



Report to: Police Authority
Agenda item: 3
Date: 13 June 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 21 March 2013.

2. POLICING PLAN

- 2.1 2012/13 was a strong performance year, with BTP achieving 8 of the 11 national and 27 of the 31 local targets set in the Policing Plan. A detailed report on 2012/13 performance was presented to Performance Review Group (PRG) on 15 May and an update will be provided from the PRG Chair under agenda item 11. However, key achievements to note are:
- Reduction in disruption related lost minutes - not only did BTP achieve the target to reduce Network Rail lost minutes at 36 agreed locations (48% reduction), BTP reduced police related lost minutes by 26% across the whole rail network (1,580,474 minutes in 2011/12 to 1,171,730 minutes). This is a significant achievement and one that has been widely recognised by the industry.
 - A 56% reduction in live cable offences (1,116 offences in 2011/12 to 491), and an increase in the detection rate to 31%.
 - An average clearance time for non suspicious fatalities of 76 minutes. Following the introduction of new fatality guidance in 2012 the number of fatalities initially classified as unexplained reduced from 100 to 30 which saw the combined average fatality clearance time reduce from 113 minutes in 2011/12 to 83 minutes in 2012/13.
 - Notifiable crime reduced for the ninth consecutive year with a further 2% reduction in offences (54,973 offences in 2011/12 to 53,885). Reductions were achieved across



all main crime groups apart from theft of passenger property (TPP). TPP is a priority area for 2013/14 and an update on the initiatives in place to tackle TPP is provided in section 3.1 of this report.

- A 54% detection rate for staff assaults, serious violence against the person, robbery and sexual offences

2.1.2 The 3 national targets not achieved were:

- Sickness to be less than 7.3 days per employee – despite not achieving this target sickness levels across BTP continue on a downward trend with an average of 7.51 days in 2012/13, 7.68 days in 2011/12 and 7.73 days in 2010/11. Police officer sickness is the lowest it has been for four years, and the average sickness for PCSOs reduced from 11 days to 9 over the last year.
- To respond to 95% of Olympic related incidents within 10 minutes – BTP responded to 93% of Olympic related incidents within 10 minutes, 2 incidents short of target.
- Increase the number of hours worked by Special Constables - 64,440 hours were worked by Specials which was 16% less than target. However 35 Specials resigned during 2012/13 year, 27 of whom left to become full time BTP employees.

2.2 With regards to performance against the 2013/14 Policing Plan, as at 30 May 2013 BTP was achieving 6 of the 9 national and 21 of the 42 local targets. Initial headlines during the first two months of the performance year include:

- A reduction in police related lost minutes continues, with a 15% reduction against target (159,770 minutes against a target of 186,837 minutes, and 219,773 minutes against the same period last year).
- There were 52 non-suspicious and unexplained fatalities on the railway in April and May, with an average clearance time of 71 minutes. The target this year includes, for the first time, unexplained fatalities and the reduction in clearance time is as a result of the new procedures introduced as part of the fatality guidance issued in 2012.
- One of the new targets this year is to improve the detection rate of notifiable public order offences. BTP is currently achieving a 55% detection rate against a target of 59%.



3. OPERATIONAL ACTIVITY

3.1 Theft of passenger property (TPP)

- 3.1.1 TPP is one of the few crime categories which have shown a recent increase. In 2012/13 there were 17,196 crimes compared to 16,608 the previous year. Eighty percent of all TPP is reported in the London Areas. Mobile phones are the most common property type stolen (24%), approximately 3% of stolen property is recovered, and the detection rate for TPP is currently 6%.
- 3.1.2 All Areas except Scotland, where TPP accounts for only 2% of total TPP offences, have TPP reduction as one of their 2013/14 local targets. L Area is aiming for a reduction of 15%, with all other Areas aiming for 5%.
- 3.1.3 Operation Magnum was established on 23 January 2013 with the intention of significantly reducing theft on London Underground, main London transport hubs and the Pan-London overground rail network. This operation has now been extended nationally to target key outer London locations and will launch on 10 June. The first national Operation Magnum Day of Action is due to take place on 3 July 2013.
- 3.1.4 The operation has six strategic aims:
- Embed a wide range of Neighbourhood Policing Teams and media led crime prevention methods that inform and prevent members of the public from becoming a victim of theft in the first place.
 - Enhance all available information in order to rapidly transform this into intelligence, thus directing a more dynamic, pro-active approach to policing and/or multi agency operations.
 - Employ forward thinking in order to anticipate spikes of reported crime and plan accordingly.
 - Exploit advances in technology in order to tackle criminal activity, particularly involving any high value criminal desired items such as mobile phones and credit cards.
 - Ensure that a range of enforcement measures are used in order to arrest and prosecute offenders, utilising an integrated offender management strategy that



addresses such criminal behaviour longer term. Additionally to raise criminals perceived risk of apprehension, therefore acting as deterrence to their activity.

- Enable operational staff to use all proportionate, legal and ethical means that remove the commercial monetary reward to any criminals seeking to engage in theft offences.

3.1.5 Operation Magnum has so far been successful on London Underground, with the average number of TPP crimes per day reducing from 26 to 17. Arrests have increased by 55% since the start of the operation, and a 63% increase has been achieved in the number of offenders brought to justice.

3.2 **Metal Theft**

3.2.1 The latest national day of action was aligned to the roads policing day of action to maximise opportunities in the detection and disruption of those involved in metal theft. Over 1300 officers from BTP and Home Office forces took part in the operation, as well as partners from Trading Standards, Environmental Health and British Telecom. The operation was spread across multiple days around 21 May to achieve maximum results, which included visits to 165 scrap metal dealers, 113 arrests (17 for non compliance of the Act and 96 for handling stolen goods and theft), seizure of 90 vehicles, and the recovery of over 7 tonnes of railway and telecoms cable, over 150kg of copper and 450 gas canisters.

3.2.2 Since the introduction of the cashless legislation in December 2012, over 140 intelligence reports have been received suggesting breaches in the Act. That intelligence was used to support the day of action. Intelligence has also highlighted an increase in scrap metal dealers' compliance through legitimate banking processes. This information supports ongoing activity by HMRC with regard to non declared earnings.

3.2.3 In January 2013 a revised bid for funding for the National Metal Theft Taskforce Programme (NMTTP) for the financial year 2013/4 was made to the Home Office. Funding for £529k was secured, on condition that it was match funded, which has now been agreed. The Home Office funding was provided to support activity in the lead in to



the implementation of the Scrap Metal Dealers Act in October 2013. Whilst it is clear that, with this limited funding, Taskforce activity is not sustainable at the same levels as previously demonstrated, NMTTP has maintained the ACPO regional network and a centralised function that has been reduced commensurately. For the forthcoming period the Taskforce Programme will deliver activity in line with updated objectives and outputs in support of legislative change and a return to business as usual.

3.2.4 The Scrap Metal Dealers Act (SMDA) 2013 received Royal Assent on February 2013 and will come in to force on 1 October 2013. An SMDA Implementation Working Group, chaired by the Home Office, has been instigated, upon which the NMTTP central team sit. Current work streams into which the Taskforce have an input include the Local Authority licensing process and relevant offences. In addition, the team has fed in to the SMD Database which will be owned by the Environment Agency. It is intended that this will be in place by the implementation date in October.

3.2.5 The central team have produced a review of the previous year's activity in the form of an end of year report. A Good Practice Database which has collated the best initiatives from all the regions over the previous year has been circulated. Police guidance on the SMDA will be disseminated once the Home Office guidance has been ratified. Planning for a series of Input Days for regional coordinators and BTP SPOCs is currently being undertaken to provide information from partner agencies on the implementation of the SMDA. A letter will be sent out shortly to the Police & Crime Commissioners of the top fifteen hot spot forces detailing the impact of metal theft on the areas, in conjunction with the industry lobbying group.

3.3 **Suicide Prevention and Mental Health**

3.3.1 Network Rail has provided £625k of funding over three years as their contribution to a strategic BTP team based at FHQ and a tactical team to progress the Operation Partner pilot on London North. This funding, for which an EPSA has been developed, commenced on 1 April 2013.



3.3.2 Operation Partner has made considerable progress across a range of issues since April which include:

- Combining the LN and LU suicide prevention and mental health function under the auspices of Operation Partner, and the provision of £315k funding from LUL to provide additional NHS resources to support this joint team.
- Securing funding from NHS England of £87k to extend the NHS resources that were part of the original LN pilot for a further six months (to end of October 2013).
- Securing funding from the West London Mental Health Trust of £21k, to provide a dedicated NHS resource to help tackle community based issues contributing to suicide in three west London hot spot locations (Ealing Broadway, Southall and Hayes & Harlington).
- Agreement reached with the key NHS provider on Operation Partner to work up a framework, providing progression from the BTP PIER plan to NHS care plan (transition of responsibility from emergency to care).
- Collaborative work with Network Rail as part of their National Suicide Prevention Steering and Working Groups to help them deliver elements of their 5 year prevention programme.
- Introduction of a Force Fatality Database which captures information in relation to contributory factors, rail disruption and demand on police resources with associated costs. This includes collation of 'Potential Life Saving Interventions' - cases where police or rail staff actively intervene and prevent someone attempting or completing suicide. Since 1 April on average one such incident has been recorded daily.

3.3.3 BTP's approach to suicide prevention has been recognised and praised by the Independent Commission into Mental Health and Policing within the Metropolitan Police, chaired by Lord Adebawale, and the MPS have been advised to adopt our approach.

3.4 **Text service**

3.4.1 BTP's 61016 text service went live on 6 March 2013. Since its launch BTP has received 1573 texts, with an average of 21 texts received per day. Of these:

- 540 incidents have been raised (57% related to ASB, 15% to notifiable crime and 10% were information / intelligence).



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- London South Area received the highest volume of texts (31%), followed by London North (20%) and Wales & Western (15%).
 - Officers were deployed to 246 incidents.

3.4.2 Improvements already made to the text service include a bespoke text template requesting personal contact when the informant is in a position to safely do so, and an outcome text that keeps the informant updated even if they have moved on from the incident.

3.4.3 Feedback from the public and rail staff has been positive. The MPS has contacted BTP to explore opportunities to enhance their SMS text facility and to share best practice.

3.5 **Firearms Licensing**

3.5.1 The development of BTP's armed capability was announced in a written ministerial statement on 24 May 2011. As Police Authority members are aware, the establishment of that capability has been hampered by the current firearms licensing arrangements which place BTP officers in a different position to that of officers from the territorial police forces in England and Wales and the Police Service of Scotland.

3.5.2 This meant that individual BTP authorised firearms officers (AFOs) had to apply to their local police force in a private capacity for a firearms certificate to enable them to perform a role on behalf of the State. Apart from this unsatisfactory legal position, there are operational and procedural disadvantages to the current approach, which limit the flexibility of deployment and potentially undermine the capability.

3.5.3 Clause 102 of the Anti-Social Behaviour, Crime and Policing Bill 2013/14 brings BTP's AFOs within the modification of the Firearms Act 1968. The legislative change proposed by this Bill is:

British Transport Police: Crown status under Firearms Act 1968

(1) In section 54 of the Firearms Act 1968 (application to Crown servants), in subsection (3), at the end of paragraph (d) there is inserted “, or “(e) 40a member of the British



Transport Police Force, or (f) a person employed by the British Transport Police Authority who is under the direction and control of the Chief Constable of the British Transport Police Force.”

(2) The following are repealed—

(a) 45 subsections (3A) and (3B) of section 54 of the Firearms Act 1968, and (b) paragraph 9 of Schedule 7 to the Anti-terrorism, Crime and Security Act 2001 (which inserted those subsections).

3.5.4 The Bill received a first reading in Parliament on 9 May. The date of the second reading is yet to be announced but the provisional timetable would see Royal Assent before Easter Recess 2014. Progress of the Bill will be monitored by BTP to ensure the provision for BTP Firearms Licensing remains within the Bill and is subsequently given Royal Assent.

4. ORGANISATIONAL OVERVIEW

4.1 Stakeholder engagement

4.1.1 The Chief Constable's schedule of stakeholder engagement continues. Since the last Police Authority meeting the Chief Constable has met with Maarten Spaargaren Mersey Rail, Nick Donovan First Transpennine Express, Michael Roberts and Gary Cooper ATOC, Tim Shovellor South West Trains, and Richard McClean Grand Central. Feedback from all has been positive especially around BTP's response to fatalities, metal theft and disruption. Concerns raised included anti social behaviour, football, drunken behaviour and increases in the PSA charge.

4.1.2 A stakeholder engagement meeting for London North Area took place on 5 June and was attended by 14 industry representatives including LOROL, C2C, Chiltern Railways, ECML, Eurostar, Grand Central, Greater Anglia, Heathrow Express, Southeastern and Network Rail. This was a constructive meeting where BTP's response to fatalities, metal theft and disruption were described as 'immense'. Other topics discussed included trespass, suicide prevention and visibility of officers to meet the increase in passenger numbers.



4.2 **HMIC Valuing the Police Inspection**

4.2.1 HMIC's Valuing the Police inspection took place on 4 – 5 June. The inspection focused on three areas:

1. How forces are responding to their budget challenge
2. What is the impact for the workforce and the public
3. How current and future risks are being managed

4.2.2 Feedback from the 'hot' debrief to the Deputy Chief Constable and Andrew Figgures was largely positive and included:

- Strategic Plan 20/20/10 targets are ambitious, which HMIC commended.
- Performance is good, as are the reduction in crime levels.
- Collaboration / partnership approach is good practice.
- Governance arrangements work well and there is good financial planning in place.
- Opportunities for further engagement with staff around the restructure.
- Internal communication could be improved.

4.2.3 HMIC is preparing a detailed Force feedback report, a draft of which will be send to BTP in mid-July. HMIC confirmed that BTP will not feature in the thematic inspection.

4.3 **FHQ Estates Rationalisation**

4.3.1 The relocation of Corporate Resource departments to the third floor at Force Headquarters (FHQ) is complete, with HR, Corporate Services, Finance and Procurement and the Interim Director of Corporate Resources now located on the same floor.

4.3.2 The move of Corporate Resources to a single floor has freed up the second floor allowing for the occupation of Crime, Major Investigation Team and Professional Standards Department. The refurbishment and remodelling of this floor has freed up the second floor for the occupation of Crime, Major Investigation Team and Professional Standards Department. This work is now complet, with Professional Standards relocating to the second floor by 10 June and Major Investigation Team by 17 June.



4.3.3 The rationalisation of the FHQ building will result in the vacation of the premises in Camden Street. Discussions with the landlord of these premises continue in order to either release the estate back to the landlord for redevelopment or sublet the premises to realise savings of £350k in the MTFP for 2014/15 and £500k for 2015/16.

4.4 **Force Control Room London**

4.4.1 The Force Control Room London (FCRL) completed its relocation to Palestra House on 5 June. This was a smooth transition with no adverse affect on operations. The old FCRL premises at Broadway are now being decommissioned and will be handed back to LUL on 31 July. Members who are visiting the London Underground Control Centre after the Police Authority meeting will have an opportunity to see BTP's FCRL in operation.

4.5 **HR Restructure**

4.5.1 The restructure of the HR function continues to schedule. The job matching process is complete and the outcome letters were delivered to HR colleagues on 23 May 2013. Individual consultation sessions are currently being undertaken with affected staff and work to secure alternative roles for those individuals who were not matched to roles within the new HR structure will commence in June. The new structure will be in place by September.

4.6 **Integrated Information Management Strategy**

4.6.1 The draft Integrated Information Management Strategy was presented to Force Executive Board on 8 May. This is a five year technology strategy which encompasses 36 separate projects over the life of the plan. The Chief Technology Officer and Technology Programme Manager both started in post in May and will support the Head of Technology in delivering this programme of work.

5. **RECOMMENDATIONS**

5.1 That members note the update provided in this report.