

# **TRIENNIAL REVIEW OF THE BRITISH TRANSPORT POLICE AUTHORITY (BTPA)**

## **TERMS OF REFERENCE**

All public bodies are required to be reviewed on a periodic basis, currently a three yearly cycle. The review will be carried out using the principles and processes detailed in the Cabinet Office guidance on reviews of non-departmental public bodies (June 2011).

The Review has two principal aims:

- To provide a robust challenge of the continuing need for the BTPA – examining both its key functions and the form in which those functions are delivered, to include examination of a range of delivery options.
- If it is agreed that the BTPA should remain as an NDPB, to review the control and governance arrangements in place to ensure that the public body is complying with recognised principles of good corporate governance.

The Authority will be consulted on and have the opportunity to input to the Review. Views will be sought from key stakeholders, including rail operators who have entered into Police Service Agreements with the BTPA.

The Review is to examine:

- The ability of funders to influence the focus and costs of policing, including the composition of the Authority, and specifically the effectiveness of those with knowledge and experience in relation to the interests of persons providing railway services, working with the other members with knowledge and experience of other interests, in discharging their responsibilities as defined in the Act.
- The degree to which clear links are demonstrated between financial inputs and operational outcomes, and how customers' service priorities are built into BTPA's strategic planning processes.
- Incentives for controlling costs and driving efficiencies – are they sufficient? Is there further scope within the Act to achieve these?
- The nature and costs of the policing service, and the scope for integrating the policing planning process with that of individual railway service providers, so their priorities are built into policing plans and where appropriate enhanced police service agreements.
- The scope for optimising the balance of resource between policing and security functions, and where those services may be sourced, including the use of private security, to maximise the effective tasking and use of all resources that contribute to railway safety and security.

- BTP's performance and measures to secure cost efficiencies compared with those of territorial police forces, the benchmarking of BTP's support functions and supervisory ratios, and the further contribution BTP can make to delivering savings and value for money in the rail sector, identified in the Command Paper.
- The powers of the BTP, in particular any areas of difference with the territorial police forces which restrict the BTP's operational effectiveness and efficiency.

The Review will take account of the evolving policing landscape, and the impacts of possible future constitutional reform.