BRITISH TRANSPORT POLICE

Report to:	**Police Authority**
Agenda item:	**3**
Date:	**12 June 2012**
Subject:	**Chief Constable's Report**
Sponsor:	**Chief Constable**
For:	**Information**

1. PURPOSE OF PAPER

1.1 The purpose of this report is to provide members with an overview of activity within British Transport Police (BTP) since the last report to Police Authority on 29 March 2012. This report primarily focuses on operational activity, including BTP's plans for the Olympic & Paralympic Games, the policing of the Diamond Jubilee celebrations, an update on the Fatality Management Review Project, and the progress being made in tackling metal theft. A copy of this report will be circulated to train operating companies (TOCs) after the Police Authority meeting as a means of keeping them informed of BTP's ongoing work.

2. POLICING PLAN PERFORMANCE

2.1 As at 31 May 2012 BTP was achieving 8 of the 11 national targets and 18 of the 31 local targets set in the 2012/13 Policing Plan. The following section highlights key areas of performance during the first two months of the 2012/13 performance year. A summary of performance against all Policing Plan targets is attached at Appendix A.

2.2 A new target this year 'To reduce Network Rail lost minutes at 36 agreed locations / routes' is being achieved year to date. The minutes lost year to date for Network Rail at these locations was 43,752 minutes against a year to date target of 53,913 minutes. North Eastern Area (10,002 lost minutes against a target of 8,916 minutes) and London North Area (18,663 lost minutes against a target of 17,255 minutes) are the two Areas not currently achieving this target. North East is due to two separate incidents of metal theft and London North is due to a higher than usual number of fatalities in April.

2.3 The average clearance time for non-suspicious fatalities is currently 70 minutes against a 90 minute target. An update on the Fatality Management Review Project is provided in section 5 of this report.

2.4 There have been 132 live cable offences year to date against a target of 185 (29% less than target). Significant progress is being made in the fight against metal theft and a detailed update on the work being undertaken is provided in section 6 of this report.

2.5 Notifiable offences continue to decrease, with 8,145 recorded offences year to date against a target of 8,511 offences (4% less than target and 9% less than the same period last year).

2.6 The target for average sickness per employee to be less than an average of 7.3 days for the full year is also being achieved. 0.51 average days sickness have been taken by employees so far this year against a year to date target of 0.61 days. This target has been achieved by all staff categories – police officers, police staff and PCSOs.

2.7 The two targets currently not being achieved are ‘maintain the 2011/12 detection rate for serious VAP, sexual offences, robbery and staff assaults’ and ‘reduce manually produced performance reports by 20%’.

2.8 BTP is currently achieving a 45% detection rate for serious VAP, sexual offences, robbery and staff assaults against a target detection rate of 52% and last year position of 47%. The detection rates on Areas range from 42% to 51%. This is still a strong performance and the detection rate is expected to increase as the year progresses.

2.9 The other target not currently being achieved is to reduce manually produced performance reports by 20%. The process of automating performance reports both for internal and external stakeholders has commenced. All TOCs now receive automated four weekly crime data and BTP’s Force Management Team meetings use the new Performance Portal to monitor performance across the Force.

3. OLYMPIC & PARALYMPIC GAMES

3.1 All BTP's plans for policing the Olympic & Paralympic Games are now in place. The following paragraphs will provide members with an update on BTP's deployment plans during the Games period.

3.2 BTP resource deployments for the Olympic & Paralympic Games will fluctuate on a daily basis to reflect the changing demand created by different venues being in use on different days. For example, on 27 July when only the Opening Ceremony takes place, BTP will have 332 officers (PC to Inspector) deployed to Olympics duties, whilst on 28 July, the first day of competition, BTP will deploy 648 officers (PC to Inspector) on Olympics duties throughout the UK. The "flex" is achieved by varying the number of officers required from the London Areas on a daily basis, whilst the resource levels from the outside London Areas will remain constant. This approach supports the business as usual needs of the Areas.

3.3 BTP is receiving mutual aid of 350 police officers from Home Office forces. The officers (300 police constables and 50 sergeants) will arrive at Hertfordshire University Hatfield Campus where accommodation has been secured for them in 2 tranches, with the first arriving on 26 July, and the remaining officers arriving at Hatfield on 28 July. These officers will undergo one full day's training by BTP's Learning & Development staff on policing the rail network, including track safety training. They will commence deployment on 28 July at Central London areas only and will be deployed alongside BTP officers wherever possible and will be supervised by a BTP Inspector at all times.

3.4 BTP and mutual aid officers will be deployed to the four Olympic zones. These are:

- Olympic Park Zone – stations around Stratford and the Olympic Park
- River Zone – stations around the Excel Centre, NGA and Greenwich
- Central Zone – stations around other Central London venues, with officers also responding to business as usual policing on the overground and underground rail network in Central London
- Outer Zone – stations near venues outside of Central London including Wembley, Hadleigh Farm, Broxbourne, Eton Dorney and Dorset.

3.5 The resourcing plans have ensured each Area will retain sufficient resources to police business as usual demands as well as providing sufficient resilience for BTP to respond to a non Olympic major incident should one occur.

3.6 The critical infrastructure to support the policing of the Olympic & Paralympic Games is in place and has been well rehearsed. BTP have held and participated in a number of exercises, both table top and live play, to test out the plans and resilience. These have been held in partnership with other police forces, emergency services, government and the rail industry.

3.7 One of BTP's priorities will be to continue to minimise disruption during the Games period. This will include providing deterrence and disruption to metal theft and swift management of any fatalities. BTP has enhanced its investigative ability during the Games period with increased availability of Detectives and Scenes of Crime Officers. There will also be an enhanced capability within the Professional Standards Department who will be responsible for investigating any misconduct issues, both for BTP officers and those on mutual aid, during the Games period.

3.8 BTP's Command Structure during the Games has Gold & Silver based at the enhanced Command Suite at Force Headquarters. The Bronze Commanders will be out on the ground. BTP is fully linked into the main national control rooms, including the MPS Operations Room and Specialist Operations Room, NOC, and TfL's Transport Co-ordination Centre.

3.9 BTP has worked closely with the rail industry in the planning stages and Area Commanders have briefed local TOCs and Network Rail managers on BTP's deployment plans. BTP are fully engaged both centrally and at a local level with TOCs and other partners through the various Olympic planning forums. TOCs and Network Rail have developed their own plans to deploy staff to manage the large crowds expected within the rail environment, which are subject to scrutiny by the ORR.

4. DIAMOND JUBILEE WEEKEND

4.1 BTP deployed a significant number of officers who worked all fours days over the course of the Diamond Jubilee Weekend. Not only were officers deployed to police the Jubilee celebrations, there were also a number of other large scale events including the England v Belgium football fixture at Wembley with a 90,000 sell out audience, the Epsom Derby, an English Defence League event in Brighton, and a number of music events in London.

4.2 BTP worked in partnership with the Metropolitan Police, City of London Police, TfL, and TOCS to provide high visibility policing and enable the rail industry to facilitate the safe arrival and dispersal of people attending these events. A key part of the operation was to secure the rail bridges over the Thames in preparation for the river pageant which involved officers keeping them sterile the night before and during the operation.

4.3 The weekend's celebrations were largely peaceful with BTP only making a small number of arrests. A non suspicious fatality occurred at Finsbury Park Underground Station on 4 June after a man walked into the tunnel from a station platform. Trains on the Northbound Victoria and Piccadilly lines were stopped whilst the investigation and body recovery was underway. An audience of 60,000 were expected at the Coldplay Concert taking place at the Emirates Stadium that afternoon however any impact was kept to a minimum as officers were able to hand the lines back after 91 minutes and there was no disruption to the concert.

4.4 Assistant Chief Constable Pacey was Gold Commander during the course of the weekend and will update members in more detail at the meeting of the operational delivery and any lessons learned in preparation for the Olympics.

5. FATALITY MANAGEMENT REVIEW PROJECT

5.1 As updated to March's Police Authority meeting ACC Pacey is leading the Fatality Management Review Project, which has been established to further improve BTP's response to fatalities on the rail network, particularly unexplained fatalities, and develop a fatality management categorisation model that will support an evidence based, risk managed corporate response to fatalities.

5.2 The development of a categorisation model to assist with fatality management will support officers and staff in pragmatic decision making using the National Decision Making Model. Analytical, forensic, scientific and investigative expertise will be further developed and applied to enhance BTP's management of risk through helping to shape the evidence base. Expert peer reviews will be used to identify opportunities for improvements and to validate work undertaken as part of the project.

5.3 Early progress of the project includes the issue of a new Fatality Manual of Guidance, fast track actions to assist categorisation, earlier searching of bodies and earlier decision to cover bodies and allow partial re-opening of the lines, training for key decision makers, engagement of senior investigator and crime scene examiner in problem solving process, clarified incident command, engagement with industry colleagues, and additional equipment supplied to assist responding officers (body coverings, camera, video kit).

5.4 Assistant Chief Constable Pacey will present members with a detailed update on the Fatality Management Review Project under agenda item 13 of the meeting.

6. METAL THEFT

6.1 BTP continues to drive forward a reduction in metal theft offences. There have been 132 live cable offences recorded on the rail network since 1 April 2012. This is 53 offences less than target (29% reduction) and 111 offences less than the same period last year (243 offences / 46% reduction).

6.2 North Eastern and Wales & Western Areas who have historically seen the largest impact of metal theft have seen significant reductions against last year. North Eastern Area recorded 35 live cable offences from 1 April to 31 May 2012 compared to 117 against the same period last year (70% reduction). Wales & Western Area recorded 29 offences compared to 44 against the same period last year (34% reduction).

6.3 These results are due to a concerted and coordinated effort by BTP which runs across Force Headquarters, Areas and the National Metal Theft Taskforce. An overview of specific activities is detailed in the following paragraphs.

6.4 **Fusion Intelligence Unit (FIU)**

6.4.1 Key staff are now embedded within the FIU. The Network Rail analyst is working closely with the National Police Air Support Unit to identify new ways to utilise police helicopters in disrupting and detecting metal thieves and providing addition support during the Olympics.

6.4.2 As well as BTP analysts, successful negotiations with partner agencies have led to analysts from the Environment Agency (EA), Serious & Organised Crime Agency (SOCA), UK Borders Agency (UKBA), Highways Agency and British Telecom (BT) being seconded to the FIU, bringing with them with full access to the host agencies systems and data. This partnership working will help to develop intelligence around the theft and export of metal, disrupt organised criminality involved in metal theft, and enhance compliance with the Scrap Metal Dealers Act and Environment legislation.

6.4.3 The FIU is working closely with the Olympic intelligence team to identify potentially vulnerable areas around the rail network and to inform Areas for forward planning and resourcing and help in the prevention of disruption during the Games period.

6.5 **National Metal Theft Taskforce Programme**

6.5.1 Good progress has been made by the National Metal Theft Taskforce Programme (NMTTP) since its inception in December 2011. The NMTTP approved funding against 48 bids up to the end of April, with £1,781k allocated through the bidding system.

6.5.2 There have been two national days of action supported by the NMTTP. These resulted in 293 arrests, seizure of 140 vehicles, 588 scrap metal yards visited on one day and 787 on the second day, and large quantities of metals seized, including Scottish Power cable, copper piping, Network Rail cable and BT cable.

6.5.3 In addition, NMTTP support led to 16 arrests during one operation and the recovery of £10,000 of BT cable, £1,000 of Northern Power Grid cable, and £1,000 of railway cable and signs. Also recovered during this operation were 4 stolen vehicles and the seizure of 3 vehicles.

6.5.4 Operation Tornado has also had a great deal of success since its initial trial period in the North East region in January 2012. In the North East, Durham has reported a 55% reduction in offences, Cleveland 55%, Northumbria 40%, and BTP 60%. Operation Tornado has now been taken on in the Yorkshire & Humber region, East Midlands Region, Norfolk, Merseyside and Cheshire.

6.6 **BTP operations**

6.6.1 Operation Aerial resulted in 9 men, who were part of an organised crime group targeting metal on the North Western Area, sentenced to a total of over 21 years imprisonment at Liverpool Crown Court on 5 April. The defendants had pleaded guilty to Conspiracy to Steal Railway Property at an earlier hearing. The gang, who had experience of working on the railway, used their knowledge to dupe genuine haulage firms into believing they were contracted by Network Rail to remove redundant metal. Large amounts of redundant rail were transported to a number of scrap metal dealers and significant cash amounts realised by the gang. The metal stolen has been valued collectively at more than £192,000, with almost £150,000 of that coming from one offence when railway fencing was stolen from a hire company. Operational Aerial was a comprehensive operation spanning 3 years and which successfully established the link to the gang by utilising a full range of investigative techniques from Scenes of Crime forensics, to the close analysis of telecoms evidence connected to mobile phone use.

6.6.2 Operation Almond, an investigation into a number of metal theft offences in the Wigan Area, resulted in 3 members of an organised crime group receiving 12 years imprisonment at Liverpool Crown Court. Officers established that the gang had realised more than £12,000 from scrap metal dealers from almost 3 tonnes of stolen metal in the course of the thefts during 2010/11. The group targeted railway cable, including locations on the West Coast Mainline, which led to widespread disruption. The gang also caused damage to local amenities, on one occasion accessing the railway through a local cemetery damaging a number of gravestones and a boundary wall. Officers successfully utilised evidence gathered in the course of visits to scrap metal dealers which identified receipts and CCTV showing the gang weighing in stolen cable. Additional evidence from forensic hits and again telecoms evidence in respect of mobile phone data proved crucial

in proving association between each gang member and offences committed in the Area. Close liaison was in place with Network Rail for both Operation Aerial and Almond, with Network Rail senior management providing comprehensive impact statements which undoubtedly assisted the Judges in setting the fullest picture and influencing the respective sentences.

6.6.3 Operation Distillery was an investigation into the organised theft of railway power cable on the Cotswold railway line between Evesham and Moreton in the Marsh. These offences were committed between November 2011 and May 2012. The offenders connected long lengths of domestic household electrical cable to the railway cable which enabled the offenders to remove the railway cable without alerting the railway authorities as the power was not interrupted. As the offences continued and an intelligence picture emerged of a Romanian Organised Crime Group, a pool of resources from FHQ and Wales & Western Area were deployed to undertake covert monitoring of the relevant locations during the night making use of the technical equipment deployed. As further intelligence and evidence was gathered, a list of 9 suspects was compiled, who were believed to be responsible for 24 crimes. On 24 May officers undertook an arrest phase which involved the execution of warrants to search addresses, vehicles and apprehend the suspects. In total 11 people were arrested, with various supporting evidence found. All 11 were charged with Conspiracy to Steal and have been remanded in custody pending further Court appearance. A film crew were allowed access to the briefings and arrests as part of a forthcoming documentary on high value metal thefts.

6.6.4 In partnership with Network Rail, London North Area ran an air operation between 23 to 28 May to tackle metal theft. Flying time will be provided between 2330 and 0400 hours targeting key metal theft hotspots on London North Area. The plane fitted, with infra red camera equipment, will be in communication with ground forces via a data downline (images) and voice communications to direct officers and security partners to points of interest. Whilst metal theft within the Network Rail Anglia zone is currently low, this has been an opportunity to work with Network Rail to test a new operational tactic in terms of 'proof of concept' for future use on a national level.

7. EVENTS

7.1 HMIC will be undertaking a revisit of their inspection 'Without Fear or Favour' on 5 July 2012. During this revisit HMIC will meet with a range of staff including the Deputy Chief Constable, Head of Professional Standards Department, Head of Corporate Communications, and members of the BTPA. They will also hold two focus groups with a range of staff and have requested sight of a number of documents which they will review in advance of their visit.

7.2 Justine Greening, Secretary of State for Transport officially opened two initiatives for BTP in May. These were:

- On 14 May the Secretary of State opened the Safer Travel Partnership Centre in Birmingham. Safer Travel is a partnership initiative between Centro, BTP and West Midlands Police working to make bus, tram and rail transport journeys safer by deterring crime and anti-social behaviour. The partnership began with West Midlands Police focusing on the bus network and later the Metro tram system. BTP joined this year and there has already been a reduction in rail related crime.

- On 17 May the Secretary of State opened BTP's CCTV Suite at Ebury Bridge. The opening was attended by many guests from BTP and the industry and was a great success. The Secretary of State was very interested in the capability of this first class facility, which was made possible by considerable investment from Network Rail and London Underground Ltd who were present at the official opening.

7.3 The Chief Constable and Deputy Chief Constable attended the ACPO Conference in Manchester in May. Topics for discussion included the introduction of the Police & Crime Commissioners, development of the new Professional Body, a ministerial debate on the reform of the national policing landscape, and the policing preparations for the Olympics. The Chief Constable led a session on police and media relationships. The Deputy Chief Constable attended the Police Public Bravery Awards where BTP's PCSO Stewart McKenna was awarded a Silver Medal for his act of bravery after courageously assisting a man who was subject to a vicious attack by a dangerous dog.

7.4 The Chief Constable and Assistant Chief Constable McCall attended the ACPOS Conference in Dunblane in May, where the Chief Constable also led a session on police and media relationships. This was the last ACPOS Conference before the establishment of the single police force for Scotland. The theme of the Conference was "Powerful Partnerships, Changing Times". The Conference was addressed by the Cabinet Secretary for Justice, Kenny MacAskill who outlined the challenges facing policing in Scotland with the advent of the single force and challenging budget settlements in the coming years.

7.5 On 25 May the Chief Constable spoke at the London First / Overseas Security Advisory Council Olympic Security Conference where he updated attendees on BTP's security and policing plans for the Olympics

8. JOINT INITIATIVES WITH LONDON UNDERGROUND LTD (LUL)

8.1 The joint Emergency Response Unit (ERU) with LUL continues to perform well. The ERU has attended 64 incidents and contributed to a reduction in over 20,000 lost customer hours since commencing operation in February. They have attended 16 person under train incidents achieving a reduction of 3% in lost customer hours. The response times to incidents has been halved and currently stands at 2.3 minutes per mile. The plans to expand the unit to Stratford and DLR are well under way with officers already selected and the vehicles on order. Both these sites are on course to be in place prior to the Olympics.

8.2 The Police Medic Unit (PMU) on LU Area went live on 28 May. In their first week they attended 7 incidents and had a positive impact in assisting persons taken ill on trains. They arrived before the London Ambulance Service (LAS) on 4 occasions and been able to assist passengers and treat them in a safe environment whilst allowing the network to continue running. Initial feedback from LUL and LAS has been positive.

8.3 LUL introduced a new role of Network Incident Response Manager (NIRM) who will work closely with the BTP Duty Officer to allow for a more professional approach to incident management. This has started well with positive feedback from both sides and again the

joint working is proving very useful in incidents such as persons under trains and incidents attended to by the ERU and PMU

8.4 The LUL funded helicopter initiative covering LU and the metal theft tasking team starts on 2 June and will be used to tackle live metal theft issue on London Underground in the run up to and during the Olympic Games.

9. OVERVIEW OF INCIDENTS AND INVESTIAGTIONS

9.1 On 29 May a female who made racially offensive remarks to passengers on a Central Line train on 23 January was sentenced to 21 weeks imprisonment for racially aggravated intentional harassment. The case was widely publicised after the victim posted footage of the incident on YouTube. The defendant was also handed an anti-social behaviour order banning her from the LUL and DLR network when intoxicated.

9.2 During April there were an unusually high number of fatalities (12) on London North Area. Of these, 6 occurred on lines used by First Capital Connect. In response to this the Area deployed reassurance patrols along the affected line of route to offer support to rail staff and the traveling public. The patrols were also tasked with identifying potential risk sites for future attempts of suicidal persons. The Area is also working with TOCs and Network Rail to identify preventative measures at stations where people have jumped from platforms in front of high speed trains.

9.3 A London North Sergeant was attending a crime prevention meeting at St Alban's railway station with the First Capital Connect Crime Prevention Manager when they were alerted by a tannoy message at the station to a female standing on the fast line tracks into London. The Sergeant, assisted by an off duty officer from another force, made their way to the platform adjacent to the female and tried to encourage her off the tracks. When this was unsuccessful the officers went trackside, grabbed hold of the female and physically lifted her off the tracks onto the platform where she had to be restrained whilst the officers got off the tracks themselves. Approximately ten seconds after the officers got off the tracks an East Midlands fast service traveled past on the same track in excess of 100mph. Both officers have been recommended for commendation.

9.4 During four weeks in April / May an operation was undertaken to counter the rise in cycle crime in the Sussex area. Several suspects were identified through the joint work and co-operation of the Southern Railway CCTV team based at Croydon. Their expertise and excellent evidence packages allowed the arresting officers to interview the suspects with a complete CCTV package. During this operation 9 offenders were arrested and charged with a total of 34 offences, with 38 further offences taken into consideration.

9.5 Four members of a Romanian family were sentenced to a total of 10 years and 3 months imprisonment at Blackfriars Crown Court on 13 April 2012. They were responsible for over 180 thefts from passengers on late night trains on the North Kent lines out of Charing Cross between January 2009 and August 2011. They preyed on sleeping or intoxicated passengers, stealing wallets, phones, laptops and other small electronic items. Whilst the defendants claimed benefits in the UK, it is suspected that most of the proceeds of their crime were channelled back to their home country to be spent on cars and property. Enquires continue with the Romanian authorities with a view to seizing these assets.

9.6 Operation Escalate involved a defendant being arrested for a series of offences committed on the Midland Metro between August and November 2011. The offences ranged from false imprisonment, grievous bodily harm, robbery, sexual assault and common assault. It was clear that this offender was dangerous and his actions were getting more serious with each offence being committed. He targeted lone and vulnerable females aged between 19 – 30 years. Following his arrest in November 2011 he was charged with 8 offences and remanded in custody until his appearance at Birmingham Crown Court on 22 May when he was sentenced to 3 years 2 months imprisonment, having had time deducted for early plea and time served on remand. He will remain on the sex offenders register for life and a Sexual Offenders Order was issued preventing him from entering the Midland Metro system indefinitely.

9.7 A tourist had their bag stolen whilst at Inverness station on 19 May. The bag contained photographic and computing equipment valued at £2000, along with the victim's passport. Following an earlier housebreaking on local force jurisdiction, local retailers

were alerted to contact police should anyone attempt to sell cameras. A branch of Cash Converters alerted police when a suspect attempted to sell the photographic and computing equipment from the Inverness theft. Officers attended and arrested the suspect who was also found to still be in possession of the victim's passport.

9.8 On 28 March a defendant was sentenced at Lincoln Crown Court to a Hospital Order without limit of time for offences of grievous bodily harm with intent, possession of an offensive weapon and common assault. This follows an incident on 18 April 2011 when officers were called to Grantham Railway station as a result of a stabbing that had occurred on the 1400 London Kings Cross to Aberdeen train. The defendant had stabbed a passenger in the neck in a totally random and unprovoked attack. A member of the train crew intervened and the suspect then turned on him. An off duty police officer intervened and managed to get the assailant into a toilet cubicle where he was held until the train arrived at Grantham where officers met the train and arrested the defendant.

9.9 The FHQ Major Investigations Unit received information from Chiltern Railways regarding the fraudulent purchase of season tickets via telesales using compromised credit card data, to the value of over £34,500. Enquiries identified a suspect, already known to police, and following a search of one of four addresses registered to him officers found compromised credit cards which had been used to purchase railway tickets. Following further investigation the defendant was arrested and on 9 May at Blackfriars Crown Court he pleaded guilty and was sentenced to 4½ years imprisonment for conspiracy to defraud TOCs. The final amount totaled over £59,000 and a confiscation hearing is set for August 2012.

9.10 On 10 June 2011 a female left her home address in East London with her 5 year old son and made her way to Forest Gate railway station. A number of witnesses saw the female hold her son over the platform edge and then pull him back before a passing train could hit him. She subsequently boarded a train to Stratford railway station, where CCTV footage shows her walk to the end of the platform with her son. Within one minute another train entered the platform to where she was standing. The female jumped into the path of the train holding her son in her arms. The train hit them both but miraculously

both survived, receiving only minor injuries. They were taken to hospital, where the female was assessed for mental health issues, and the son released into the care of his father. The female was released by the hospital and charged with the attempted murder of her son and cruelty to a child. She was remanded in custody and received further treatment for mental health issues. She was eventually deemed fit to stand trial and pleased not guilt to all charges at Snaresbrook Crown Court on 19 March. After a relatively lengthy trial during which the defence submitted many arguments in respect of her mental health, the defendant was found guilty of both charges. On 11 May she was sentenced to indefinite detention under Sections 37 and 41 of the Mental Health Act.

10. RECOMMENDATIONS

10.1 That members note the content of this report.