

Monthly Performance Bulletin 2013-14: Month 1

The Bulletin aims to provide you with a high-level update on BTP's performance during the month and performance year to date. You can access further performance data by clicking on the national or local target headings in table 1 and box 1 or by downloading the Objectives Summary Tables

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1. Introduction

BTP has had a mixed start to the year; it has continued to perform very well with regard to disruption reduction, with continued falls in delay for most categories of disruption, and a noteworthy reduction in the number of cable thefts. The increase in theft of passenger property, however, continues to be an issue and is largely responsible for driving up the force's notifiable crime statistics.

2. Key Points

- BTP was achieving 5/7 possible national policing plan targets and 17/42 local policing plan targets;
- There was a continued reduction in the number of minutes lost due to police-related disruption. Delay was down by 32% overall and there were reductions for all categories of delay apart from trespass;
- There was a 10% increase in notifiable offences compared April 2012, largely driven by theft of passenger property. There was also a 40% increase in non-notifiable offences which means that, compared to April 2012, there has been a 23% increase in the total number of offences.
- The increased number of thefts of passenger property continues to be a concern, particularly in the London areas.

3. Policing Plan

3.1 National Policing Plan targets

Table 1 Force performance against national policing plan targets from 1st - 30th April 2013.¹

BTP National Targets 2013-14	PYTD	Target
Reduce police-related disruption minutes from 2012-13 by 3 %	78,853	93,417
Non-suspicious & unexplained fatalities cleared within average of 90 mins.	66	90
Reduce notifiable crime, excl. police-generated,* by 3% ²	4,119	3,992
At least maintain notifiable crime detection rate, excl. police generated*	31%	31%
At least 58% of overall budget to be spent on frontline resources	N/A	58%
Reduce overall sickness to 7.30 days	0.58	0.61
At least 90% of employees on Temporary Duty Restrictions to be on full hrs after 4 weeks	N/A	90%
Increase no. of hrs worked by NPT & Response between 7pm-3am	94,400	85,173
Increase the detection rate for notifiable public order offences	51%	59%
Number of Targets	5	7

(More detailed statistics can be viewed by clicking on each of the targets)

¹ Data was not yet available for two national policing plan targets.

* Drug & offensive weapons offences.

The force was achieving five out of seven possible national policing plan targets, as shown in Table 1. Data was not available at the time of reporting for the targets relating to percentage of budget spent on frontline resources and temporary duty restrictions. Some highlights with regard to performance include:

- **BTP has continued to perform well with regard to reducing and managing disruption:** The force has widened its disruption reduction target from the 36 key locations in 2012-13 to cover the whole force in 2013-14. There were 16% fewer police related disruption minutes than the year to date policing plan target. The force has also performed well with regard to its management of fatalities. The force now includes in its average clearance time target delay minutes from fatalities that are initially classified as unexplained. There were 31 non-suspicious and unexplained fatalities in April, and an average clearance time of 66 minutes.
- **There has been a continued increase in the number of notifiable offences:** BTP in 2012-13 achieved a ninth consecutive annual reduction in notifiable offences. As reported in last month's Bulletin, however, there have in recent months (with the exception of March) been increases in the number of offences recorded by BTP, when compared to the same months in 2012. These recent increases have continued into the new performance year, and represent a potential risk. The increases in offences appear to have been largely driven by rises in theft of passenger property, as highlighted in Section 4. There were, however, also increases for the next three most commonly recorded offences (violence against the person, motor vehicle/cycle offences, and serious public disorder offences).
- **BTP was not achieving its detection rate target for notifiable public order offences:** The force was achieving a 51% detection rate for the 494 notifiable public order offences recorded in April. This was the same detection rate achieved in April 2012, but for the 438 offences recorded during that time. The majority of offences, in April 2013, were recorded in the London areas (combined 326 [66%] offences), with the remainder spread fairly evenly across the other force areas apart from Scotland, in which two offences were recorded.

3.2 Local Policing Plan targets

Theft of passenger property is a key theme in the local policing plan, and has been included as a local target for all force areas apart from Scotland. The inclusion of this target for most areas is indicative of this being a potential area of risk for BTP. The number of theft of passenger property offences recorded, in 2012-13, increased by 17%. This increase appears to have continued into April, as highlighted in Section 4. These increases are reflected in performance against these local policing plan targets.

Disruption reduction is also a key theme in the local policing plan, with all force areas having a local disruption reduction target in addition to the national policing plan target.³ The London South area now has a partial reopening target for four-track stretches of railways in addition to London North; both areas have made an encouraging start to the year with partial reopening times of 41 minutes (3 incidents) in London South and 21 minutes (4 incidents) in London North.

The London Underground area missed its year to date target to reduce lost customer hours by 170%, with 269,175 customer hours lost in April. The majority of

³ LN: fatality management - partial reopening on 4-track railways within average 45 mins; LS: fatality management - partial reopening on 4-track railways within average 50 mins; LU: reduce lost customer hours by 3%; NE: reduce mins lost from cable and trespass by 5%; NW: reduce minutes lost on 6 key routes; SC: Reduce mins lost on 6 key routes; WW (Welsh Sector): Reduce delayed trains from 2012-13.

the lost minutes (84%) were because of suicide or attempted suicide. Given that the area missed its 2012-13 target to reduce lost customer hours from person under train incidents by 67%, this is a potential area to be aware of over the coming year. BTP stated that last year's target was not achieved because although the force can influence delay, which fell from 87 minutes per incident to 72, performance against the target was affected by the number of passengers on trains affected by these incidents

Table 2. Local policing plan targets not being achieved at 30th April 2013

Target		PYTD	Target
LN (3/7 targets achieved)	Deliver at least 120 ops between 19.00-03.00hrs	7	10
	Reduce theft of passenger property by 5% (missed by 12%)	299	266
	Detection rate for verbal abuse towards rail staff to be at least 65%	45%	65%
	Increase Football Banning Orders application rate to at least 80%	0	80%
LS (3/6 targets achieved)	Detection rate for staff assaults to be at least 52%	51%	52%
	Reduce theft of passenger property by 5% (missed by 2%)	241	236
	Detection rate for graffiti offences to at be least 25%	14%	25%
LU (2/6 targets achieved)	Reduce theft from person by 15% (missed by 14%)	578	508
	Reduce staff assault offences	41	40
	Reduce lost customer hours by 3% (missed by 170%)	269,175	99,521
	Conduct at least 90 intelligence-led DLR partnership operations	6	7
NE (1/5 targets achieved)	Reduce violence & staff assaults by at least 5% (missed by 18%)	58	49
	Detection rate for football-related offences to be at least 73%	63%	73%
	Reduce theft of passenger property by 5% (missed by 15%)	94	82
	Reduce minutes lost from cable & trespass by 5% (missed by 2%)	7,011	6,899
NW (2/6 targets achieved)	Reduce theft of passenger property by 5% (missed by 29%)	81	63
	Complete a minimum of 12 joint ops. combating alcohol-related ASB	0	1
	Football related detection rate to be at least 83%	64%	83%
	Reduce serious violence, sexual and robbery offences	12	9
SC (3/6 targets achieved)	Reduce minutes lost on six key routes (missed by 151%)	909	362
	Average sickness days for Officers to be less than Force (missed by 67%)	0.87 days	0.52 days
	Increase detections for level crossing offences by at least 25%	20	22
WW (3/6 targets achieved)	Reduce aggression towards staff offences	60	58
	Increase ASB offenders detected by at least 5%	113	116
	Increase the number of football offenders detected by at least 20%	5	9

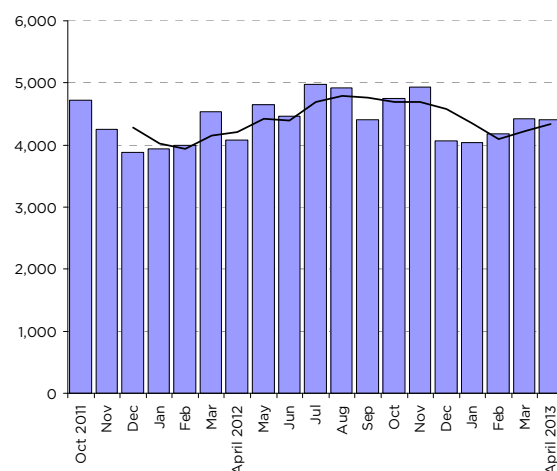
(To view performance against all local policing plan targets click on the relevant area heading)

4. Recorded crime

BTP recorded 10% more notifiable offences in April 2013 than April 2012, with an increase to 4,411 offences. Chart 1 shows that although the trend in notifiable offences is generally the same as last year, with offences increasing into the summer months, it is now happening at a higher level. The force has, with the exception of March, recorded more offences in each month since October 2012, when compared to the same months in the previous year.

The increase in notifiable offences has mostly been driven by the rise in theft of passenger property, which in 2012-13 went up in by 17%. The latest crime data shows that these offences have continued to increase compared to last year, with a 24% rise to 1,603 offences.⁴ The latest crime data shows that there were increases in all areas apart from Wales and Western, and that the majority of thefts continued to occur in the London areas, which recorded 78% of offences, and in particular London Underground (48% of offences), as summarised in Table 3.

Chart 1. BTP notifiable offences from October 2011- April 2013 and 3 month moving average



⁴ Source: Force Crime Group Data from 01 April 2013 to 06 May 2013.

Table 3. Theft of passenger property offences recorded by BTP from 1st April-6th May 2013

	1 st Apr-6 th May 2012	1 st Apr-6 th May 2013	Change (%)
LU	567	657	16%
LN	259	338	31%
LS	228	277	21%
WW	128	116	-9%
NE	88	106	20%
NW	75	100	33%
SC	29	38	31%
Total	1,374	1,632	19%

BTP has reported that offenders have been using various methods depending upon the location and area to take items such as luggage, laptop computers, wallets/purses, mobile/smart-phones, bags, coats, and iPads/tablets. The force has carried out a number of operations and activities in order to tackle these offences and has further activities planned.⁵

BTP recorded 40% more non-notifiable offences in April 2013 than April 2012, with non-notifiable offences increasing to 8,510. This continued rise follows the 12% increase for 2012-13. These increases

were partly because of the rises in less serious public disorder offences, but also because of rises in less serious fraud and other less serious offences, as shown in Table 4.

BTP has reported that these increases were largely police-generated. The majority of less serious fraud offences occur when BTP is supporting TOC revenue protection activities; most other less serious offences were Road Traffic Act offences which mainly occur at level crossings, although there was also an increase in vehicle offences detected during metal theft days of action. The increase in less serious public disorder offences, as previously reported, has been because of a change in recording practices at BTP following an HMIC audit. The impact of this should lessen over the coming months as the data starts to reflect performance after the implementation of these changes.

Table 4. Theft of passenger property offences recorded by BTP from 1st April-6th May 2013

	1 st Apr-6 th May 2012	1 st Apr-6 th May 2013	Change (%)
Less serious line of route	1,117	1,145	-3%
Less serious public disorder	1,052	1,330	26%
Less serious fraud	768	1,373	79%
Other less serious	564	1,055	87%
Total non-notifiable offences	3,561	4,903	38%

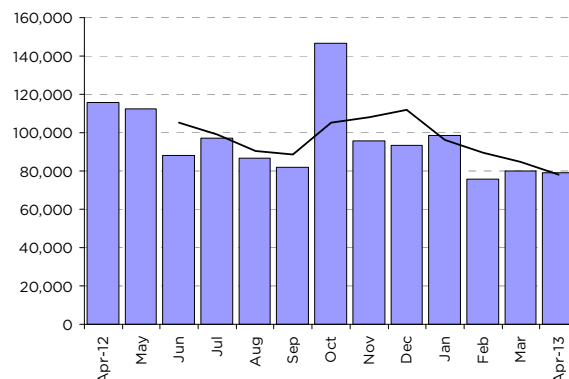
5. Disruption minutes

BTP has continued to perform well with regard to reducing police related disruption. Despite a slight (2%) increase in the number of disruption related incidents, there was a 32% reduction in the number of minutes lost compared to April 2012. This means that, although there has been a relatively stable trend in the last few months, there has been a continuation of the longer term trend of falls in police-related delay, as shown in Chart 2.

Trespass was responsible for the most delay minutes (36,459 out of a total of 78,853 lost minutes), followed by fatalities/ injuries caused by being hit by a train (26,520 minutes). These two categories caused 80% of police-related disruption minutes across the force.

Disruption minutes fell for all categories of delay apart from trespass, which increased by 8%.⁶ There was a 6% increase in trespass compared to April 2012; level crossing incidents increased, by 11%; there were fewer incidents for all other categories of police-related delay.⁷

Chart 2. Police related disruption from April 2012- April 2013 and 3 month moving average



⁵ Source: BTP 2012-13 Performance Report, Quarter 4

⁶ Cable vandalism/theft (-90%), fatalities/injuries (-37%), trespass (+8%), vandalism/theft (-20%), level crossing incidents/misuse (-3%).

⁷ Cable vandalism/theft (-63%), fatalities/injuries (-4%), trespass (+6%), vandalism/theft (-9%), level crossing incidents/misuse (+11%)