

# Policing Plan

## London South area



**13/14**

# London South foreword



## Ch Supt Steve Morgan

### London South Area Commander British Transport Police

London South Area has a crucial role in policing the railway environment throughout South London and the southern Home Counties, ensuring a safe and secure travelling and working environment for passengers and staff along its 2200 miles of route and at its 529 stations. This is the busiest commuter sector in the UK and reflects the fact that over 60% of all passenger journeys made in the UK start or end in London. This figure undoubtedly reached a peak during the Olympic Games which presented additional challenges for London South and the Force as a whole. The Olympic Games were a huge success and I am very proud of the role that London South played in rigorously policing our part of the railway infrastructure.

Despite these additional challenges and the pressure on resources, I am delighted to report that 2012/13 was another highly successful year with London South achieving all of our operational policing objectives. We continued to reduce

incidents of live cable theft, with a 30% reduction in recorded offences. Notifiable crime overall fell by 3% against a backdrop of a 5.4% increase in passenger numbers in London and the South East. We also increased the detection rate (again), up to 50.3%, for serious violent crime, sexual offences, robbery and staff assaults, arguably those offences that have the most devastating consequences on their victims.

2012 saw the launch of a new team policing the London Overground extension between Clapham Junction and Surrey Quays. It also saw the introduction of a new initiative to combat route crime and reduce disruption in the form of the Emergency Intervention Unit which is jointly crewed by London South officers and rail industry operatives. Partnerships such as this are vital to the efficient management of crime and disruption-related incidents, as well as providing a cost-effective approach to improving our policing response.

Looking forward, our objectives for the new performance year are focused on improving our visibility, especially late at night, reducing crime and adjusting our operational focus to ensure that crimes such as graffiti, that can generate a feeling of lawlessness in our communities, are tackled effectively. We will also continue to work hard to reduce disruption and apprehend those who use the rail infrastructure to steal from the travelling public.

# London South resources

Unit	PCSO	Police Officer	Police Staff	Special Const.*
<b>Maidstone</b>		19	1	
<b>Area Commander</b>	0	7	3	
<b>Area Crime Unit</b>		10	1	
<b>Area Intelligence Bureau</b>		6	15	
<b>Ashford</b>		25	9	
<b>Bag Squad</b>		5		
<b>Brighton</b>		20	2	
<b>Bromley NPT</b>		7		
<b>Clapham Junction NPT</b>	0	5		
<b>Core Teams</b>		77	1	
<b>Coroners Officer</b>			1	
<b>Crime Action Team</b>		10	1	
<b>Crime Management Unit</b>		1	2	
<b>Crime Reduction Unit</b>		2	1	
<b>Croydon</b>	2	31	4	
<b>Custody &amp; ID Suite</b>		6	9	
<b>Finance and Corporate Services</b>			7	
<b>Hub Team Victoria</b>	17	5		
<b>Hub Waterloo</b>	16	5		
<b>Lewisham NPT</b>		10	1	
<b>London Bridge</b>	16	5		
<b>Motorcycle Unit</b>		3		
<b>Neighbourhood Policing Team</b>		2		
<b>Norwood Junction NPT</b>		15		
<b>Operational Support</b>		7	5	
<b>OSU</b>		15		
<b>Public Protection Unit</b>		6	5	
<b>Richmond NPT</b>		5		
<b>Robbery Squad</b>		9		
<b>South West Quadrant</b>		32	5	
<b>Specials</b>				48
<b>Station CID</b>		28	21	

Unit	PCSO	Police Officer	Police Staff	Special Const.*
<b>Victoria NPT</b>	8	6	1	5
<b>Victoria Loop NPT</b>		16		
<b>Wimbledon NPT</b>		7		
<b>Workplace Violence Unit</b>		5	1	
<b>Core policing total</b>	<b>45</b>	<b>330</b>	<b>94</b>	<b>48</b>
<b>EPSA funded posts</b>	<b>6</b>	<b>75</b>	<b>1</b>	<b>0</b>
<b>Grand total</b>	<b>51</b>	<b>405</b>	<b>95</b>	<b>48</b>

\* **Special constables** are excluded from the charging model

# Area targets

## Cycle crime

**Increase the detection rate from the 2012/13 level**

Cycle crime has been an ongoing challenge for the London South Area, particularly as the number of cycle racks at stations has increased. The Area is committed to tackling the problem through focused initiatives with industry partners and bringing those responsible to justice. A detection rate of 24% was achieved in 2012/13.

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## Staff assaults

**Increase the detection rate for staff assaults**

Staff assaults cause serious harm, often having a major impact on victims and undermining the confidence of passengers and staff. The Area is determined to bring offenders to justice for these offences, maintaining a focus on crimes that have a serious impact on victims. London South has increased its detection rate for these types of offences to 51% in 2012/13.

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## Theft of passenger property

**Reduce theft from person offences by 5% from the 2012/13 level**

Theft of passenger property has fallen substantially in recent years however it still accounts for a significant proportion of recorded crime on London South. The Area is committed to reducing incidents of theft from passengers by 5% in 2013/2014.

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## Graffiti

**Increase the detection rate for graffiti offences to at least 25%**

Graffiti costs the rail industry hundreds of thousands of pounds per year. This manifests itself not just in direct cleaning costs but also in associated costs such as trains being taken out of service. The London South Area is committed to increasing the detection rate for graffiti offences to at least 25%.

## **Level crossings**

**Increase the number of detections for level crossing related offences by at least 20%**

Level crossing offences are highly dangerous with the potential to cause significant loss of life and disruption to services. The London South Area achieved a detection rate of 82% in 2012/13, following the national roll-out of level crossing enforcement vehicles, in partnership with Network Rail. The Area will further build on this success in 2013/14 by enhancing our presence at level crossings and further increasing the number of detections.

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## **Fatal incidents – partial reopening**

**Achieve a partial reopening for fatal incidents within an average of 50 minutes on all four track railways in the London South area**

BTP is highly skilled at effectively investigating fatalities while respecting the dignity of the deceased and returning the network to full operation as quickly as is possible. This target builds on this expertise to further improve the role that the London South Area of the BTP plays in reopening vital passenger networks across South East England as soon as practicable.

**For additional information  
on the 2013-14 national  
and local policing plans,  
please visit:**

[www.btpa.police.uk](http://www.btpa.police.uk)

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