



Report to: Police Authority
Agenda item: 3
Date: 13 December 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 operational and strategic activity within British Transport Police (BTP) since the last report to Police Authority on 1 November 2012.

2. POLICING PLAN PERFORMANCE

2.1 At 29 November 2012 BTP is achieving 8 of the 11 national targets and 25 of the 36 local targets set in the 2012/13 Policing Plan. This is a similar position to which was reported to Police Authority on 1 November, with the same number of national targets being achieved and one fewer local target being achieved. The following section highlights key areas of performance to note. Performance against all the Policing Plan targets is attached at Appendix A.

2.2 Considerable achievement continues to be made against the target to reduce Network Rail lost minutes at 36 agreed locations. The number of lost minutes is 124,211, against a target of 210,783 minutes and last year of 244,691 minutes. This is a 49% reduction of lost minutes at these locations against the same period last year. As well as at the agreed 36 locations, BTP has focused on reducing disruption across the rail network by tackling metal theft, reviewing fatality management and more recently developing a wider disruption strategy. This activity has played a significant contribution in delivering a 29% reduction in Network Rail lost minutes across the rail network up to the end of November (816,973 minutes this year against 1,143,407 minutes last year).

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- 2.3 The activity on reducing metal theft continues with 392 live cable offences against a target of 737 and 884 offences last year. This equates to a 56% reduction in cable theft offences compared to last year. More detail on the work to tackle metal theft is included in the operational update in this report under paragraph 7.1.
- 2.4 The three national targets not being achieved are reduction in the number of notifiable offences, 95% of Olympic immediate incidents responded to within 10 minutes (reported on at November's Police Authority), and 10% increase in hours worked by Special Constables.
- 2.5 Whilst the number of notifiable offences (34,339) has decreased from last year (35,654), the linear target of 33,903 is marginally being missed. Performance against this target was reviewed in detail at November's Service Excellence Board, where it was recognised this target may be challenging to achieve by year end. Theft of passenger property is increasing and is a major threat. It is now the largest single crime type for BTP and a large scale policing operation is being planned to address the threat, harm and risk caused by this type of acquisitive crime.
- 2.6 Special Constables have worked 39,087 hours, against a target of 43,347 hours. BTP lost 23 Special Constables this year, 19 of whom have been recruited to BTP as a PC or PCSO. Eight new Special Constables have been recruited and are currently undergoing their training, and a further 10 are due to commence their training by the end of the financial year. A plan to increase the number of hours worked by Special Constables has been developed and includes actions such as using Special Constable to resource the Level Crossing Vans (London South and London Underground have already trained Specials to undertake these duties and a course is due to be run in North Eastern Area in January). Training and development days for Special Constables will be held early in the new year and Areas will also be tasked to run Special Constable operations or days of action on localised initiatives in February and March.



- 2.7 Of the local targets, London South, Wales & Western and North Eastern Areas continue to achieve all their local targets. Notable achievements on Areas include:
- London North has escorted 105 football trains to date compared to a target of 68.
 - London South has undertaken 339 cycle crime initiatives against a target of 116 initiatives, which has led to a 26% cycle crime detection rate against 16% last year.
 - London Underground, North Western, Scotland and Wales & Western are all achieving their targets to reduce staff assaults / aggression towards staff.
 - The live cable detection rate on North Eastern has increased to 31% compared to 8% against the same period last year, which is an excellent result.

3. HMIC INSPECTION

- 3.1 HMIC carried out a Stop & Search inspection of BTP on 27-28 November. BTP was one of seven forces to be inspected in phase one of this inspection, the aims of which are to assess how effectively and fairly the police are using the power in the fight against crime, assess how well officers who carry out stop and search know how to use it as part of evidence based practice to fight crime, and assess how the power can be used in a way that builds police legitimacy and trust.

Initial feedback received is that of the forces HMIC has inspected to date, BTP is placed in the mid to upper quartile. The positive activities identified by HMIC include:

- 78% of the stop and search forms inspected were of a high quality.
- Officers understand what they are required to ask during a stop and search.
- BASS training has been a valuable benefit.
- Governance arrangements with the BTPA are good.
- Proactive community engagement is being undertaken.

The areas HMIC identified for improvement were:

- Supervision in relation to new technology (PDAs) which is a common theme amongst all forces.
- Realignment of the stop and search form and IT entry to make them identical.
- Level of focus given to the analysis of stop and search activity force wide.



BTP is the last of the Phase One inspections and is due to receive the detailed feedback from HMIC by the end of December. Phase Two will involve the inspection of an additional nine forces, and the findings from the inspections will form a national thematic report.

- 3.2 Following HMIC's report 'Without Fear or Favour – a review of police relationships' which was published in 2011, HMIC undertook a re-inspection of forces earlier this year to determine progress made by the police service. BTP has received a copy of the re-inspection report, which recognises progress made by the Force since the first inspection. This has been shared with the BTPA Professional Standards Committee and Performance Review Group. The national report is due to be published by HMIC in December and will contain the recommendations for all forces.

4. CORPORATE GOVERNANCE

- 4.1 Under the new Force governance meeting structure, the second meeting of the Force Executive Board (FEB) took place on 28 November. Highlights from discussion and decisions made at this meeting include:
- Service Improvement Board (SIB) will review the 2013/14 Capital Programme for submission to FEB in December, followed by presentation to Finance Group and Police Authority in January.
 - A business case for the integration of Scotrail into the CCTV Hub, which had been scrutinised at SIB and is included in the Capital Programme, was approved by the Chief Constable in line with the scheme of delegation.
 - FEB approved the establishment of a Leadership Academy. The Leadership Academy will form part of the People Strategy which is due to be presented to Strategy Group in February. The People Strategy will support the delivery of the Strategic Plan and provide a coordinated and structured approach to the development and delivery of people initiatives and strategies up to 2019.
 - FEB approved the direction of travel outlined in the Renewing HR for Service Excellence business case, which falls under Operation Enterprise.



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- Operation Inspire, the project to promote values, standards and leadership across BTP.
 - Progress in tightening up financial processes and procedures continues across BTP and includes:
 - A 75% reduction in the number of Government Procurement Cards.
 - Continued enforcement of the 'No Purchase Order No Pay' policy.
 - A robust review of mobile voice and data devices.
 - A review of hotel and travel expenditure.

5. STAKEHOLDER ENGAGEMENT

- 5.1 In November the Chief Constable met Patrick Butcher, Network Rail Finance Director, Howard Collins, Chief Operating Officer London Underground, and Chris Burchell Managing Director Southern. Topics discussed included crime performance, disruption strategy, value for money, and visibility and availability.
- 5.2 On 6 November the Chief Constable attended a stakeholder meeting in North Western Area and met representatives from Merseyrail, Northern, First Transpennine Express and Manchester Arena. On 4 December the Chief Constable attended a stakeholder meeting in Scotland, where representatives from Scotrail, SPT, Virgin Trains, Network Rail, Passenger Focus, and ORR were present. Feedback from the stakeholders was extremely positive with a general consensus that the relationship with BTP was the best it had ever been. The stakeholders acknowledged the progress BTP has made in metal theft, fatality management and reducing disruption. They stated wanted more visibility and availability. They also reported an increase in low level anti social behaviour and theft of passenger property.
- 5.3 Whilst in Scotland the Chief Constable met with Stephen House, the new Chief Constable of the Police Service of Scotland. Chief Constable House complimented BTP for their work in Scotland and reiterated that he was very satisfied with our current relationship and that he had no ambition to absorb BTP Scotland.



- 5.4 At the time of writing this report, the Chief Constable was due to meet Simon Burns MP, Minister of State for Transport on 12 December. This is the first time the Chief Constable will have met the Minister and will use this meeting to brief him on the successes BTP has achieved including metal theft, fatality management and reducing disruption. He will also raise outstanding matters including firearms legislation and continued funding for the National Metal Theft Taskforce. A verbal update on their discussion will be provided at the Police Authority meeting.

6. NATIONAL MEETINGS AND EVENTS

6.1 Leveson Inquiry

On 29 November Lord Leveson published his report into the culture, practices and ethics of the press. A number of ACPO officers, including the Chief Constable, gave evidence to the Inquiry. There was no criticism of BTP in the report and relatively limited commentary about the police service as a whole. A number of recommendations in relation to the police were made by Lord Leveson, who stated:

“It is clear that the Police Service as a whole has responded positively and proactively in the wake of the public concerns which led to the setting up of this Inquiry in July 2011. I welcome the thoroughness and good sense of the changes which have been recommended to date, and the spirit in which the Police Service has demonstrated willingness for implementing appropriate and judicious enhancements of the existing regimes. Ultimately, the Police Service in general and the MPS in particular have understood the importance of such a positive response in terms of allaying public concerns and correcting legitimate perceptions.”

Some of these recommendations have already been addressed in the Interim ACPO Guidance for Relationships with the Media which the Chief Constable published in his capacity as Chair of the ACPO Communications Advisory Group (CAG). The Chief Constable is now engaging with police and media stakeholders to thoroughly review the recommendations and will arrange for updated guidance to be published in due course.

6.2 Chief Constable's Seminars

The Chief Constable has held 7 seminars across the Force since November, with the last one due to be held in Leeds in January. These events are attended by officers of Sergeant rank and above and police staff department heads. The Chief Constable has used these events to recognise success, provide an update on major change programmes within BTP including corporate resources and criminal justice, set out his strategy to achieve further savings to reinvest in the front line, provide an update on the challenges facing BTP, and set the scene with regard to police reform and the changing railway landscape.

6.3 Conferences / briefings attended in November

In his role as Chair of ACPO CAG, the Chief Constable participated in a panel discussion at the Society of Editors Conference titled 'In the public interest but why wont they tell us?' The debate was about maintaining the balance of what information the police should share with the media, what members of the public have a right to know, and how journalists obtain this information.

On 26 November the Chief Constable met with national representatives of the Fire Service to discuss interoperability and collaboration. He is also due to meet the Chief Executive of the Fire Service College to discuss further opportunities for collaboration.

On 29 November the Chief Constable and Jo Bird presented to the Public Policy Exchange on ACPO and BTP's use of social media.

The Deputy Chief Constable gave a presentation to a Westminster briefing arranged by The House Magazine on the new CCTV Code of Practice, and provided the keynote speech at a Transport Security Conference at Olympia.

In November the Deputy Chief Constable met Lord Taylor, Parliamentary Under Secretary for Criminal Information, at the CCTV suite at Ebury Bridge to provide a demonstration on the capability of the CCTV suite. He also met Lord Faulkner to brief him ahead of the third reading of the scrap metal bill, and attended a high level multi

agency meeting chaired by Stephen Rimmer, Director General Home Office on mental health issues.

7. OPERATIONAL OVERVIEW

7.1 This section provides an update on key operational matters and major investigations. Attached at Appendix B is a sanitised version of the Chief Constable's Daily Report. This is attached to provide members with an example of the variety of incidents and crimes that occur on a daily basis across the railway.

7.2 Metal theft

New offences designed to address metal theft, created by the Legal Aid Sentencing and Punishment of Offenders Act 2012, were implemented on 3 December 2012. These measures include the introduction of a new criminal offence prohibiting the use of cash to purchase scrap metal, increase fine levels under the existing Scrap Metal Dealers Act 1964 from £1000 to £25000, and revise police powers of entry into scrap metal yards, allowing police to enter by warrant any place to which admission is reasonably required to ascertain whether the prohibition of cash payments is being complied with.

The need for further legislative change has been recognised by Government. A new bill that will deliver a new licensing system, tighten record keeping controls and provide powers of entry and closure for the scrap metal industry was introduced into the House of Commons on 20 June in a private member's bill by Richard Ottoway MP. The third reading of this bill took place on 9 November and it is anticipated the bill will complete all parliamentary stages by Spring 2013.

In the Chancellor's Autumn statement no funds were allocated to the continuation of the National Metal Theft Taskforce. However, the Deputy Chief Constable will continue to liaise with the Department for Transport to secure funding for 2013/14.

7.3 Level crossing accident

On 4 December a vehicle was hit by a train at Beech Hill Level Crossing, Nottinghamshire. The driver of the vehicle sustained serious neck injuries and was taken



to hospital. Her four year old granddaughter sustained serious injuries and was air lifted to hospital where she was pronounced dead in the early hours of 5 December. BTP officers attended the scene and are undertaking an investigation to establish the circumstances surrounding the incident. The train, an East Midlands Trains Lincoln to Doncaster service, was damaged but remained upright and on the tracks. No injuries occurred to passengers or staff on board the train. RAIB and ORR are involved in the investigation.

7.4 **Operation Project – derailment of Cross Country train at Inverkeilor**

On 4 November a Cross Country Edinburgh to Aberdeen train travelling at 80mph struck a section of rail wedged into the points at Inverkeilor signal box. The front bogey of the train came off the rails and the left wheel and disc brake of the train fortunately hooked onto the right rail, keeping the train relatively on track as it travelled 300 yards further down the line prior to coming to a stop.

All 36 passengers and the train manager were uninjured with the train driver sustaining minor head injuries. All passengers were detained by Tayside Police and the Fire Service with BTP attending shortly thereafter. BTP officers attended the scene with RAIB and representatives from Network Rail and Cross Country. An examination of the scene by CSE and RAIB led to the discovery of a piece of rail (around 2-3 foot long) that had been deliberately wedged into the trailing points near to the signal box causing the train to derail.

Operation Project was launched to identify those responsible for the criminal act. Extensive enquiries are being undertaken with Area and Major Investigation Team officers working together to gather all relevant information and statements. Officers have been deployed in the area to provide a high profile presence working closely with colleagues from Tayside Police. They undertook door to door enquiries, searches and engagement with the local communities. Detective Superintendent Richardson is overseeing the investigation and Chief Superintendent Bird has been chairing the Gold Strategic Stakeholders meeting with Network Rail, ScotRail, Cross Country, Transport Scotland and ORR. A reward of £25,000 has been offered by the stakeholders.



7.5 Train guard jailed for manslaughter

A train guard was jailed for five years on 15 November following the death of 16 year old Georgia Varley at St James Street station, Liverpool on 22 October 2011. The guard was found guilty of manslaughter by gross negligence following a trial at Liverpool Crown Court.

Georgia died after falling between a moving Merseyrail train and the station platform and being run over by the train. The sequence of events, both leading up to and including the exact circumstances of the accident and Georgia's death were caught on CCTV. Georgia had been out with friends that evening and had consumed a large amount of alcohol. She got off the train at St James Street station and was leaning on the side of the train. The train guard was leaning out of his cab and had a clear and unobstructed view of her and the side of the train. The guard gave the command for the train doors to close and then gave the signal for the train to depart whilst at the same time trying to wave Georgia out of the way. The train pulled away with Georgia still leaning on the side of the train and the guard still leaning out of his cab watching her. Georgia fell between the edge of the platform and the train and under the wheels of the train. The defendant continued to lean out of his cab window and watched the incident unfold.

This was a complex investigation involving partner agencies. RAIB ran an investigation into safety, ORR an investigation as the health & safety prosecuting authority, and BTP a criminal investigation. BTP's Senior Investigating Officer (SIO) set up a tripartite information sharing agreement between organisations and the MOUs which were already in place were followed. The rail unions threatened industrial action in support of the guard but were unaware of the evidence against him. Chief Superintendent Holden led the engagement with Merseyrail and the unions. The SIO led liaison with Georgia's family and also attended her college to speak to fellow students. This case attracted a high level of media interest, including a significant amount of social media speculation.

7.6 Rapist sentenced to indeterminate sentence

A rapist who attacked three women on the rail network in Bedfordshire has been given an indeterminate jail sentence following an investigation by BTP. Jean Alexis was found



guilty of six offences, including rape, sexual assault, and theft following a trial in August. He was sentenced on 23 November at Luton Crown Court and will spend a minimum of five years in prison. He was also placed on the sex offenders register for ten years and recommended for deportation following his jail term.

The first attack took place at Leagrave station in the early hours of 25 October 2011 when Alexis followed an off duty police officer who was making her way to her car in the station car park. As he caught up with her he made threats causing her to feel uncomfortable. She managed to make her way to her car before driving off.

On 17 December 2011 Alexis was traveling on a St Pancras bound train when he approached the second victim, who was 19 at the time. As the train left Harlington station he sat next to the victim and began to make sexual advances towards her and began to inappropriately touch her. Fearing for her safety she shouted at him to get off, and he left the train at Leagrave station.

The third attack took place in the early hours of 15 February 2012. Alexi approached the 18 year old victim in the street close to Luton station. He took hold of her and walked towards one of the station platforms. They boarded a train and he dragged the victim into the onboard toilet where he raped her before leaving the train at Harlington station.

BTP commenced an investigation and following forensic DNA examination and viewing hours of CCTV Alexis was identified as a suspect and arrested.

8. RECOMMENDATIONS

- 8.1 That members note the update provided in this report.

Chief Constable's Daily Briefing

6 December 2012

Executive Summary and Emerging Trends

The data in this briefing is covering the last 24 Hour period with details of crimes and incidents of note.

- Critical incident- vehicle hit by train- 11yr old in critical condition- Cumbria- ongoing
- Three fatality's- 1 as unexplained in the west Yorkshire area
- Armed robbery- Hampshire- on going
- Person under a train- non fatal- Kingston
- Fire near railway- Hatton cross- links to Heathrow were suspended
- Vehicle on tracks- Bristol- No injuries however enquires are on going.
- Two RTC incidents involving BTP officers
- Four cable related incidents- NW & NE area.
- Two Immediate response times highlighted- to be discussed 08:30 conference

Theft of passenger property remains the highest crime type with 68 offences reported between 05/12/12 and 06/12/12 (as of 7am automated report).

There have been 8 arrests for BTP Crimes.

There have been 36 Misper Incidents across all areas.

Critical Incident

Ref/ Date	Location	Type of incident	Command Structure	Details & update (Casualties/ Hazards/Access/Location/Emergency services/Type/safety)
396 5/12/12	Blenkinsop Footxing, Greenhead, Brampton, Cumbria	Car hit train	<p>Gold - Supt P Mason .</p> <p>Silver- C Insp N Moffatt Bronze Scene - Ins A Yorston</p> <p>Bronze Toc liaison - Ins A Glennan</p> <p>Bronze Media - Simon Letouze</p>	<p>At 1634 hrs it was reported that the 1440 hrs Carlisle to Tollerton freight train had hit a vehicle. Reports from scene state that the vehicle came off the A69, went through boundary fencing and landed on the railway tracks. A train then hit the vehicle. Upon arrival, officers found an 11 year old boy unconscious with a head injury. The boy was taken to hospital by air ambulance for treatment. A further 3 people suffered from minor injuries. As the incident started on Northumbria Police jurisdiction, they are taking primacy over incident. However, BTP will still support Northumbria Police with the incident. Next of kin were in vehicle with the boy.</p> <p>Lines were handed back at 22:04 hours, the vehicle was removed from the tracks at 23:03 hours. Delays 6hrs 29mins. The latest update on the injured boy, as of 04:10 hours, is that his condition is critical and unstable.</p> <p>Incident still on going.</p>



Fatalities

Ref/ Date	Location	Non Suspicious / Suspicious or Un Explained	Details of Incident	Update/ and who is dealing
76 05/12/12	Sandal and Agbrigg railstn, Agbrigg road, sandal, Wakefield, west Yorkshire	Unexplained	At 0756 hrs driver of the 0619 hrs Doncaster to Leeds Service reported to officers that there was a body near the access point at Sandal and Agbrigg Rail Station, Agbrigg Road, Sandal, Wakefield, West Yorkshire. Upon arrival an officer located the body and was apparent that the injuries of the deceased were consistent with being hit by a train. The train involved in the impact has not be identified, thus the incident is being treated as unexplained and as a crime scene.	Partial hand back on extreme caution was at 1016 hrs, full hand back at 1140 hours. The deceased has not been identified. Officer in charge at scene PI PRICE and DI MELLISH
187 05/12/12	Brundall gardens railstn, west end Avenue, Brundall, Norwich	Non Suspicious	At 1130 hrs officers were called reports of a person under train. Driver of the 1106 hrs Norwich to Lowestoft service stated that whilst running thorough the location at 65 to 70 miles per hour, a person appeared from the platform and jumped in front of the train. A suicide note was found in bag at location.	Based on the note and the drivers account, the incident was treated as non suspicious. Lines handed back at after 48 minutes- 1218hrs Next of kin have been identified and informed. PC 2249 MANDERS in charge at scene.



288 05/12/2012	Congleton Rail Station, Park Lane, Congleton, Cheshire	Non Suspicious	At 1400 hrs officers were called to reports of a person under train. Driver describes that whilst going through the location at 90mph, a male jumped from the platform in front of the train. Emergency break was applied but the fatal impact could not be prevented. From this account, the incident was declared non suspicious.	Lines handed back at 1529 hrs resulting in a delay of 89 minutes. A local male was identified as the deceased. Deceased known to police and was bailed to return to custody today local force aware. NOK have not been informed yet- CID is dealing with the incident and is still on going.
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Crimes/ Incidents of Note

Ref/ Date	Location/ Area	Details of Incident	Details	Update
84 05/12/2012	Brockenhurst Station car park, Brockenhurst, Hampshire	Armed Robbery	At 08:11 hours a report was received that an armed robbery had taken place at 06:30 hours. The victim reported that he had driven in the car park and been approached by a male with a handgun, the suspect got in to the car and forced the victim to drive to a cash point. Money was taken from the victims account and the vehicle then driven to the forest, where the victim was told to leave and where he would find his vehicle.	The car was recovered; the suspect has not yet been identified. Enquiries are ongoing and at this time and CCTV is being viewed. Hampshire police are acting with primacy over the incident. Witness appeal has been issued. A/DI White is meeting with DI Steve Deeprose at Lyndurst Police Station this morning to discuss further enquires and agree a way forward/ownership of the investigation as it stands. DS TAYLOR investigating.



146 05/12/12	Kingston railstn, wood street, kingston upon Thames, surrey	Person under a train/ Non Fatal	At 1013 hrs driver of the 0927 hrs, London Waterloo to London Waterloo Service reported that whilst approaching the location at 30 miles per hour, a female jumped in front of the train and was struck. Emergency break was applied immediately by the driver. The female acted alone and this was a deliberate act, therefore this incident was treated as non suspicious. The injured person was identified as a female who was missing from Kingston Hospital.	She was taken to the hospital for treatment which included amputation of her legs. Lines were handed back at 1130 hrs resulting in a delay of 67 minutes. PI 1300 LAPPING in charge at scene.
370 05/12/12	Ashford international railstn, newtown road, Ashford, Kent	Firearms seen	Reports of a male seen showing another male a gun in a bag. Informant stated he was ex army and believed one of the weapons to be a beretta. Firearms from Kent deployed and male was located on the train. He was taken off the train but then informant stated it was not the same male.	No trace of suspects or gun. All units stood down. Train held whilst incident ongoing. The circumstances of this incident do not amount to a notifiable crime, e.g. there is credible evidence to the contrary or the report is a genuine error/mistake with further explanation, (no trace of suspects - unable to clarify if a firearm was seen) a crime has not been recorded
498 05/12/2012	Hatton Cross London Underground Station, Southern Perimeter Road, Feltham, Middlesex	Fire	At 1915 hrs officers were called to a fire near a railway. Fire was at a building 15 meters from the lines, the building contained where gas cylinders were located.	Services on the Piccadilly line between Hounslow Central and Heathrow Terminals 1-5 were suspended whilst a 1 hour cooling period was put into place. Services resumed at 2024 hrs on 05/12/2012.



592 05/12/2012	Bristol Temple Meads, Bristol	Endangering Safety	At 21:20 hours Network Rail reported that a vehicle had driven on the tracks at Bristol Temple Meads, Bristol. A complete block was put on the line. The male driver had driven from the station car park and mistakenly driven on to the track and over the line. The vehicle was removed from the line at 22:05 hours	The driver was arrested for driving whilst unfit and endangering safety. Damage was caused to the railways. As result of the incident which will need further examination this morning. Custody are aware and have placed the pic on a lie down until further enquires complete.
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Cable Crime

Date / Ref	Region	No Of Offences	Details if of Significant value/update
77 246 650 05/12/1	NW	3	
231 05/12/12	NE	1	5 core 50mm, 665 metre in length, value unknown. damage has also been done to the dno cab

Media Interest

Press Clippings will be published at 11am by the media team

2012-13 POLICING PLAN: NATIONAL TARGETS

 Updated to: **29 Nov 2012**

Targets N1, N3, N5 & N6 are updated to: **29 Nov 2012 (Last month to: 21 Oct 2012)**
 Other Targets are updated to: **31 Oct 2012 (Last month to: 30 Sep 2012)**

Key:

GREEN	Achieving target
AMBER	Failing target by < 5%
RED	Failing target by ≥ 5%

	London North	London South	London Underground	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total
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Number of National Targets being achieved

Number of National Targets	7	7	6	7	7	7	7	5	11
Number being achieved now	4	6	3	7	6	4	5	2	8
Number last month	5	6	3	7	6	4	6	2	8

Number of Local Targets being achieved

Number of Local Targets	3	5	6	4	4	5	4		31
Number being achieved	2	5	4	4	3	3	4		25
Number last month	2	5	5	4	3	3	4		26

N1 Reduce NWR lost minutes at 36 agreed locations / routes

YTD Performance	36,025	41,945	23,838	4,904	1,611	15,889	124,211
YTD Target	68,737	58,619	35,516	27,587	3,760	16,564	210,783
Last month performance	29,618	28,536	19,602	4,705	1,500	13,470	97,431
Last month target	57,704	49,212	29,817	23,158	3,157	13,905	176,953
Better / worse	↓	↓	↓	↑	↑	↑	↓
Same period last year	76,009	57,555	44,960	39,284	4,917	21,967	244,691

N2 Respond to 95% of Olympic Immediate Incidents within 10 minutes

Final 2012-13 Performance	93%	93%
2012-13 Target	95%	95%
Last month performance	n.a.	n.a.
Last month target	n.a.	n.a.
Better / worse	n.a.	n.a.

N3 Reduce live cable offences

YTD Performance	25	35	36	112	52	27	105	392
YTD Target	93	42	27	304	81	45	145	737
Last month performance	21	34	33	94	45	24	87	338
Last month target	78	35	23	255	68	37	122	619
Better / worse	↑	↑	↑	↑	↑	↑	↓	↑
Same period last year	105	34	9	406	103	54	173	884

N4 Average clearance time for non-suspicious fatalities to be less than 90 minutes

YTD Performance	77	73	62	83	67	87	86	76
YTD Target	90	90	90	90	90	90	90	90
Last month performance	78	68	62	83	66	86	80	75
Last month target	90	90	90	90	90	90	90	90
Better / worse	↑	↓	↑	↓	↓	↓	↓	↓
Same period last year	74	70	62	100	62	110	81	77

N5 Reduce the number of recorded notifiable offences (excluding police generated)

YTD Performance	7,539	8,344	8,045	2,932	2,690	1,109	3,680	34,339
YTD Target	7,257	8,209	7,395	3,292	2,754	1,258	3,734	33,903
Last month performance	6,351	6,944	6,418	2,524	2,259	937	3,064	28,497
Last month target	6,092	6,892	6,208	2,764	2,312	1,056	3,134	28,462
Better / worse	↑	↓	↓	↑	↑	↑	↓	↓
Same period last year	7,719	8,600	7,427	3,567	2,953	1,398	3,990	35,654

N6 Maintain the 2011-12 detection rate for serious VAP, sexual offences, robbery and staff assaults

YTD Performance	50.4%	51.3%	44.5%	72.6%	58.6%	56.7%	52.7%	52.3%
YTD Target	52%	47%	48%	65%	57%	68%	53%	52%
Last month performance	51%	54%	42%	66%	59%	57%	54.0%	52%
Last month target	52%	47%	48%	65%	57%	68%	53%	52%
Better / worse	↓	↓	↑	↑	↓	↓	↓	↑
Same period last year	54%	45%	45%	60%	53%	70%	49%	50%

2012-13 POLICING PLAN: NATIONAL TARGETS (continued)

Targets N7 - N11 are updated to: 31 Oct 2012 (Last month to: 30 Sep 2012)

Key:

GREEN
AMBER
RED

Achieving target
Failing target by < 5%
Failing target by ≥ 5%

	London North	London South	London Underground	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total
N7 Average sickness per employee to be less than an average of 7.3 days									
YTD Performance	4.39	3.18	3.47	3.25	4.93	7.02	4.11	4.77	4.25
YTD Target	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26
Last month performance	3.58	2.58	2.94	2.70	4.01	6.07	3.36	4.05	3.56
Last month target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Better / worse	↓	↓	↓	↓	↓	↑	↓	↓	↓
Same period last year	3.95	4.79	3.11	4.25	4.29	4.32	3.93	3.62	3.87
N7a Average sickness per police officer to be less than an average of 7.3 days									
YTD Performance	4.53	3.01	3.37	3.41	4.42	8.36	4.92	2.39	4.02
YTD Target	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26
Last month performance	3.96	2.47	2.84	2.78	3.59	7.20	3.90	2.11	3.39
Last month target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Better / worse	↑	↓	↓	↓	↓	↑	↓	↑	↓
Same period last year	3.71	4.51	3.10	4.46	3.97	4.79	4.14	2.56	3.76
N7b Average sickness per PCSO to be less than an average of 7.3 days									
YTD Performance	4.84	6.55	2.65	5.73	7.81		3.87		4.63
YTD Target	4.26	4.26	4.26	4.26	4.26		4.26		4.26
Last month performance	3.42	5.51	2.29	5.51	6.32		3.44		3.78
Last month target	3.65	3.65	3.65	3.65	3.65		3.65		3.65
Better / worse	↓	↓	↑	↑	↓		↑		↓
Same period last year	4.81	7.06	5.34	6.52	9.89		5.84		6.05
N7c Average sickness per staff employee to be less than an average of 7.3 days									
YTD Performance	3.24	2.09	4.19	2.06	5.45	0.51	1.39	5.87	4.63
YTD Target	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26
Last month performance	2.02	1.47	3.57	1.74	4.41	0.46	1.31	4.95	3.85
Last month target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Better / worse	↓	↓	↓	↓	↓	↑	↑	↓	↓
Same period last year	4.16	4.92	2.48	2.81	2.55	1.55	1.85	3.60	3.12
N8 Reduce FHQ costs by £500k								£M	£M
YTD Performance								£510,000	£510,000
YTD Target								£500,000	£500,000
Last month performance								£510,000	£510,000
Last month target								£500,000	£500,000
Better / worse								←	←
Same period last year								n.a.	n.a.
N9 Reduce manually produced performance reports by 20%									
YTD Performance								95	95
YTD Target								145	145
Last month performance								79	79
Last month target								83	83
Better / worse								↑	↑
Same period last year								n.a.	n.a.
N10 Maintain the proportion of resources devoted to NPT and response policing between 8pm and 1am									
YTD Performance	15%	19%	18%	18%	19%	20%	17%		18%
YTD Target	15%	15%	17%	18%	19%	22%	18%		17%
Last month performance	16%	19%	19%	18%	19%	19%	17%		18%
Last month target	15%	15%	17%	18%	19%	22%	18%		17%
Better / worse	↓	←	↓	←	←	↑	←		←
Same period last year	15%	15%	17%	17%	19%	22%	18%		17%
N11 Increase the hours worked by Special Constables by 10%									
YTD Performance								39,087	39,087
YTD Target								43,347	43,347
Last month performance								34,376	34,376
Last month target								36,829	36,829
Better / worse								↑	↑
Same period last year								39,406	39,406

2012-13 POLICING PLAN: LOCAL TARGETS, LONDON AREAS

Targets LN3, LS1-3A, LS4 and LU1-4 are updated to: **29 Nov 2012** (Last month: **21 Oct 2012**)

Other Local, London Area Targets are updated to: **31 Oct 2012** (Last month: **30 Sep 2012**)

Key:

Achieving target

GREEN

Failing target by < 5%

AMBER

Failing target by ≥ 5%

RED

London North	Fatality Mngt: partial re-opening within 50 mins	Escort 33% more football trains	Improve Det. Rate for rail staff abuse
	LN1	LN2	LN3
YTD Performance	39	105	53%
YTD Target	50	68	60%
Last month performance	32	101	55%
Last month target	50	59	60%
Better / worse	↓	↓	↓
Same period last year	34	n.a.	58%

London South	Maintain metal theft det. rate	Level crossing detections	Cycle crime detection rate	Cycle crime initiatives	ASB: detections	NPT: joint ops
	LS1	LS2	LS3a	LS3b	LS4	LS5
YTD Performance	26%	834	26%	339	2,880	653
YTD Target	21%	584	15%	116	2,871	599
Last month performance	28%	739	27%	260	2,474	517
Last month target	21%	490	15%	100	2411	513
Better / worse	↓	↓	↓	↑	↓	↑
Same period last year	25%	742	16%	n.a.	2828	613

London Underground	Reduce thefts per million journeys	Increase theft detections by 7%	Reduce staff assaults per 10m journeys	Increase sexual assault detections by 15%	Improve ERU vehicle response times by 20% (Mins per mile)	Reduce "under train" passenger lost hours by 5% (Hours / incident)
	LU1	LU2	LU3	LU4	LU5	LU6
YTD Performance	5.25	328	3.78	55	3.1	12,381
YTD Target	4.91	180	4.38	44	5.0	7,235
Last month performance	4.90	286	3.83	43	3.2	12,669
Last month target	4.91	151	4.38	37	5.0	7,235
Better / worse	↓	↓	↑	↑	↑	↑
Same period last year	4.94	188	4.41	29	n.a.	n.a.

Disruption targets: performance by route

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Brimsgate - Broxbourne	14,207	9,129	7,501	11,173
Ilford - Gidea Park	13,615	11,262	6,887	19,099
Ipswich - Trimley	2,305	4,278	4,109	3,260
Bletchley - Bourne End	22,611	5,112	5,091	20,994
Southall	9,700	4,236	4,230	13,300
Reading - Southcote	6,299	2,008	1,800	8,183
LN Totals	68,737	36,025	29,618	76,009

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Farnborough - Woking	9,615	2,566	2,235	11,723
Wimbledon	13,701	26,505	15,801	18,685
Gillingham - Rochester	3,211	3,110	1,543	4,382
Sittingbourne - Faversham	1,560	4,060	3,988	1,552
Lancing - London Rd	3,460	4,256	3,902	2,844
Selhurst - Balham	27,072	1,448	1,067	18,369
LS Totals	58,619	41,945	28,536	57,555

2012-13 POLICING PLAN: LOCAL TARGETS, NON-LONDON AREAS

Targets NE2-4, NW1-2, SC1-4, WW1-4 are updated to: 29 Nov 2012 (Last month: 21 Oct 2012)
Other Local, non-London Area Targets are updated to: 31 Oct 2012 (Last month: 30 Sep 2012)

Key:

Achieving target	GREEN
Failing target by < 5%	AMBER
Failing target by ≥ 5%	RED

Disruption targets: performance by route

North Eastern	15 football policing operations	Reduce cycle offences	Maintain live cable detection rate	ASB offenders at selected locations
	NE1	NE2	NE3	NE4
YTD Performance	9	218	31%	710
YTD Target	8	272	11%	548
Last month performance	7	207	30%	603
Last month target	7	228	11%	460
Better / worse	↑	↑	↑	↓
Same period last year	n.a.	312	8%	542

North Western	Football-related offences: det. rate	Reduce staff assaults	6 Level X PSPs at agreed locations	5 ASB PSPs at agreed locations
	NW1	NW2	NW3	NW4
YTD Performance	82%	168	0	1
YTD Target	86%	174	0	1
Last month performance	85%	143	0	1
Last month target	86%	146	0	1
Better / worse	↓	↑	↔	↔
Same period last year	82%	187	n.a.	n.a.

Scottish	ASB offenders detected	Reduce staff assaults	Increase sectarian offenders detected	Increase Level X offences detected	Quality of Service
	SC1	SC2	SC3	SC4	SC5
YTD Performance	521	46	25	99	95%
YTD Target	356	53	31	150	90%
YTD Linear Target	429	37	23	73	95%
Last month target	298	45	26	126	90%
Better / worse	↑	↓	↓	↑	↓
Same period last year	395	61	36	154	94%

Wales & Western	Aggression towards staff offences	ASB offenders detected	Staff assault det. rate, Welsh Sector	Reduce number of delayed trains, Welsh Sector
	WW1	WW2	WW3	WW4
YTD Performance	398	891	63%	980
YTD Target	417	780	62%	1,286
Last month performance	348	778	67%	879
Last month target	350	655	62%	1,079
Better / worse	↑	↓	↓	↑
Same period last year	439	812	61%	1483

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Sheffield - Mexborough	6,826	6,884	5,567	9,150
Doncaster - Thorne	5,014	1,599	1,257	6,178
Castleford / Knottingley Areas	5,987	430	414	8,298
Morley - Crossgates	9,983	3,893	2,801	11,842
Bowesfield - Norton South	6,264	5,395	3,954	7,783
Leicester - Wigston North	1,442	5,637	5,609	1,709
NE Totals	35,516	23,838	19,602	44,960

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Weaver - Winsford	18,563	308	308	27,710
Bolton - Salford Crescent	3,248	611	611	4,642
Slade Lane - Stockport	1,045	2,268	2,251	1,518
Rochdale - M/cr Victoria	1,973	449	420	2,782
Bootle Branch - Earlestown	1,984	640	517	2,046
Preston - Euxton	774	628	598	586
NW Totals	27,587	4,904	4,705	39,284

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Hyndland/Hyndland loop	571	24	12	847
Newton - Rutherglen East	215	132	121	319
Glasgow Central	525	524	481	552
Edinburgh	609	146	130	790
Shields - Paisley Gilmour St.	1,403	521	496	1,857
Edinburgh - Haymarket	437	264	260	552
SC Totals	3,760	1,611	1,500	4,917

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Swindon	1,131	486	482	1,433
Stapleton Road	1,196	334	334	1,614
Uphill	1,307	22	22	1,963
Nuneaton	4,480	987	987	6,354
Birmingham New Street	2,286	3,156	2,511	2,515
Galton Jn - Wolverhampton	6,164	10,904	9,134	8,088
WW Totals	16,564	15,889	13,470	21,967