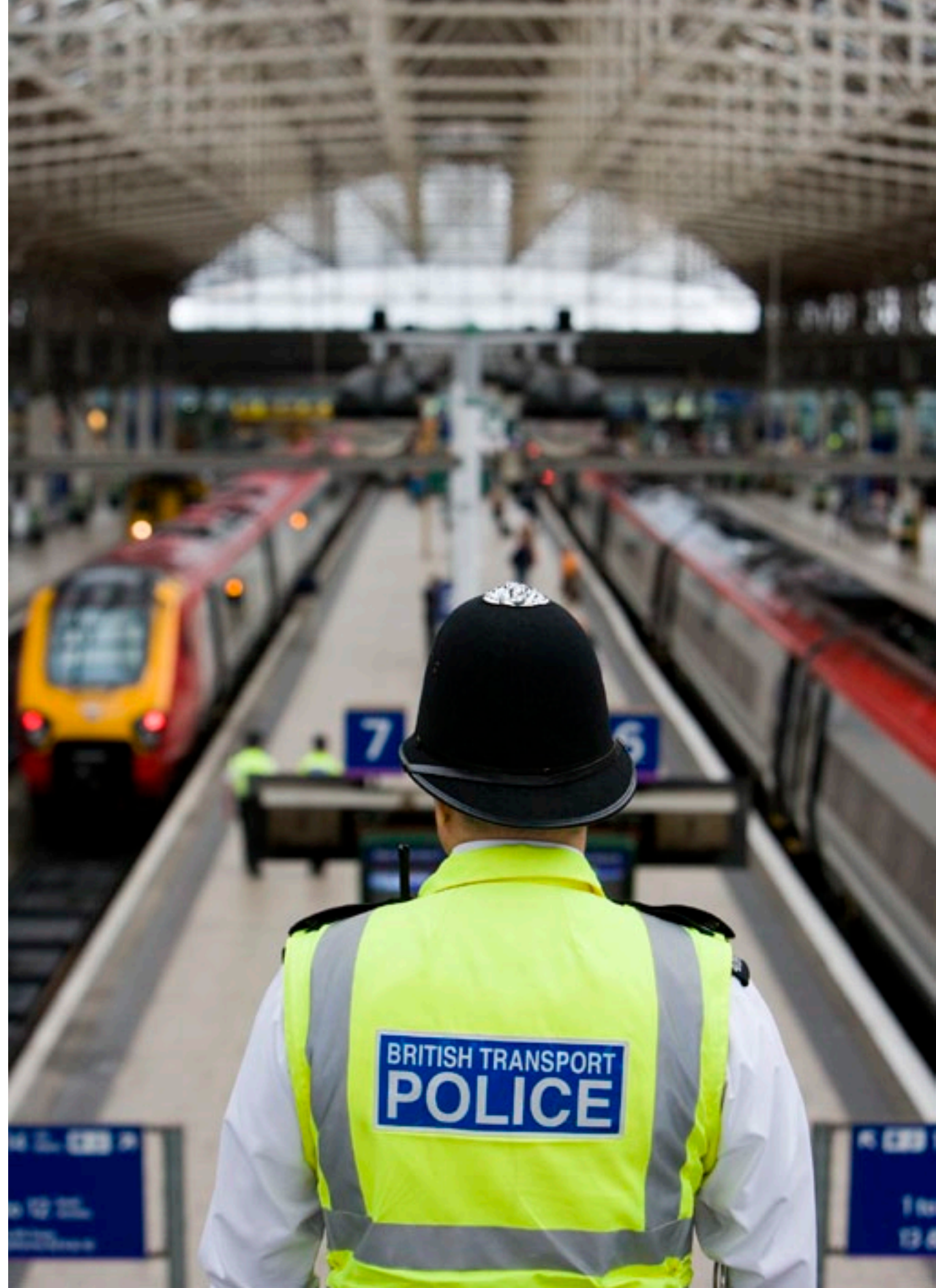
The British Transport Police Authority has updated the Force's three-year Strategic Plan, which now runs to 2014.

The plan focuses on four key objectives:

- 1. Helping to keep rail transport systems running**
- 2. Helping to make rail transport systems safer and more secure**
- 3. Delivering value for money through continuous improvement**
- 4. Promoting confidence in the use of rail transport systems**

Extensive consultation was undertaken before the new strategy was finalised and it was put in place in what the Authority noted was an “extremely challenging” context of rising passenger numbers alongside constrained public sector and rail industry finances.

Delivery against the Strategic Plan is achieved through working towards the performance objectives outlined in annual Policing Plans. From the 2010/11 national policing targets, 10 out of 15 were achieved by BTP, and 35 out of 38 local targets were also met.



2010/11 performance

Objective	Outcome	Achieved
Reduce notifiable crime from 2009-10 level (excluding police generated reported crime)	down from 55,750 to 55,680	YES
Respond to at least 80% of immediate incidents within 20 minutes	91%	YES
Increase the number of detections for staff assault offences from the 2009/10 level	1,458	No (seven below target)
Reduce the number of serious violence against the person, sexual and robbery offences from the 2009/10 level	3,689 offences recorded, 156 down on 2009/10	YES
Increase the number of offenders detected for anti-social behaviour offences committed between 8pm and 2am by at least 20%	5,434 detected, a 27% increase	YES
Increase the number of offenders detected for football related disorder offences by at least 25%	1,054 detected, a 40% increase	YES
Increase the proportion of offences brought to justice for serious violence against the person, sexual and robbery offences to at least 40%	Target was 31%, 29% achieved	NO

Objective	Outcome	Achieved
Reduce the number of live cable related offences from the 2009/10 level	Offences increased by 64%	NO
Increase safety at 36 high risk level crossings in partnership with Network Rail	36 problem solving plans implemented	YES
All non-suspicious fatalities to be cleared within an average of 90 minutes	81 minutes`	YES
Overall victim satisfaction rate to be at least 80%	86 %	YES
Increase passengers' perceptions of safety at 75% of 42 specified stations where perception of safety is currently low. Stations have been identified in partnership with Passenger Focus and London TravelWatch	Number of stations where perception improved: 22	NO
Improve the representation level of female police officers	Women officers made up 15.9% of the workforce at the end of the year, down from 16%	NO
Maintain the representation level of BME police officers	The proportion of BME officers increased from 6.6% to 6.9%	YES
Sickness absence to be less than an average of 7.7 days per employee	7.68 days	YES

Crime on Britain's railways

Overall, criminal offences on Britain's railways fell by 1.3% from 96,346 in 2009/10 to 95,103 in 2010/11, with notifiable crime down 2.9% and non-notifiable crime up 1.7%.*

Violent crime was down for the fourth successive year, with a fall of 2.8% building on last year's 6.8% reduction. Within that overall figure, staff assaults were down 3.1%.

Robberies fell by 1.6% after a 22% reduction last year. The three BTP London Areas accounted for 84% of robberies reported on the rail system, and there is currently a worrying increase in the number of street robberies being

reported to the Metropolitan Police.

Neighbourhood Policing Teams, working with rail staff, will be crucial in ensuring that this rise in reported robberies does not impact on the rail network. The introduction in May 2010 of seven Hub Teams across London has further improved intelligence processes and co-ordination between National Rail, London Underground and street policing teams. Key London transport interchanges now benefit from better integrated policing, with closer relationships between BTP, rail staff and the Metropolitan Police Service (see page 24).

Other acquisitive crime has also increased, with theft of railway property up 15.6% in 2011, primarily due to a 70.2% increase in theft of cable. Cable theft is undoubtedly the number one crime issue for the railways, accounting for 39.7% of all railway property theft. There were 2,712 cable thefts in 2010/11 compared to 1,593 in 2009/10.

Theft of passenger property also increased, by 2.2%, and fraud was up 4.5%. Whilst theft of and from vehicles was down 19.8%, pedal cycles did not fare so well with an increase of 10.3%.

Crime in 2010/11

A more detailed breakdown of crime and detections is available in the Statistical Bulletin 2010/11

Force totals notifiable crime	2009/10	2010/11	No. +/-	% +/-
All crime	62,295	60,458	-1,837	-2.9
Violent crime	8,390	8,158	-232	-2.8
Sexual offences	942	947	+5	+0.5
Criminal damage	5,740	5,017	-723	-12.6
Line of route offences	1,721	1,509	-212	-12.3
Theft of passenger property	16,292	16,648	+356	+2.2
Motor vehicle/cycle offences	8,020	8,084	+64	+0.8
Robbery	700	689	-11	-1.6
Theft of railway property	5,914	6,834	+920	+15.6
Public disorder offences	6,824	6,437	-387	-5.7
Fraud offences	935	977	+42	+4.5
Drugs	5,980	4,325	-1,655	-27.7
Other crimes	837	833	-4	-0.5

* In England and Wales, crimes fall into two groups: notifiable offences, which are serious offences that have to be reported to the Home Office; and non-notifiable offences, which are less serious offences not reported to the Home Office. In Scotland, all crimes are reported to the Scottish Government and published in their bulletin.

On the attack, off the pitch

The end of the 2009/10 football season was problematic, with a series of football-related incidents pushing up the season's crime figures to new highs.

In 2010/11 the situation improved, with 52 serious incidents recorded by the season's end, compared with 68 the previous year. However, this represents a return to 2008/09 levels, and less serious incidents continued to increase during this period.

In part, the increase in less serious incidents, from 582 to 724 (up 24%), may be due to the more interventionist policing that contributed to the fall in more serious incidents. This approach may also account for a proportion of the increase in football-related arrests, up from 656 to 760, and football-related crime, up 36% to 1,029.

Police activity has been driven by a Policing Plan target to bring to justice more of those who indulge in violence and criminal anti-social behaviour: and the target was amply achieved, with a 40% increase in the number of people detected for those offences and a detection rate of 85%, up almost seven percentage points.

This is an area where police activity can easily skew the figures and it is important not to infer from these increases in arrests that there has been a proportionate increase in the number of crimes committed. The vast majority of fans are law abiding and travel with consideration for their fellow passengers. However, a serious problem undoubtedly remains, with a minority who continue to behave in a loutish and aggressive way, something they probably wouldn't even consider in a non-football context.

Following 21 football-related assaults on police last year, it is pleasing to note a decline this year to 15.

It remains part of BTP's strategy to seek Football Banning Orders (FBOs) whenever dealing with a football-related offence, and in 2010/11 67 were obtained. FBOs last for a minimum of three years.



On your marks – London 2012

The stage is almost set for the London 2012 Olympic and Paralympic Games.

The Olympic Delivery Authority's construction programme is almost complete, and contracts worth more than 6 billion pounds have been awarded to improve transport links and clean waterways. The new and refurbished rail infrastructure, including new DLR services and a totally transformed North London Line are now in place.

BTP has been filling in the detail of its 64-day policing plan, and contracts are being signed for transport and accommodation for the staff who will be needed.

On peak days, BTP will have 1,000 officers on Olympic duty nationally. Twelve police forces have specific venues to secure - BTP will be involved with all 34 venues, which is why it is one of five forces to need mutual aid from around the country. The current estimate is that BTP will need several hundred mutual aid officers.

Following agreement with the BTP Federation, police officer leave will be

restricted to five per cent of workforce strength during the Olympic period (8 July to 9 September 2012) and ten per cent in the period between the Olympics and Paralympics.

The aim will be to ensure disruption-free travel to and from venues; a key task, as 80% of spectators are expected to use the rail system during what have been billed as the "public transport" games. At peak times, it is estimated that trains will be arriving into the Olympic Park gateway stations every 13.8 seconds.

BTP Assistant Chief Constable Steve Thomas is leading BTP's Olympic planning and is also the Government's National Cross-modal Transport Security Co-ordinator covering road, rail, maritime and air transport.



Terrorism is a continuing threat

Throughout 2010/11, the UK threat level remained at 'Severe', meaning that an attack was highly likely. Subsequently, in July 2011, it was reduced to 'Substantial', meaning an attack is a strong possibility.

The reality is that there is a significant, continuing and sustained threat and it is against this background that BTP's counter terrorism operations are conducted.

BTP officers and staff make an important contribution to the Government's 'Contest' counter terrorism strategy, and we continue to work closely with rail operators, Government and other agencies to ensure the safety of the rail system.

In July 2010, the Home Secretary announced the effective suspension of the power to stop and search under Section 44 of the Terrorism Act 2000.

BTP used Section 44 powers extensively. For the rail system, which can't sustain the type of security regime operators are able to impose at airports, it was a useful power. But it needed to be used sensitively and it was clear for some time that it was unlikely to continue in its original form.

We had therefore been refining the way we used Section 44, concentrating on specific locations and mainly using specially trained officers. This led to a steady reduction in the number of such stops, from over 65,000 in 2007/08 to 17,000 in 2009/10. In 2010/11 there were 735.

However, Section 44 was just one strand within a wider security regime that includes the participation of police, rail managers and staff, and public vigilance.

BTP continues to use all available powers to keep the rail system safe and we are ensuring that all police officers and police community support officers (PCSOs) understand that counter-terrorism activity - monitoring, intelligence gathering and vigilance - is part of their everyday activity.

Police do not need a power to talk to people and we encourage all our police officers and PCSO's to engage with passengers. These are the basic skills a frontline officer uses every day, and this type of interaction plays an important part in our counter terrorism

activity. Many officers have also been trained in the application of Behavioural Assessment Screening System techniques to make stop and searches more targeted and effective.

Whilst the threat continues, the nature of the threat does not necessarily remain the same. In 2008, 10 gunmen mounted coordinated attacks in Mumbai, killing 179 people and ushering in a new era in international terrorism. During the attacks, Chhatrapati Shivaji station was targeted and up to 60 people were killed. No less deadly were the Raoul Moat shootings in Northumbria, those committed by Derrick Bird in Cumbria and, most recently, Anders Breivik in Norway.

The police service has been working on its response to this type of 'active shooter' incident.

Briefing and training packages have been developed within BTP for officers, police staff and rail businesses, building on the National Policing Improvement Agency's 'Stay Safe' package to make it relevant to the railway environment.

These packages, rolled out from November 2010, are tailored to four main groups within BTP - unarmed first responders, line supervisors, control room staff and senior management - as well as guidance for rail management.

The key lesson from Mumbai is that the faster and more effective the police response, the fewer lives will be at risk. The training packages will help BTP to respond promptly to any such incident and to prevent deaths and injuries.

Since the end of the year, in May 2011, the Secretary of State for Transport, Philip Hammond, made a written ministerial statement announcing a further enhancement to the security of the railways and London Underground through the development of a BTP armed capability. A project to deliver this is under way.

Level crossings and route crime

Line of route offences have been on a downward trend for a number of years and that has continued in 2010/11, with a reduction of over 12%.

Crimes of endangering safety fell by 4%, whilst the number of train obstructions was broadly stable. The throwing of stones and other missiles was down by almost a quarter, building on a 27% reduction in the previous year.

However, these crimes still pose significant safety issues and are the cause of major disruption. In addition, for the first time in five years, trespassing increased, by 8%.

BTP continues to work closely with industry partners on these issues, particularly around education and enforcement. In summer 2010, the Association of Train Operating Companies (ATOC) announced a seasonal campaign by its members working with BTP to tackle stone throwing in particular.

In August 2010, two Tamworth men were given four and four-and-a-half year prison sentences at Warwick Crown Court after admitting deliberately placing objects on the line at Dosthill, Tamworth, Staffordshire, in March 2009. Their actions very nearly caused the derailment of a train travelling at 95mph.

Network Rail and CrossCountry pledged £10,000 as a reward to help catch the culprits. A major incident room was set up in Birmingham and 12 days later the two Tamworth men were charged.

Level crossing misuse was of increasing concern during the year. On 17 August 2010, a National Express East Anglia service was travelling between Sudbury in Suffolk and Marks Tey when it collided with a sewage tanker at an unmanned level crossing.

A major incident was declared and it was quickly established that the tanker was carrying sludge and was a possible environmental and health risk. The collision also occurred above a water culvert requiring structural engineers to be called in to secure the scene.

This was a complex incident, but the combined experience of BTP's Silver Commander and rail industry colleagues on scene meant that everyone worked well together to facilitate the rescue and recovery operations and the investigation.

BTP officers prioritised areas needed by Network Rail, such as the land used to station a crane, to ensure the fastest possible restoration of services.

Visiting the recovery operation the day after the collision, Chief Constable Andy Trotter declared: "BTP's and the rail industry's reaction to this incident was first class."

The Sudbury collision was exceptional, but motorists daily put themselves and rail users in danger trying to save a few seconds on their journeys.

In June 2010, an international day of action on level crossings resulted in 111 people being caught committing offences at crossings in

Britain. Of those, 55 were stopped for failing to comply with traffic signs.

Across Britain, 137 BTP officers were at dozens of crossings, with Network Rail Community Safety Officers targeting drivers and pedestrians with educational leaflets.

Forty-five countries took part in the day held to highlight the hundreds of people killed globally every year as a result of level crossing misuse.

The day supported BTP's ongoing Operation Galley, launched in mid-2009; a series of enforcement and education operations and national days of action.



Big increase in cable theft despite successes

Cable theft rose by a massive 70% during the year, despite significant successes in bringing offenders to justice. Metal theft is an increasing threat not just to the rail network, but to the country's wider infrastructure, costing the economy hundreds of millions a year.

BTP has been working with the British Metal Recycling Association and has no intention of criminalising scrap dealers unduly, as they are often themselves victims. During the year, the trade association for the £5 billion UK metal recycling sector agreed a crime reduction Code of Practice with the Association of Chief Police Officers (ACPO) metal theft working group, chaired by BTP's Deputy Chief Constable.

The code aims to deter illegal trading of stolen metal and gives clear guidelines on how to improve security and what to do if recycling staff are suspicious. It also provides common guidance for local police forces and metals recyclers.

A prolific thief who caused over £1.6million in damage, to lines in the Middleton area of Leeds was jailed for two years. The actions of Stephen White had led, in the period from May 2007 to February 2010, to delays and cancellations affecting hundreds of train services.

A thief was caught in the act on CCTV as he stole more than £10,000 worth of copper cable from a Hertfordshire depot. Groundworker Tony Price pleaded guilty and was given an eight month suspended sentence by Luton Crown Court as well as being ordered to complete 200 hours of unpaid work and pay £2,500 compensation to Network Rail. His cousin, motor trader Terry Price, also pleaded guilty and was given a 12 month sentence.

In the north east, which remains the principal hotspot for cable theft, two men, who stole over £10,000 worth of cable from a Doncaster depot, were jailed for nine months and six months following covert observations.

A national day of action held in July 2010 brought together 24 police forces from



Devon and Cornwall to Fife, alongside key participants including Network Rail, BT and Virgin Media.

More than seven tonnes of stolen metal were seized and 41 people arrested as more than 140 scrap metal yards were visited.

With the involvement of the Environment Agency, action was also taken against site operators found in breach of regulations and against 35 road hauliers for breaches of waste carrier violations.

Sadly, in 2010 a second man died during a metal theft incident, following a previous electrocution in July 2009 in Tilbury, Essex. In early December 2010, three men broke into a railway substation in Penge, south London to steal copper. But the burglary went disastrously wrong and 28-year-old James Smith was electrocuted. This was again a clear and tragic demonstration of the risks presented by cable theft.

Anti-social behaviour

Research from Passenger Focus continues to demonstrate the negative effect anti-social behaviour (ASB) has on people using the rail network.

ASB comprises a spectrum of behaviours and actions, some of which are serious crimes, some of which are simply annoying to other passengers.

Much ASB is alcohol-fuelled. Around Christmas, for instance, office party-goers and revellers can make life a misery for other passengers and rail staff – the latter often the butt of verbal and even physical abuse.

In September 2010, Her Majesty's Chief Inspector of Constabulary, Sir Denis O'Connor, published *Recovering our Streets and our Peace*, a report that called for greater police intervention to tackle ASB.

On the day the report was published, London South Area was carrying out Operation Volcanic, targeting anti-social behaviour across south London and southern England. This operation led to 80 arrests in a single day.

The operation was one of a series involving over 100 BTP officers and targeting low-level issues that can often be precursors to more serious crime and disorder. Its aim was to reassure ordinary passengers that police are being proactive in dealing with unacceptable behaviour robustly, and to send the message to potential offenders that this behaviour would not be tolerated.

Partnership is a recurring theme in ASB operations. For example, continuing operations around King's Cross have transformed the area. Operation Gold Dust involved the Metropolitan Police and Camden Council, who facilitated drug and alcohol counselling services, tackling late-night begging, street drinking and drug offences over five weeks.

Community Safety Partnerships can be key partners in dealing with ASB in the longer term. In South Wales, Neighbourhood Policing Teams are having success by moving beyond simply ejecting problem youngsters from stations to collaborative

work with Arriva Trains Wales and Network Rail, trading standards and street workers.

BTP helped the city of Liverpool gain Purple Flag accreditation in 2010. Purple Flag is a Government backed accreditation scheme for night time entertainment and hospitality areas that provide a quality and safe experience for visitors. One of the prime requirements for accreditation is that people should be able to get home safely after an evening out.

The area around Leeds station has a particularly busy night time economy. Operation Night Owl ran in late 2010 and early 2011 focusing on drink and drug fuelled ASB and promoting a positive enforcement policy, denying access to the network to people who are intoxicated.

This was complemented by a targeted campaign to support and reassure rail staff, as well as a specific operation around football-related ASB.



Unified policing

Network policing is what makes BTP different from local police forces. Police operations have to take account of both the effect of the network – how it impacts on crime and disorder – and the effect on the network to minimise disruption from police activity.

Rail passengers and staff can expect a consistent, first-class service delivered to national standards across Britain. To do that, paradoxically, requires a certain amount of localism – local teams meeting local needs, often working to local targets.

That can create tensions and requires careful management to maintain the balance between local and national priorities. In London in particular, internal administrative boundaries can tend to impose themselves, when what is needed is integrated, unified policing.

Seamless policing was the thinking behind the introduction of the first of six new Hub Teams to improve coordination between

National Rail and Underground police teams. This was launched at London's Victoria station in May 2010 and was followed by further teams at Finsbury Park, Euston, Stratford, Waterloo, King's Cross and Liverpool Street.

These major interchanges integrate the rail, Underground and bus networks and are also destinations in their own right, with important retail and other facilities attracting an increasing footfall.

Hub Teams operate with a unified command, irrespective of which Area the officers come from, to focus all resources on the key issues and local priorities.

Intelligence sharing ensures optimum use of resources and, to support the Hub Teams, a joint BTP, Metropolitan Police and Transport for London intelligence Fusion Centre, was piloted with the Victoria and Stratford Hub Teams.

The Fusion Centre collates information from all agencies to deliver in-depth, tailored intelligence products for use by operational Hub officers.

With the Metropolitan Police's 32 Safer Transport Teams and TfL's own list of priority areas linked to BTP's over and Underground policing, this provides a holistic, coordinated pan-London approach.



Tube policing structure revamped

Crime on the London Underground (LU) is low, and has declined for five successive years. BTP's LU/DLR Area aims to continue this downward trend and this year radically realigned its policing structure to deliver a better service to passengers and staff.

Line General Managers on the Tube and DLR now have a designated BTP inspector as a single point of contact.

Previously several inspectors would be responsible for sections of each line, meaning that LU managers could find it confusing to know who to go to for policing issues.

The designated inspectors work closely with LU Line General Managers, who operate the day-to-day running of their line, promoting a much closer and more efficient working relationship.

The realignment was brought in alongside new Proactive Patrol Teams – specialist officers patrolling trains to deter and deal with onboard crime and disorder.

Response teams have also been reorganised and there are now five 24/7 response teams across the Area.



Graffiti is a national issue

Graffiti offences fell by 20% in 2010/11, building on an 11% decrease the previous year and a 22% reduction the year before that.

Conversely, the detection rate is on an upward trend, having risen for three years in a row.

The importance of graffiti lies not only in the cost of cleaning and restoration, but in the downtime for facilities and rolling stock and, perhaps most importantly, in the damage it does to people's perception of the rail network and the wider environment.

With many thousands of visitors preparing to visit Britain for next year's Olympics, graffiti is an issue of national importance.

A prolific vandal, who admitted having been active for over a decade, has finally been brought to justice.

Daniel Halpin, whose tag 'TOX' has appeared all over the rail system and elsewhere is now serving a 27 month sentence.

He was arrested with five others after an operation identified tags in London, Glasgow, Bristol, Leicester, Market Harborough, Kettering, Chippenham, and even on a funeral home in Bath.

Halpin sprayed graffiti on buses in Brixton, and on rail property in Southfields, as well as in Glasgow and Linlithgow between 2007 and 2010.

In another case, a graffiti vandal responsible for more than half a million pounds of damage to trains and public property in Kent was jailed for 15 months.

Craig Knapman admitted nine counts of criminal damage, with a further 78 offences taken into consideration.



Futures on track

Developing an ever more effective and efficient policing service, supporting our staff and officers and focusing our resources on the frontline is what BTP's Futures programme is about.

Futures means using technology to improve how we police, streamlining processes and systems to provide better support, and focusing resources on frontline delivery.

A key technological project in the Futures programme is an upgrade of BTP's data network and telephony services. This will offer improvements in the service available, but will also produce savings of around £1 million a year. The project will be completed during 2011/12.

The installation of video conferencing facilities in 21 locations across the BTP estate is helping us meet the challenges of

our national remit. Video conferencing offers a cost effective and time saving solution to holding face-to-face meetings.

Successive reviews have focused on how BTP deals with intelligence, and a project to deliver a more coherent service at a lower cost began in 2010. The scope of this covered a wide range of activities from products produced by Area Intelligence Bureaux, tactical and strategic assessments, briefing and tasking, to moving from the full National Intelligence Model (NIM) to a slimmed down version - NIM light, with a target of saving £1 million or 13% of the budget. Benchmarking against other police forces brought out best practice and the savings target has been achieved, whilst allowing for a small but significant improvement to the frontline service.

Other Futures projects include payroll streamlining and a community volunteer scheme. The latter is a way to tap into voluntary support for particular projects, or to provide non-operational assistance. This helps free up time for officers to spend on the beat as well as establishing links with communities.

Social media

At the end of the year, BTP took its first step into the world of social media by setting up a Twitter account.

This followed research of other organisations' use of the medium and the creation of a strategy that emphasizes the knowledge-sharing culture of social media.

@btp_uk offers a new way to engage with stakeholders and communities and currently has more than 4,300 followers.

It is already clear that social media is an important driver in changing the way we communicate. Because it is instant and unmediated, and has the potential to spread misinformation as easily as it informs people, BTP, like other public bodies, will undoubtedly have to respond more quickly and more often.

Importantly, journalists now use Twitter and other social media as news sources. On the day that Lady Justice Hallett released her inquest verdict on the 7/7 bombings, Sky ran archive footage of the London bombs, leading some Twitter users to believe there was a renewed bombing campaign. This message

spread instantly to the media as journalists followed up the story.

BTP immediately tweeted a correction targeting influential Twitter users to help control the rumour, continuously monitoring and messaging users until we could see the rumour change course

Although Twitter messages are necessarily limited, users can be directed to website information and other resources – for instance BTP has established a Flickr stream to share images and is now looking to set up a YouTube channel to share video.

Social media has operational implications and uses, not least in the area of intelligence, and a specific social media strategy for the 2012 Olympics is under development.



Staff

British Transport Police has:

- **2,866 police officers**
- **233 special constables**
- **298 PCSOs**
- **1,703 police staff (including PCSOs)**

196 or 6.8% of police officers and 309 or 18.1% of police staff/PCSOs are from visible ethnic minorities.

457 or 15.9% of police officers and 804 or 47.2% of police staff/PCSOs are women.

Honours

Force HQ PC Chris Webb was awarded an MBE in the 2011 New Year's Honours list.

The award was made for his voluntary service to Scouts.

"I'm really delighted for Chris," said Chief Constable Andy Trotter. "Chris has given 37 years' exemplary service to British Transport Police and at the same time devoted himself to his local community."

Budget

The BTPA has agreed a budget for 2011/12 of £250.216m, which after allowing for the application of £3m of under-spend carried forward from 2010/11 gives a funding requirement of £247.216m. This has resulted in a 2.5% reduction in Police Service Agreement charges. In setting the budget at this level a saving of £8.15m has been delivered across all Areas and FHQ Departments.

Millie Banerjee, BTPA Chairman

Obituary

James King, founding member of the British Transport Police Authority in 2004, died in June 2011 at the age of 60.

James was also a member of the Passenger Focus board having been a member of the Rail Passengers Committee for Scotland since 2002.

"I always admired James's dedication and sense of duty," said BTPA Chairman Millie Banerjee. "He had such a conscientious approach to his work, a trait all his colleagues will fondly remember, and he championed the interests of consumers in Scotland, particularly its rail passengers.

"His contribution to BTPA was huge, and his death is a great loss."

Have your say

BTP and the British Transport Police Authority welcome feedback. If you would like to know more about British Transport Police, or send us a comment, you can visit our website at www.btp.police.uk or write to Media and Marketing, British Transport Police, 25 Camden Road, NW1 9LN.

To contact the British Transport Police Authority, write to:

The Forum
5th Floor North
74-80 Camden Street
London
NW1 0EG

Tel: 020 7383 0259
Fax: 020 7383 2655
Email: general.enquiries@btpa.police.uk

To contact British Transport Police:

In an emergency dial 999

For other calls Freefone 0800 40 50 40



**BRITISH
TRANSPORT
POLICE**