

These notes refer to the Railways and Transport Safety Act 2003 (c.20) which received Royal Assent on 10 July 2003

RAILWAYS AND TRANSPORT SAFETY ACT 2003

EXPLANATORY NOTES

THE ACT

Part 3 – British Transport Police

Commentary on Sections

Sections 50-55: Planning

94. **Sections 50** (Policing objectives: Authority), **51** (Policing objectives: Secretary of State), **52** (Railways policing plan), **53** (Performance targets) and **55** (Three-year strategy plan) are based on provisions of the Police Act 1996. Only where necessary to meet the specific needs of the Authority and the BTP do these provisions differ from the Police Act 1996. This is to ensure that the Authority operates in the same framework of governance as Home Office police authorities.
95. Unlike police authorities established under the Police Acts 1996 and 1997, the BTP and its Committee are not subject to a “best value duty” under the Local Government Act 1999. However on a day-to-day basis, they act as if they were and apply the practices and principles of "best value" to the BTP. Section 54 (Performance directions) gives the Secretary of State the power to direct the Authority to apply any requirement that he could make in respect of a “best value authority” under the 1999 Act and so retain the current position regarding the BTP and "best value".