



BRITISH
TRANSPORT
POLICE

Agenda Item 7

REPORT TO: British Transport Police Authority
DATE: 12 March 2009
SUBJECT: Chief Constable's Report
SPONSOR: Chief Constable
AUTHOR: Elaine Derrick

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide members with an overview of activity within British Transport Police (BTP) since the last Police Authority meeting in January 2009.

2. PERFORMANCE AGAINST 2008/09 POLICING PLAN

- 2.1 For the period 1 April 2008 to 31 January 2009 BTP achieved 16 of its 22 national targets and 75 of its 88 local targets. A spreadsheet detailing performance against all targets is attached at Appendix A. The following table details performance by Area against both national and local targets. The Chief Constable will provide a verbal update on performance up to the end of February at the Authority meeting.

	National		Local	
Area	Number	Achieving	Number	Achieving
London North	12	9	14	14
London South	12	8	20	17
London Underground	12	10	15	14
North Eastern	12	9	10	7
North Western	12	10	10	7
Wales & Western	12	9	10	9
Scotland	9	6	9	7
BTP	22	16	88	75



2.2 Key areas to note in performance against the national targets are:

- BTP are now achieving its reduction in notifiable crime target, with 56,984 notifiable offences recorded against a year to date target of 57,465. Until December London Underground was the only Area achieving this target, however two other Areas (London South and Scotland) achieved the target at the end of January, and the other four Areas are all within 5% of target.
- The notifiable detection rate of 28% is being achieved with current detections at 32%. All Areas are achieving their respective target.
- All three of the cable theft related targets are being achieved. There have been 1090 live cable related offences against a target of 1167, 431 offenders have been detected for cable related offences against a target of 320, and over £1.3m of assets and cash have been seized against a target of £375k. BTP initiatives such as targeting scrap metal dealers and developing intelligence sources have been helped by the collapse in the world price of copper.
- There have been 176 fatalities on the rail network so far this year, with an average clearance time of 74 minutes, which remains well within the 90 minute target. All Areas are achieving this target.
- Both of the football related targets are being achieved. Up to the end of January BTP had obtained 62 Football Banning Orders against a full year target of 63, and reduced the number of serious football related offences to 34 against a target of 46.
- One of the four recruitment and progression targets is currently being achieved (progression of BME officers is 8% against a target of 6%). It is predicted that the remaining three targets will not be achieved by year end. The progression of female officers is 10% against a target of 18%. Including transferees, recruitment of BME officers is currently 10%, and recruitment of females is 15% (against targets of 14% and 25%). However, in a league table against Home Office forces, BTP has the third highest representation of BME officers and second highest representation of BME PCSOs.



2.3 Key areas to note in performance against the local targets are:

- All six of the robbery targets set by the London Areas are being achieved. There have been 631 recorded robbery offences across the London Areas up to the end of January, against a target of 746. Robbery detections continue to increase, with London North achieving a 50% detection rate against a target of 38%, and London Underground 36% against a target of 34%. London South has achieved 146 detections against a target of 134.
- Six of the seven theft of passenger property targets are being achieved. There have been 13,000 offences of theft of passenger property year to date against a target of 15,308.
- Seven of the ten staff assaults targets across Areas are being achieved. A more detailed breakdown on staff assaults is included in section 6.3 of this report.

3. OLYMPIC AND PARALYMPIC GAMES

- 3.1 The Government's decision on the Olympic Costed Security Strategy (formerly the Olympic Costed Security Plan) is expected to take place at the end of February 2009. It is anticipated that rather than agree each budget line, they will instead agree the strategic approach and indicative budget. Thereafter Government Departments, co-ordinated by the Home Office, will authorise Olympic expenditure in line with the strategy. DfT have already agreed BTP's Olympic budget of up to £9.4 million for the CSR period 2008/11. Arrangements are in place for DfT to authorise and monitor this expenditure. Discussions will take place in due course on BTP's budget for the CSR period 2011/13, with full details already contained in the Olympic Costed Security Strategy. BTP's Olympic budget for 2008/13 totals £23.8 million.
- 3.2 On 1 January 2009, the Olympic Security Directorate (OSD) moved to the Home Office's Office for Security and Counter Terrorism (OSCT). Since then it has been reviewed and restructured, and the new structure commences on 1 March 2009, with a focus on strategy, policy and commissioning operational delivery agencies (such as BTP) to deliver parts of the Olympic Costed Security Strategy. Within the restructured OSD, transport security is part of the 'Protect' workstream led by Chris Jones of the Home Office. Whilst governance issues between OSD



and DfT are still unclear, these changes are not expected to have any major impact on BTP's operational delivery of the necessary transport security arrangements to deliver a safe and secure Games.

- 3.3 The Home Office, with DfT and ODA support, invited ACC Thomas to become their Transport Security Project lead in this new 'Protect' workstream. ACC Thomas has explored this opportunity with the Home Office and DfT. His conclusion, supported by DfT, is that there is little to be gained by BTP and DfT from such an arrangement, which would distance him from BTP's rail specific operational delivery of Olympic security, and from DfT's cross modal delivery regarding rail, aviation, maritime and roads. The Home Office are disappointed with this conclusion.

ACC Thomas and DfT have put forward an alternative option, where two members of TRANSEC perform this Home Office role instead, with DfT increasing the role of Nikki Tompkinson, Director of TRANSEC, in the Government Olympic work. ACC Thomas would then report directly to her as the National Cross Modal Olympic Transport Security Co-ordinator, responsible to her and the Home Office for the operational delivery of all necessary Olympic transport security measures. This would allow him to continue his current BTP London and other roles, carry on with the BTP Olympic work he is currently engaged in, and work with TRANSEC, DfT and the Home Office to deliver cross modal national Olympic transport security. Discussions between DfT and the Home Office are ongoing, but this is very likely to be the agreed way forward.

- 3.4 BTP's Olympic project team continues to take forward BTP's Olympic security work and there are now eighty one work packages being dealt with within the Force. Progress is being made in the recruitment of the additional explosive search dogs and their handlers. On 27 February BTP hosted the second Olympic Rail Olympic Security Modal Group meeting, where progress was made by BTP, DfT and railway industry partners in taking forward our joint Olympic security work. As yet, no suitable BTP accommodation has been identified at Stratford, but discussions continue on this subject with TfL and Network Rail.



4. FRONTLINE FIRST (BTP's EFFICIENCY PROGRAMME)

- 4.1 As at 6 February 2009 a total of 46 officers have been redeployed to front-line duties, which are in addition to the Neighbourhood Policing Teams which have been created on London South, North Western and Wales & Western Areas. The total equivalent addition to front-line resources from non-cashable (increased productivity) gains (e.g. Accredited Staff / Special Constables / Use of PND / PDA etc) is 95 Police Community Support Officers and 96 Police Constables.
- 4.2 The Frontlinefirst Team are assisting ACC Crime with the scoping of the Intelligence Review, and work to baseline intelligence function end-to-end processes and refocus BTP's Intelligence Bureau is ongoing and a Project Board has been established. In addition further work is planned to scope potential efficiencies from a review of Forensic Science Support processes.
- 4.3 ACC Operations has formed a Project Board to undertake the Demand/Resource Management project and recruited a Portfolio Manager to plan the 2009-11 programme of work. Work has commenced to analyse the number of deployable resources on Areas and current incident response gradings, to review shift patterns, Control Room processes, Airwave status updates, response plans for urban areas, implementing a daily performance monitoring model and ensuring compliance with book on/book off processes.
- 4.4 Grant Thornton UK LLP will conduct an audit of recorded efficiencies in March 2009 to provide external validation of the efficiencies identified and to indicate areas of potential efficiency for further investigation.

5. OTHER NEWS

- 5.1 Lord Adonis, Minister of State for Transport, visited BTP at Euston Station on 28 January. Lord Adonis spent two hours with the Chief Constable and Deputy Chief Constable, and during this time met the Euston Neighbourhood Policing Team, Network Rail's station Manager, Virgin and London Midland staff, BTP's new West Coast mainline team, officers from the Specialist Response Unit, as well as receiving a demonstration on the counter terrorism equipment which



DfT had provided funding for. After the visit Lord Adonis wrote to BTP stating the visit “was an excellent opportunity for me to better understand the work of BTP and the operational difficulties you routinely face”.

- 5.2 The Chair and Chief Constable met with Mike Mitchell, Director General Rail at DfT on 6 March. This was a scheduled six monthly meeting where they used the opportunity to discuss CCTV, funding, Olympics, and pensions.
- 5.3 The Office of Surveillance Commissioners conducted their annual inspection of BTP at the end of February to ensure BTP is adhering to the strict guidance for conducting covert surveillance and property interference. The initial feedback from the inspection indicated that procedures were being correctly followed and there were no areas of concern. The final feedback will be provided to the Chief Constable in March / April by the Surveillance Commissioner.
- 5.4 BTP and National Express East Anglia were finalists at the HSBC Rail Business Awards in the category of Safety & Security Excellence. ‘Making Travel Safer’ is a joint partnership initiative aimed at reducing crime on the Colchester to Clacton-on-Sea and Walton-on-the-Naze stretch of line, and has been recognised as an example of best practice, gaining interest from other train companies nationally.
- 5.5 BTP’s new Control Room and Contact Centre in Birmingham, which opened in January, is the culmination of investment by the Police Authority in new jobs and infrastructure, and sets new standards in call handling and incident management for BTP. Replacing four smaller control rooms in Glasgow, Birmingham, Leeds and Manchester, the new centre employs 130 staff, many of whom are new to BTP. The new facility of 12,000 sq ft is able to operate in parallel with the existing control room in London, thereby improving BTP’s control room resilience. The London Control Room serves the capital and South East England, while the new centre in Birmingham serves the rest of England, Wales and Scotland. The technology used provides



speedy and effective communications by telephone and radio with BTP's staff and partners in the rail industry and emergency services.

A key feature of the project is the First Contact Centre where all non emergency telephone traffic is now handled. Removing this traffic from the control rooms enables staff to concentrate on emergency call handling and incident response. Non emergency telephone traffic accounts for over 60% of the total of one million telephone calls handled by BTP each year.

The final phase of the project is the closure of the North Western Area Control Room which takes place on 22 March 2009. The full project will complete on 31 March, which is on time and in budget.

The new Control Room is already making a difference in performance. During January 99.29% of calls were answered against a target of 95%. Calls answered within 40 seconds were 93.51% against a target of 90%. The supervisors assess a set number of calls each day to ensure the service provided is of the standard required. The quality assurance score for January was 96.74% against a target of 90%, with a total of 15 Operators achieving the maximum 100%.

6. OPERATIONAL POLICING OVERVIEW

6.1 The following section provides an overview of operations and investigations that have taken place during the first two months of 2009, along with an update on work being undertaken to tackle staff assaults on the rail network.

6.2 Grayrigg

Following a review of the Grayrigg case by the Senior Crown Advocate of the Special Crime Division, the Crown Prosecution Service (CPS) has decided there will not be any criminal prosecutions leading from the derailment of a Virgin train at Grayrigg, Cumbria on 23 February 2007. The individuals who were arrested have been personally informed of this decision, and the family of one of those on bail, who has since died, have also been notified. The Senior



Investigating Officer (SIO) met the family of Mrs Mason, who died in the accident, and handed over a letter from the CPS which explained their decision. The SIO also wrote to all the passengers who were on the train advising them of this decision. BTP are continuing their investigation on behalf of the Coroner for Cumbria, and the Office of Rail Regulator is conducting an investigation through HMRI into health and safety matters.

6.3 Staff Assaults

Recorded offences of staff assault have fallen 17% over the last year. The table below details recorded offences, detections, and detection rate for 2006 to 2008. All Areas have at least one staff assault target, and 7 of the 10 staff assaults targets are currently being achieved.

	2006	2007	2008
Offences	2371	2410	1993
Detections	1139	1159	1083
Detection rate	48%	54%	54%

Initiatives in place to tackle incidents of staff assault include:

- London Underground Area has a dedicated Workplace Violence Unit which has led to a 9.1% reduction in staff related incidents. The Unit work closely with the CPS to draw up minimum standards of evidence required to obtain positive charging decisions. The Unit also has a Court Liaison Officer who works with the victims to provide support and guidance on attending court and giving evidence. Other Areas also have similar dedicated staff assault units.
- BTP provide conflict management training, either in person or by use of DVD, to all new TOC staff and also at staff refresher training events.
- The use of DNA spit kits for train and station staff continues to develop.
- Neighbourhood Policing Teams (NPTs) based at major stations have, through high visibility policing at ticket barriers and on the main station concourse, helped to reduce incidents of



staff assault. For example, incidents at Glasgow Central, which had previously been identified as a staff assault hotspot, has only seen four offences being recorded during 2007/08.

- Anti social behaviour orders (ASBOs) are pursued for persistent offenders. For example, ASBOs were granted against two aggressive beggars at Newcastle station who frequently threatened staff who tried to remove them from the station.
- Close liaison with TOCs and joint attendance at meetings, including staff assault forums and workplace violence working groups.

6.4 **Railway accident at Stewarton, East Ayrshire**

At 6am on 26 January 2009, a DB Schenker goods train with ten tanker wagons containing kerosene and diesel wagons overturned near Stewarton, Scotland. Initial reports were that a fuel train had exploded. The first six tanker wagons had overturned, with the leading wagon igniting causing a serious tanker fire, attacking fuel which had spread from the ruptured leading tanker. Strathclyde Fire and Rescue Service declared this a major incident and spent over three hours fighting the fire with foam, before handing the scene to police. This line and bridge is used by passenger traffic, but only the freight train was on the bridge and in the section at the time of this incident. This accident caused massive disruption to commuter traffic that day, and for some days following the incident.

BTP attended the site and began a full investigation with RAIB and HMRI from the Health and Safety Executive. BTP's Scientific Support officers supported RAIB, and the site was secured for 72 hours. No one was injured, but the train driver was shocked. He was interviewed on scene in order to get a full account of what had happened, and stated he had felt his train 'rumble' and initially thought one of his wagons had come off the track, but on inspection found the bridge had collapsed. The bridge was identified by RAIB as being of interest, and possibly the cause of the incident. BTP assisted RAIB removing the bridge from site for detailed examination. At this time primacy stands with HMRI/RAIB to fully investigate the incident, and BTP are liaising with both agencies to keep up to date with their investigation.



6.5 **Pickpocketing on London Underground**

Pickpocketing accounts for 38% of all crime on London Underground. Professional pickpockets take advantage of the Underground's environment which gives them access to a large number of people in a confined space. Offenders are often very skilful and will steal without the victim having any notion at all. They often target people when they are distracted and when it is possible to get very close to the victim such as when they are stepping onto a train, on the escalator, or at the ticket barrier. London Underground Area has specialist squads who target pickpockets. The squads are formed of plain clothes teams who proactively patrol the network looking for behaviour that indicates a perpetrator is intent on committing pickpocket crime. Specialist officers also trawl through CCTV of pickpocket offences to trace offenders, establish their offending patterns and determine identity.

To tackle this type of criminality, BTP launched Operation Strom and Zip It media campaign. Operation Strom focused on hotspot locations and involved high visibility patrols to deter offenders and increased plain clothes activity to identify and arrest offenders. Zip It centred on community engagement, with 100,000 Oyster Card wallets showing crime prevention advice handed out by Neighbourhood Policing Teams to passengers on the Underground. These operations led to a 30% increase in arrest of pickpockets. Year to date there has been a reduction of over 1200 pickpocket offences (22%) on the Underground compared to last year.

6.6 **Graffiti vandals convicted for 'horror' tagging spree**

Officers have secured another conviction against a group of graffiti vandals responsible for nearly £18,000 damage to trains in the Bournemouth and Branksome areas. Members of the "Horror Crew" were arrested in January after a South West train driver smelt fresh paint from his train. The driver got out of his cab to investigate and saw two people trackside spraying paint and immediately contacted police. Officers attended and arrested four males in a nearby street. The group were found in possession of a plethora of graffiti paraphernalia (spray cans, marigold gloves, cameras, sketch books and paint splattered clothing). Following subsequent house searches, and examination of phones, cameras and a laptop recovered from their home



addresses, evidence established that all four defendants were part of a graffiti gang called the Horror Crew who had committed vast amounts of graffiti on the railway infrastructure over the past 18 months. The four appeared before Bournemouth Magistrates Court in January and pleaded guilty to 5 charges of criminal damage. A further 16 offences were taken into consideration. The group, who daubed the tags Horror, HC, SODA, MOK and ROMA on railway infrastructure were sentenced and ordered to pay the railways £4,000 compensation.

6.7 Arsonist sentenced for fire at BTP Police Station, Peterborough

A 27 year old man from Peterborough has been jailed following a burglary and arson attack on BTP's Peterborough police station in September last year. The offender was jailed for an indefinite term to protect the public and he will serve a minimum of five years before a review can take place. In addition, if and when he is released, he will be on licence for life. The attack on the police station caused £800,000 of damage. After breaking into the station, the offender stole police uniforms, belts, CS sprays, seized cannabis and car keys. He then found a generator filled with petrol, poured it over an evidence bag, and started the blaze.

6.8 Football policing

To give members an understanding of the impact on resources for BTP to police traveling football fans, detailed below is an overview of 14 football matches that took place on Wales & Western Area from 23 January to 21 February.

23/01/2009

- Derby v Nottingham Forest – A large scale disturbance involving supporters on a train at Long Eaton. 11 arrests were made for violent disorder

31/01/2009

- Derby v Coventry – 2 arrests and 5 Penalty Notice for Disorder (PNDs)
- Walsall v Leeds - 2 Fixed Penalty Notices (FPNs) and 1 reported
- Sheffield Wednesday v Birmingham - 1 FPN
- Southampton v Swansea - 1 arrest, 1 reported and 3 FPNs



BRITISH
TRANSPORT
POLICE

Agenda Item 7

04/02/2009

- Nottingham Forest v Derby - 2 arrests, 1 reported and 9 FPNs

07/ 02/2009

- Coventry v Wolves - 2 arrests, 3 reported, and 3 FPNs
- Blackburn v Aston Villa - 6 arrests for a mixture of D&D, assault police and public order

14/02/2009

- Charlton v Plymouth - 10 arrests for public order

15/02/2009

- Everton v Aston Villa - 3 FPNs for public order

21/02/2009

- Reading v Bristol - 2 reported
- Nottingham Forest v Derby - 2 arrests and 1 reported.
- Aston Villa v Chelsea - 2 FPNs
- Stoke v Portsmouth - 1 arrest and 1 caution

6.9 **Sentence for robbery**

Seven youths who snatched gold chains from members of the public on the London Underground during a summer robbery spree were sentenced to a total of 18½ years at Harrow Crown Court on 19 January. The group's spree took place over a two week period in June 2008 at Dollis Hill and Neasden Underground stations, as well as on two occasions at street level. The victims were put through terrifying ordeals by the gang, who targeted them for their gold chains. The group were arrested after being identified through CCTV footage. When interviewed, the youths gave answers of 'no comment' to all questions put to them by detectives. However, CCTV placed them at the scene of each crime and search of their homes turned up the clothing that the CCTV showed them wearing during each robbery.



6.10 Man jailed for indecent exposure on train

A 32 year old man has been jailed for 18 months after breaching an ASBO and indecently exposing himself on a National Express East Anglia train. The offender boarded the train and sat opposite his victim. He placed his leather jacket on his lap and the woman noticed movement from the corner of her eye. She glanced across at him and noticed that he had fully exposed himself. She alerted rail staff who reported the incident to police and officers met the train at the next station and arrested the offender. He was already subject to a sexual offences protection order and an anti social behaviour order (ASBO), and was on licence from prison for other sexual offences. The offender was sentenced to 18 months imprisonment at Ipswich Crown Court after pleading guilty to breaching his ASBO, which was reinstated for a further two years.

6.11 'Flash mob' events

In February there have been a number of 'flash mob' events at major stations. Flash mobs are spontaneous parties set up on the internet or via text messaging, where thousands of people gather to dance. So far there have been events at Charing Cross, Liverpool Street, Victoria and London Bridge, attracting large crowds and causing disruption to the traveling public and rail industry. BTP Operations Department are coordinating the response to these events alongside Areas, TOCs, and stations, and intelligence in being gathered about future events.



APPENDIX A

PERFORMANCE AGAINST POLICING PLAN 2008-09 (01.04.08 – 31.01.09)

NATIONAL TARGETS

		Crime Reduction- reduce notifiable crime	Notifiable Detection Rate- detect at least 28% of notifiable offences	Cable Theft- reduce live cable related offences	Cable Theft- seize assets and cash offences to the value of at least £500,000	Cable Related Offences - offenders detected	Offences Brought to Justice - performance	Fatalities - average time cleared (min)	Football Banning Orders - number obtained	Serious Football Related Offences - reduce number recorded	Quality of Service - overall satisfaction rate	PYO's - average arrest to sentence (days)*
	Actual				£1,234,013							
FHQ	PYTD Target											
London	Actual	11922	31%	121	£3,000	42	29%	72	5		75%	62
North	PYTD Target	11595	27%	123		23	25%	90	4		80%	65
London	Actual	14138	31%	111	£0	88	27%	79	14		74%	48
South	PYTD Target	14200	27%	108		29	26%	90	9		80%	65
London	Actual	12574	29%	13	£41,500	12	28%	69	4		83%	72
Underground	PYTD Target	13430	23%	20		8	22%	90	4		80%	65
North	Actual	4747	34%	514	£0	120	33%	76	10		84%	37
Eastern	PYTD Target	4721	31%	424		98	30%	90	4		80%	65
North	Actual	4671	42%	77	£3,200	65	46%	65	10		84%	39
Western	PYTD Target	4701	38%	128		43	42%	90	9		80%	65
Wales and	Actual	6945	32%	234	£18,282	93	31%	73	18		81%	98
Western	PYTD Target	6803	31%	321		56	31%	90	11		80%	65
Scottish	Actual	1987	37%	20	£1,000	11	N/A	85	1		85%	N/A
	PYTD Target	2017	34%	29		16	N/A	90	1		80%	N/A
Force	Actual	56984	32%	1090	£1,300,995	431	30%	74	62	34	80%	58
	PYTD Target	57465	28%	1153	£416,667	267	27%	90	42	45	80%	65



APPENDIX A

PERFORMANCE AGAINST POLICING PLAN 2008-09 (01.04.08 – 31.01.09)

NATIONAL TARGETS

		Absence Management- average of less than eight day sickness per police officer (Days)	Absence Management- average of less than eight day sickness per PCSO (Days)	Absence Management- average of less than eight day sickness per police staff (Days)	Recruitment and Progression- 14% of all police officers recruited from BME background	Recruitment and Progression- 25% of all police officers recruited to be female	Recruitment and Progression- 5.9% of all police officers promoted from BME background (Measured Quarterly)	Recruitment and Progression- 18% of all police officers promoted to be female (Measured Quarterly)	Efficiency- achieve at least 2% efficiency saving	Contact Management- emergency calls to be answered	Contact Management- non emergency call to be answered	CBR Profiling - number conducted
	Actual	4.39	N/A	4.65								
FHQ	PYTD Target	6.67	N/A	6.67								
London	Actual	7.06	5.08	5.82								
North	PYTD Target	6.67	6.67	6.67								
London	Actual	5.73	11.52	8.03								
South	PYTD Target	6.67	6.67	6.67								
London	Actual	5.33	6.44	7.31								
Underground	PYTD Target	6.67	6.67	6.67								
North	Actual	7.53	3.53	4.53								
Eastern	PYTD Target	6.67	6.67	6.67								
North	Actual	7.89	3.51	8.34								
Western	PYTD Target	6.67	6.67	6.67								
Wales and	Actual	9.11	4.75	4.28								
Western	PYTD Target	6.67	6.67	6.67								
Scottish	Actual	10.30	N/A	7.82								
	PYTD Target	6.67	N/A	6.67								
Force	Actual	6.69	6.16	5.61	9%	15%	2.8%	8.3%	£10,982,579	85%	91%	100%
	PYTD Target	6.67	6.67	6.67	14%	25%	5.9%	18%	£3,242,206	90%	90%	95%



APPENDIX A

PERFORMANCE AGAINST POLICING PLAN 2008-09 (01.04.08 – 31.01.09)

LOCAL TARGETS

		Violent & Sexual Offences- Recorded Offences	Violent & Sexual Offences- Detections	Violent & Sexual Offences - Detection Rate	Robbery- Recorded Offences	Robbery- Detections	Robbery- Detection Rate	Offensive Weapons- Detections	Hate Crime- Detection Rate	Staff Assaults- Recorded Offences	Staff Assaults- Detections	Staff Assaults- Detection Rate	Staff Related Crime- Recorded Offences
London	Actual			44%	227		50%	211	60%			59%	
North	PYTD Target			38%	268		35%	144	55%			59%	
London	Actual	768	291		283	146		129	51%	464	240		
South	PYTD Target	796	296		318	134		119	46%	498	240		
London	Actual	666			121		36%	123	41%			75%	1305
Underground	PYTD Target	657			160		34%	122	36%			58%	1472
North	Actual			58%					61%	102			
Eastern	PYTD Target			58%					60%	101			
North	Actual	346							55%	145		59%	
Western	PYTD Target	368							58%	138		63%	
Wales and	Actual			59%					68%			59%	
Western	PYTD Target			57%					53%			57%	
Scottish	Actual			73%					70%			71%	
	PYTD Target			68%					70%			64%	

		Route Crime- Recorded	Route Crime- Detections	Notifiable Route Crime- Recorded Offences	Level Crossing Offences- Detections	Theft of Passenger Property- Recorded Offences	Theft of Passenger Property- Detection Rate	Anti- Social Behaviour- Detection	Anti-Social Behaviour- Offenders Detected	Pedal Cycle Offences- Detections	Notifiable Detections per Officer	Total Detections per Officer	Number of Joint Policing Operations with Home Office Forces	Number of Joint Revenue Operations with Railway Industry
London	Actual		565			2846		2565		105	8.4		82	131
North	PYTD Target		557			3154		2232		87	7.0		58	58
London	Actual	382				2634		1861			11.8			
South	PYTD Target	394				3199		1960			10.0			
London	Actual		163	13		4971	6%	2280				12.8		
Underground	PYTD Target		144	28		6234	5%	2059				12.1		
North	Actual		49			852			1597					
Eastern	PYTD Target		45			1036			1460					
North	Actual		55						2169					
Western	PYTD Target		41						2150					
Wales and	Actual		854			1343			2253					
Western	PYTD Target		892			1355			2138					
Scottish	Actual	189			111	354		1594						
	PYTD Target	224			72	330		1574						



BRITISH
TRANSPORT
POLICE

Agenda Item 7

APPENDIX A

PERFORMANCE AGAINST POLICING PLAN 2008-09 (01.04.08 – 31.01.09)

LOCAL TARGETS

		Neighbourhood Policing- Detections							
London North	Actual	1268							
	PYTD Target	1111							
		Neighbourhood Policing (Lewisham and Victoria Teams)- Detections	Neighbourhood Policing (South West Trains Team)- Detections	Graffiti (South West Trains Area)- Detections	Graffiti (excl. South West Trains Area)- Detections	Graffiti (£1000+)- Recorded Offences	Ticket Vending Machine related offences- Recorded	Ticket Vending Machine related offences- Detections	Trespass- Detections
London South	Actual	399	322	78	125	84	498	135	386
	PYTD Target	320	207	47	110	144	239	50	325
		Graffiti- Detection Rate	To run at least 70 Joint Partnership Revenue Operations						
London Underground	Actual	10%	132						
	PYTD Target	7%	58						
		Passenger Assaults- Recorded	Route Crime- Detection Rate	Neighbourhood Policing- Notifiable Offences except drugs	Vehicle and Cycle Crime- Recorded				
North Eastern	Actual	342	22%	849	535				
	PYTD Target	317	17%	945	563				
		Neighbourhood Policing (Manchester and Liverpool)- Recorded	Neighbourhood Policing, ASB- Offenders Detected	Secure Station Status	Section 30 Dispersal Order				
North Western	Actual	1130	670	9	1				
	PYTD Target	1140	567	4	1				
		Neighbourhood Policing (Pontypridd)- Notifiable Offences	Neighbourhood Policing (Cross City North and South)- Notifiable Offences	Solve 4 policing problems identified with London Midland	Solve 4 policing problems identified with Arriva Train Wales				
Wales & Western	Actual	167	284	4	4				
	PYTD Target	212	312	3	3				
		Neighbourhood Policing- Recorded Offences	Graffiti- Detections						
Scottish	Actual	1245	56						
	PYTD Target	1194	54						