



Report to: Police Authority
Agenda item: 3
Date: 31 January 2013
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 organisational activity within British Transport Police (BTP) since the last report to Police Authority on 13 December 2012.

2. POLICING PLAN

2.1 At 31 December 2012 BTP was achieving 8 of the 11 national targets and 24 of the 31 local targets set in the 2012/13 Policing Plan. A detailed update on Quarter 3 performance was presented to Performance Review Group on 17 January. The following section provides an overview of performance highlights. Detail of performance against all Policing Plan targets is attached at Appendix A.

2.2 Reduce the number of disruption related lost minutes at 36 agreed locations - At the end of December Network Rail had recorded 131,000 police related lost minutes at the 36 agreed locations, which is 108,000 (45%) less than BTP's year to date (YTD) target and 136,000 (51%) less than the same period last year. All Areas are achieving this target. The two principle means by which BTP has achieved these reductions is by reducing live cable theft offences and through delivery of the revised fatality guidelines.

2.3 Reduce the number of live cable offences – Live cable offences continue to fall, with 420 offences recorded up to 31 December, which is 50% less than the YTD target and 55% less than the same period last year. Non live cable offences have also continued to fall – 43% less than last year. The detection rate for live cable theft offences has increased to

32% compared to 14% last year. A more detailed update on metal theft is included in section 3.1 of this report.

2.4 BTP's average time for clearing non-suspicious fatalities is 77 minutes. The revised Fatality Guidance Manual has helped BTP reduce disruption on the railway by classifying fewer fatalities as unexplained. The total number of fatalities to date (223) is similar to last year (228), but the number of fatalities initially classified as unexplained has reduced from 76 (35% of total fatalities) to 25 (11%). Reducing the number of fatalities classified as unexplained has helped reduce the combined average clearance time from 120 minutes in 2011/12 to 85 minutes in 2012/13.

2.5 At 31 December BTP had recorded 38,347 notifiable offences, which is 15 offences fewer than BTP's YTD target and 1032 (3%) less than the same period last year. Most notifiable crime rates fell in quarter three. Theft of passenger property is the only crime group to increase significantly – 80% of this crime is in the London Areas. An update on BTP's response to theft of passenger property is included in section 3.5 of this report.

3. OPERATIONAL ACTIVITY

3.1 Metal theft

3.1.1 The approach adopted by BTP to tackle metal theft continues to be successful: helicopter surveillance, patrols focused on identified high risk locations, coordination of intelligence from participating partners and agencies, and national days of action. The most recent day of action, which took place on 4 December, involved 1504 officers, 33 police forces, Network Rail, British Telecom, Environment Agency, local authorities and many other agencies. During the operation 917 scrap metal dealers were visited, of which 549 were searched. These activities led to 89 arrests, 12 dealers reported for having no insurance, 18 reported for being unlicensed, 31 vehicles seized and a considerable amount of stolen copper and metal recovered.

3.1.2 A significant development is the legislative change in relation to the scrap metal industry. Provisions within the Legal Aid, Sentencing and Punishment of Offenders Act 2012 updated the Scrap Metal Dealers Act 1964 to prohibit payment for scrap metal by cash,



increased fines for offences under the Act, and extended police powers of entry into scrap metal yards to ascertain whether the prohibition on cash payments is being complied with. This new law was implemented on 3 December 2012. The day of action on 4 December was the first that had taken place since the implementation of the cashless model and five warnings were issued for minor breaches, and one dealer reported for buying scrap metal for cash and keeping no record of the transaction.

3.1.3 Richard Ottoway's private member's bill (Scrap Metal Dealers Act 2012/13) continues to make good progress, and proceeded to the House of Lords Committee stage on 18 January. This bill, if passed, will introduce a new local authority administered licensing regime, give local authorities the power to refuse or revoke licences, require sellers of scrap metal to provide proof of identify, and widen the definition of scrap metal dealer to include motor salvage operators. It is anticipated that the bill will receive Royal Assent in March 2013 and come into force later this year.

3.1.4 Unfortunately, there has been limited progress in securing Government funding for the continuation of the National Metal Theft Taskforce after current funding expires in March. The Deputy Chief Constable (DCC) met with Jeremy Browne, Home Office Minister of State for Crime Prevention, on 8 January to discuss future funding opportunities. The Minister agreed to write to the Secretary of State for Transport asking him to identify if there were funding opportunities within the DfT for continued support of the taskforce. At the time of writing this report no response has been received.

3.2 **Text service**

3.2.1 The text service, which is due to be launched in February, will enable members of the public to contact BTP's First Contact Centre (FCC) via text. This service is intended for non emergencies and the number 61016 has been chosen to mirror the 101 telephone service for non emergency police calls. The text service will also be an opportunity for members of the public to report anti social behaviour that they see or are experiencing and where they would not feel comfortable reporting it by telephone. The service will also be of benefit to rail staff, particularly train crews, who again will be able to contact



BTP to report incidents in a safe way that doesn't disclose they are doing so to those who may be causing problems on the train.

3.3.2 A system has been developed that should a text be received that requires an immediate police response the report will get fed by the FCC to the Control Room for action. Likewise, a plan is being developed to ensure BTP passes items of interest to the railway to the respective control centre. The sender will receive a text back from BTP informing them of police action or providing advice.

3.3.3 All operators within the FCC will be able to access the text messages through a web based system, and therefore messages should be picked up as soon as they come in. The text service will be promoted through a media launch and poster campaign. To be able to respond to the potential increase in calls for service for anti social behaviour BTP has enhanced officer visibility and response capability through Operation Malvern.

3.4 **Operation Malvern**

3.4.1 Operation Malvern commenced on 12 January and has been designed, in consultation with stakeholders, to tackle football related anti social behavior across the rail network on Saturdays for a 12 week period. Analysis shows that football incidents are prevalent between 1700-2200, indicating post match disorder on return journeys particularly when alcohol is an aggravating factor and when BTP football deployments have stood down. Resources will be deployed at key interchange stations and on board trains to provide reassurance, advice and assistance to rail staff and the public. Officers will also provide a coordinated response to any football related incidents and gather intelligence to support the Football Banning Order process.

3.4.2 Each Area will provide officers to support this operation, and there will be 2 Silver commands to manage deployment and response. Silver South (London Areas) will have 1 Inspector, 3 Sergeants and 18 Constables, and Silver North (North Eastern, North Western and Wales & Western Areas) will have 3 Sergeants and 18 Constables who will work to their respective football Inspectors. Officers will be on duty from 1500-2300 and will be deployed to identified areas. Officers will not be used as traditional travelling

serials but predominantly work in pairs. This is to maximise visibility and deal with incidents of disorder. This operation is not suited to solo patrol due to the increased risk of disorder and the need for officers to intervene.

3.4.3 Areas will brief the football and security leads for their respective TOCs at the joint football tasking meetings. An online survey for operational rail staff will also be published to seek feedback from the industry on the success of the operation.

3.5 **Operation Magnum**

3.5.1 Operation Magnum is an initiative aimed at reducing theft offences on London Underground by 10%. The operation is set up under the PIER Plan structure and will run throughout 2013/14. There are four strands to the operation:

- Prevention – coordination of resources to ensure effective use of all available uniform and non-uniform officers and staff.
- Intelligence – coordination of intelligence across L Area ensuring all intelligence is shared with partner agencies and other police forces.
- Enforcement – implementation of an enforcement strategy to improve the detection of theft offenders and undertake joint operations between the Area's specialist dip team and uniform resources.
- Reassurance - provide reassurance to members of the traveling public through media briefings and other community engagement opportunities whilst ensuring the anti theft patrol strategy is understood and implemented through all levels of Area resources.

3.6 **Operation Silence**

3.6.1 Operation Silence is a high visibility initiative aimed at reducing anti social behaviour and overall crime on London Underground. On 17 January, the first day of this operation, 190 officers were deployed on the London Underground network throughout the day and excellent feedback was received from staff and passengers on the enhanced police visibility. The Area saw a 10% reduction in overall notifiable crime compared to the previous day. Further days of action under Operation Silence will take place over the coming months.



3.7 **Anti Disruption Strategy**

3.7.1 An Anti Disruption Strategy has been developed and is due to be launched across BTP in February. This strategy is aimed at achieving a continued reduction in disruption across the rail network in 2013/14. Activities to help achieve this include:

- A partnership perspective with briefings to Network Rail, ATOC, ASLEF and TOCs.
- A staged educational process across the Force –briefing at the CID Conference in February, workshops and training delivered in the spring, and a new Hydra training package delivered by September.
- New equipment to expedite investigations.
- A conference with stakeholders in the summer to highlight early successes and learning points.

3.7 **Operation Bonneville** – fatality at Sandy Lane level crossing, Kidlington on 2 January

3.7.1 Operation Bonneville is the investigation into a fatality at Sandy Lane level crossing after a stationery vehicle was hit by a train. Two gentlemen were in the car and the driver (who survived) was the deceased's full time carer. The survivor remains in hospital with a fractured spine and broken ribs. The level crossing was in full operational order and was not responsible for the fatality. The driver's actions were in accordance with procedure. Lines of enquiry now centre on the car which was a mobility conversion. The vehicle had stalled on the crossing and would not restart. The wheelchair conversion in the rear of the car is also being examined as the deceased was thrown out of the wheelchair upon impact with the train and was somersaulted onto the tracks.

3.8 **Operation Project** – derailment of Cross Country train at Inverkeilor on 4 November

3.8.1 The investigation into the derailment at Inverkeilor continues. All recovered pieces of broken rail and the train wheels have been submitted to the Health & Safety Laboratory for full forensic reconstruction and investigation to determine how the incident occurred and the mechanics of the derailment. Biometric forensic opportunities have proved negative at this stage. Despite significant work to identify potential suspects, none have yet been identified.

4. ORGANISATIONAL OVERVIEW

4.1 Senior staff moves

- 4.1.1 Following approval by BTPA, Mark Newton's position as interim Director of Corporate Resources has been extended to December 2013. Mark Smith (Area Commander London North) retired in January and the following Chief Superintendent moves have subsequently taken place – Martin Fry London North Area Commander, Paul Brogden London Underground Area Commander, and Miles Flood's role expanding to cover both Territorial Policing & Crime. The rationalisation of the Territorial Policing and Crime posts into one Detective Chief Superintendent post was scheduled to take place in 2013/14 as part of the Futures Programme and the savings generated from this reduction in post have been accounted for in the Medium Term Financial Plan.
- 4.1.2 The format of the promotion boards was reviewed this year to establish a more robust and challenging process. Glynis Hammond, who is involved in the development of the Leadership Academy, played a pivotal role in the development of the new boards.
- 4.1.3 The Superintendent and Chief Inspector Boards, which complied with this new format, led to a number of moves across BTP. John McBride was promoted to Superintendent Scotland, and Andrew Morgan recruited from South Wales Police as BTP's Superintendent Wales. Nicki Watson has resumed her substantive post as Superintendent on London Underground. Superintendent Richard Moffatt, from North Eastern Area, has received temporary promotion to Chief Superintendent reporting to the DCC.
- 4.1.4 There has also been a number of moves of substantive Chief Inspectors as well as nine officers promoted to Chief Inspector rank following the promotion boards. The Inspector and Sergeant promotion boards take place over the next few months.
- 4.1.5 As part of the HR Transformation Programme, the new post of Head of People & Development, which will be based in Birmingham, has been filled by Paul Jackson. Paul is a former Director of HR and Organisation Development with the RAF, and is due to start in post in April.

4.2 **New Year Honours**

4.2.1 BTP's Inspector Jack Ioannou was awarded the Queen's Police Medal in the New Year's Honours. Jack was described as a 'great example' to his younger contemporaries as well as being a 'first class leader'. Jack enlisted to the Army when he was 16, serving in the Parachute Regiment. He left as a warrant officer in 1994 immediately joining the police service. For the past seven years Jack has been Officer in Charge at Croydon station where he oversees response and neighbourhood policing, CID, as well as providing a service to 60 railway stations and the Tramlink network. Jack was commended for his leadership following the period of disorder in August 2011 after leading a small team of officers who faced a group of over 100 violent youths.

4.3 **Operation Inspire**

4.3.1 BTP's new corporate values were launched on 10 January with members of the Strategic Command Team briefing all Area Management Teams and Force Headquarters. At a time when the police service nationally is under intense scrutiny Operation Inspire is about embedding the right values, standards and leadership across BTP. The corporate values upon which Operation Inspire is based are:

- Integrity & Respect – acting with honesty and authenticity demonstrating respect and understanding.
- Common sense – taking a sensible and practical approach, challenging bureaucracy.
- Trust & Confidence – promoting confidence in BTP and the police service, providing reliable and consistent quality of service.
- Determination – always strive to achieve the best results for BTP, the railway and public.
- Professionalism – providing smart, skilled and consistent service at all times, representing BTP in the best light.
- Pride – take pride in working for BTP and serving the community.

4.3.2 The Chief Constable will present further details on Operation Inspire to members at the Police Authority meeting.

4.4 **Estates Rationalisation**

4.4.1 The Estates Rationalisation team has commenced a new project to release one floor from FHQ Camden Road so that BTP can exit from the adjacent premises in Camden Street. The new layout for FHQ will see the third floor occupied by HR, Finance, Procurement and Corporate Services. The second floor will be occupied by the current residents of Camden Street (Major Investigation Unit and Professional Standards Department). The business case for this project was approved by Force Executive Board on 18 December and by the BTPA Chief Executive on 21 December. Work will commence in January and is due for completion in July. The project will not only deliver an improved and more efficient working environment, but will also achieve savings of £500k per year due the exit from Camden Street, with savings starting mid/late next financial year.

4.5 **Strategic Command Course – Exercise Willow**

4.5.1 The Strategic Command Course (SCC) prepares selected police officers for promotion to ACPO ranks within the police service. The course is also open to overseas officers, police staff and senior staff from partner agencies. The Chief Constable secured an SCC syndicate to undertake an exercise for BTP as part of their course work. BTP's syndicate comprised of eight officers from Home Office forces and a senior member of staff from the Home Office.

4.5.2 The exercise posed to the syndicate, which supports the work BTP is already undertaking to drive out savings for reinvestment in the front line, was for the syndicate to strategically review the national organisational structure of BTP, ensuring that any future operating model meets the multiple longer term challenges up to 2020. The syndicate were asked to review BTP's current structure and medium term financial plan and make recommendations for the most efficient and cost effective national operating model which reflects the longer term strategy and that is based on realising further efficiency savings for reinvestment into improving the frontline service delivery to the rail industry and public.



4.5.3 The syndicate met with a number of internal and external stakeholders during two days with the Force, and are due to present their findings and recommendations to the Chief Constable and BTPA Chief Executive on 23 January.

5. RECOMMENDATIONS

5.1 That members note the update provided in this report.

2012-13 POLICING PLAN: NATIONAL TARGETS

Updated to: 31 Dec 2012

Targets N1, N3, N5 & N6 are updated to: 31 Dec 2012 (Last month to: 18 Nov 2012)
 Target N5 is updated to: 31 Dec 2012 (Last month to: 30 Nov 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
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	4	3	5	2	8
Number last month	4	6	3	7	5	3	4	2	7

	London North	London South	London Underground	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total
Number of Local Targets being achieved									
Number of Local Targets	3	5	6	4	4	5	4		31
Number being achieved	2	4	4	4	3	3	4		24
Number last month	2	5	4	4	3	3	4		25

N1 Reduce NWR lost minutes at 36 agreed locations / routes

	London North	London South	London Underground	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total
YTD Performance	37,755	42,274		24,616	7,245	2,239	16,826		130,954
YTD Target	77,788	66,338		40,195	31,218	4,253	18,744		238,536
Last month performance	31,645	41,528		22,839	4,744	1,584	15,657		117,996
Last month target	65,624	55,964		33,909	26,337	3,590	15,815		201,239
Better / worse	↓	↑		↑	↓	↓	↑		↑
Same period last year	84,338	69,213		45,976	39,509	5,027	22,491		266,553

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 (Linear)	n.a.	n.a.

N3 Reduce live cable offences

	London North	London South	London Underground	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total
YTD Performance	26	37	37	126	56	28	111		421
YTD Target	105	47	31	344	92	50	164		833
Last month performance	24	34	35	110	47	24	98		372
Last month target	89	40	26	290	78	43	139		704
Better/worse (Linear)	↑	↑	↑	↑	↓	↓	↑		↑
Same period last year	117	38	10	422	107	56	182		932

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

	London North	London South	London Underground	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total
YTD Performance	76	74	60	84	67	92	86		77
YTD Target	90	90	90	90	90	90	90		90
Last month performance	76	74	56	84	65	91	86		76
Last month target	90	90	90	90	90	90	90		90
Better/worse (Linear)	↓	←	↓	←	↓	↓	←		←
Same period last year	76	69	63	94	62	108	81		77

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

	London North	London South	London Underground	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total
YTD Performance	8,396	9,318	9,090	3,284	2,968	1,234	4,057		38,347
YTD Target	8,212	9,290	8,368	3,726	3,117	1,424	4,225		38,362
Last month performance	7,211	7,977	7,562	2,830	2,537	1,068	3,499		32,684
Last month target	6,928	7,838	7,060	3,143	2,630	1,201	3,565		32,368
Better/worse	↑	↑	↓	↑	↑	↑	↑		↑
Same period last year	8,478	9,506	8,316	3,922	3,224	1,513	4,420		39,379

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

	London North	London South	London Underground	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total
YTD Performance	50.6%	51.0%	45.4%	71.0%	55.7%	61.3%	51.1%		52.1%
YTD Target	52%	47%	48%	65%	57%	68%	53%		52%
Last month performance	51.8%	51.9%	44.4%	69.8%	59.1%	56.3%	52.3%		52.5%
Last month target	52%	47%	48%	65%	57%	68%	53%		52%
Better/worse	↓	↓	↑	↑	↓	↑	↓		↓
Same period last year	56%	47%	47%	61%	55%	68%	50%		51%

2012-13 POLICING PLAN: NATIONAL TARGETS (continued)

Targets N7 - N11 are updated to: 31 Dec 2012 (Last month to: 30 Nov 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	5.77	4.68	4.50	4.57	7.00	8.71	5.65	6.33	5.67
YTD Target	5.48	5.48	5.48	5.48	5.48	5.48	5.48	5.48	5.48
Last month performance	4.99	3.86	3.95	3.76	5.80	7.96	4.97	5.46	4.92
Last month target	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87
Better/worse	↓	↓	↓	↓	↓	↑	↓	↓	↑
Same period last year	5.45	6.15	4.23	6.14	5.64	5.83	5.82	5.41	5.78
N7a Average sickness per police officer to be less than an average of 7.3 days									
YTD Performance	5.84	4.05	4.37	4.93	6.41	10.40	6.72	3.04	5.28
YTD Target	5.48	5.48	5.48	5.48	5.48	5.48	5.48	5.48	5.48
Last month performance	5.08	3.43	3.76	3.99	5.37	9.49	5.96	2.61	4.60
Last month target	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87
Better/worse	↓	↓	↓	↓	↓	↑	↓	↓	↓
Same period last year	5.39	5.71	4.28	6.58	5.38	6.46	5.96	3.51	5.19
N7b Average sickness per PCSO to be less than an average of 7.3 days									
YTD Performance	6.88	10.18	3.82	6.71	9.93		5.28		6.46
YTD Target	5.48	5.48	5.48	5.48	5.48		5.48		5.48
Last month performance	6.01	8.53	3.11	5.78	8.89		4.58		5.56
Last month target	4.87	4.87	4.87	4.87	4.87		4.87		4.87
Better/worse	↓	↓	↓	↓	↑		↓		↓
Same period last year	6.36	9.31	6.54	10.35	11.49		8.91		8.02
N7c Average sickness per staff employee to be less than an average of 7.3 days									
YTD Performance	4.23	4.52	5.27	2.74	7.89	0.76	2.14	7.84	6.24
YTD Target	5.48	5.48	5.48	5.48	5.48	5.48	5.48	5.48	5.48
Last month performance	3.45	3.22	4.98	2.43	5.95	0.64	1.74	6.79	5.39
Last month target	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87
Better/worse	↓	↓	↑	↓	↓	↓	↓	↓	↓
Same period last year	4.76	6.48	3.42	3.04	3.69	2.44	3.28	6.23	5.21
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								119	119
YTD Target								186	186
Last month performance								107	107
Last month target								166	166
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	16%	20%	18%	18%	18%	20%	18%		18%
YTD Target	15%	15%	17%	18%	19%	22%	18%		17%
Last month performance	15%	19%	18%	18%	18%	20%	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								48,083	48,083
YTD Target								55,402	55,402
Last month performance								44,057	44,057
Last month target								49,853	49,853
Better/worse								↓	↓
Same period last year								50,365	50,365

2012-13 POLICING PLAN: LOCAL TARGETS, LONDON AREAS

Targets LN3, LS1-3A, LS4 and LU1-4 are updated to: **31 Dec 2012** (Last month: **18 Nov 2012**)
 Other Local, London Area Targets are updated to: **31 Dec 2012** (Last month: **30 Nov 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	114	55%
YTD Target	50	88	60%
Last month performance	40	110	54%
Last month target	50	78	60%
Better/worse (Linear)	↑	↓	↑
Same period last year	34	n.a.	56%

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	27%	912	24%	438	3,225	871
YTD Target	21%	661	15%	150	3,250	770
Last month performance	27%	824	25%	382	2,754	755
Last month target	21%	557	15%	133	2,741	684
Better/worse (Linear)	↓	↓	↓	↑	↓	↑
Same period last year	24%	854	16%	n.a.	3155	765

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	5.27	349	3.69	59	3.0	12,381
YTD Target	4.91	203	4.38	50	5.0	7,235
Last month performance	5.12	315	3.78	51	3.0	12,381
Last month target	4.91	172	4.38	42	5.0	7,235
Better/worse (Linear)	↓	↓	↑	↓	↔	↔
Same period last year	4.94	199	4.48	41	n.a.	n.a.

Disruption targets: performance by route

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Brimsgate - Broxbourne	16,077	9,698	9,087	15,799
Ilford - Gidea Park	15,408	11,810	7,012	19,472
Ipswich - Trimley	2,608	4,303	4,239	3,289
Bletchley - Bourne End	25,589	5,414	5,097	23,114
Southall	10,977	4,263	4,236	14,175
Reading - Southcote	7,129	2,267	1,974	8,489
LN Totals	77,788	37,755	31,645	84,338

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Farnborough - Woking	10,881	2,596	2,276	14,186
Wimbledon	15,505	26,535	26,468	19,224
Gillingham - Rochester	3,634	3,187	3,100	4,496
Sittingbourne - Faversham	1,765	4,114	4,060	1,843
Lancing - London Rd	3,916	4,383	4,238	2,929
Selhurst - Balham	30,637	1,459	1,386	26,535
LS Totals	66,338	42,274	41,528	69,213

* TfL have not been able to provide December performance figures. The figures shown are the latest available: November vehicle response times, October for lost hours.

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

Targets NE2-4, NW1-2, SC1-4, WW1-4 are updated to: 31 Dec 2012 (Last month: 18 Nov 2012)
Other Local, non-London Area Targets are updated to: 31 Dec 2012 (Last month: 30 Nov 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	14	231	30%	765
YTD Target	11	307	11%	620
Last month performance	12	216	30%	681
Last month target	10	259	11%	523
Better/worse (Linear)	↑	↑	↑	↓
Same period last year	n.a.	346	9%	621

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	81%	190	1	3
YTD Target	86%	197	1	2
Last month performance	83%	158	0	1
Last month target	86%	167	0	1
Better/worse (Linear)	↓	↓	↑	↑
Same period last year	86%	202	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	615	55	31	129	94%
YTD Target	402	60	35	170	90%
YTD Linear Target	506	43	24	92	95%
Last month target	339	51	29	144	90%
Better/worse (Linear)	↑	↓	↑	↑	↓
Same period last year	453	67	36	156	91%

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	452	967	63%	1,156
YTD Target	472	883	62%	1,455
Last month performance	388	859	66%	970
Last month target	398	745	62%	1,227
Better/worse (Linear)	↑	↓	↓	↓
Same period last year	485	911	58%	1698

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Sheffield - Mexborough	7,725	6,989	6,898	9,286
Doncaster - Thorne	5,675	1,717	1,419	6,428
Castleford / Knottingley Areas	6,776	430	430	8,318
Morley - Crossgates	11,298	4,366	3,118	11,993
Bowesfield - Norton South	7,089	5,450	5,361	8,193
Leicester - Wigston North	1,632	5,664	5,613	1,758
NE Totals	40,195	24,616	22,839	45,976

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Weaver - Winsford	21,007	378	308	27,840
Bolton - Salford Crescent	3,676	625	611	4,642
Slade Lane - Stockport	1,183	4,494	2,261	1,518
Rochdale - M/cr Victoria	2,232	480	420	2,796
Bootle Branch - Earlestown	2,245	640	520	2,127
Preston - Euxton	875	628	624	586
NW Totals	31,218	7,245	4,744	39,509

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Hyndland/Hyndland loop	646	33	24	847
Newton - Rutherglen East	243	171	132	323
Glasgow Central	594	563	503	591
Edinburgh	689	324	140	790
Shields - Paisley Gilmour St.	1,587	797	521	1,911
Edinburgh - Haymarket	494	351	264	565
SC Totals	4,253	2,239	1,584	5,027

	YTD target breakdown	YTD Performance	Last month	Same period Last Year
Swindon	1,280	519	486	1,538
Stapleton Road	1,353	334	334	1,614
Uphill	1,479	22	22	1,963
Nuneaton	5,070	1,016	987	6,358
Birmingham New Street	2,587	3,781	3,015	2,684
Galton Jn - Wolverhampton	6,975	11,154	10,813	8,334
WW Totals	18,744	16,826	15,657	22,491