BRITISH TRANSPORT POLICE

Report to:	**Police Authority**
Agenda item:	**3**
Date:	**12 December 2013**
Subject:	**Chief Constable's Report**
Sponsor:	**Deputy Chief Constable**
For:	**Information**

1. PURPOSE OF PAPER

1.1 This report provides members with an update on activity within British Transport Police (BTP) to deliver the key objectives in the Strategic Plan since the last report to Police Authority on 6 November.

2. POLICING PLAN

2.1 As at 30 November BTP was achieving 7 of the 9 national and 26 of the 42 local targets in the 2013/14 Policing Plan. This section provides an update on performance against the national targets and an overview of performance against all Policing Plan targets is attached at Appendix A.

2.2 The 7 national targets being achieved are:

- The average clearance time for non-suspicious and unexplained fatalities is 73 minutes against a 90 minute target. This is despite the increase in the number of suspected suicides on the rail network compared against the same period last year. Further detail is included at section 4.1 of this report.

- The number of recorded notifiable offences is 6% less than the same period last year (32,217 offences in 2013/14 compared to 34,334 offences in 2012/13), against a 3% reduction target.

- The notifiable detection rate has increased slightly to 32.9% against a target of 31%.

- 58% of the overall Force budget was spent on frontline resources during the first two quarters of 2013/14, which is in line with target (this target is reported quarterly with the next update due at the end of December).

- Overall sickness to be less than 7.3 days per employee for the full year – the current year to date average is 4.23 days sickness per employee against a year to date target of 4.26 days.

- 95% of employees on temporary duty restrictions (TDR) are returning to full time hours within four weeks of their return to work against a 90% target.

- The hours worked by Neighbourhood Policing Teams (NPTs) and Response Teams between the hours of 7pm and 3am was 602,221 hours against a target of 586,058.

2.3   The 2 national targets that are currently not being achieved are:

- Reduce police related disruption minutes by 3% - Police related disruption minutes continue to increase, with 867,962 minutes (14,652 incidents) recorded by Network Rail, against a target of 759,797 minutes and 823,749 minutes (13,354 incidents) last year. As previously reported, performance against this target has been adversely affected by the increase in suicides and attempted suicides. Further detail on suicide prevention and disruption related activity is included at section 4.1 of this report.

- A detection rate of 57% is currently being achieved for notifiable public order offences, against a target detection rate of 59%. There have been 4,216 public order offences so far this year (an increase of 3% against the same period last year).

3.   FORCE RESTRUCTURE

3.1   As reported to November's Police Authority, the interim structure is now in place. Promotion boards for the four Superintendent vacancies in the new structure took place on 18 and 19 November. The Deputy Chief Constable, ACC Thomas, and Paul Jackson formed the panel and a challenging selection process, which was developed by the Leadership Academy, was used to ensure the best applicants were selected for these roles. The Superintendent appointments made were:

Sub Divisional Commander, Pennine	Eddie Wylie
Sub Divisional Commander, Western	Gill Murray
FHQ Operations	John Conaghan
Offender Management	Chris Horton

3.2   Officers at Chief Inspector rank have been invited to express their interest in Chief Inspector roles, and a postings exercise will take place in December. Inspector promotion boards are being held on 2 – 9 December, and Inspectors will be posted to positions in December. The Leadership Academy again developed a robust selection process for these boards.

3.3   Job matching to posts for all employees affected by the restructure has taken place. The selection process for posts in the new structure has commenced, particularly where the job matching exercise identified more people than posts. This will be complete by the end of January.

3.4   The window for the police staff Voluntary Selective Severance (VSS) scheme closed on 22 November, with 140 VSS applications received. All applications were considered by a panel formed of the Divisional Commander (or nominated Sub-Divisional Commander), senior project HR representative and work stream lead. Of the 140 applications, 34 have been declined in cases where the Force wants to retain the applicant's skills and experience, 2 are pending decision due to outstanding investigations, and 104 have been submitted to BTPA for approval. Applicants will be notified of the outcome of their VSS application week commencing 9 December.

3.5   Of the approved VSS applications for senior police officer roles, Terry Nicholson left BTP on 22 November. Miles Flood is due to leave at the end of February, and Dave Wildbore and Steve Morgan are due to leave at the end of March 2014.

3.6   At Police Authority in June a maximum spend of £2.5m was approved for redundancy costs associated with the restructure. The current redundancy cost based on the above applications is in the region of £1.8m.

3.7   All other work streams associated with the project are progressing on time. There has been regular communication on the current position and next steps to ensure all staff remain fully informed. Staff directly affected by the restructure have been offered support through HR, their line manager, and Care First. On the whole employees remain focused

and committed to providing a highly professional service to the Force and rail industry during this period of change.
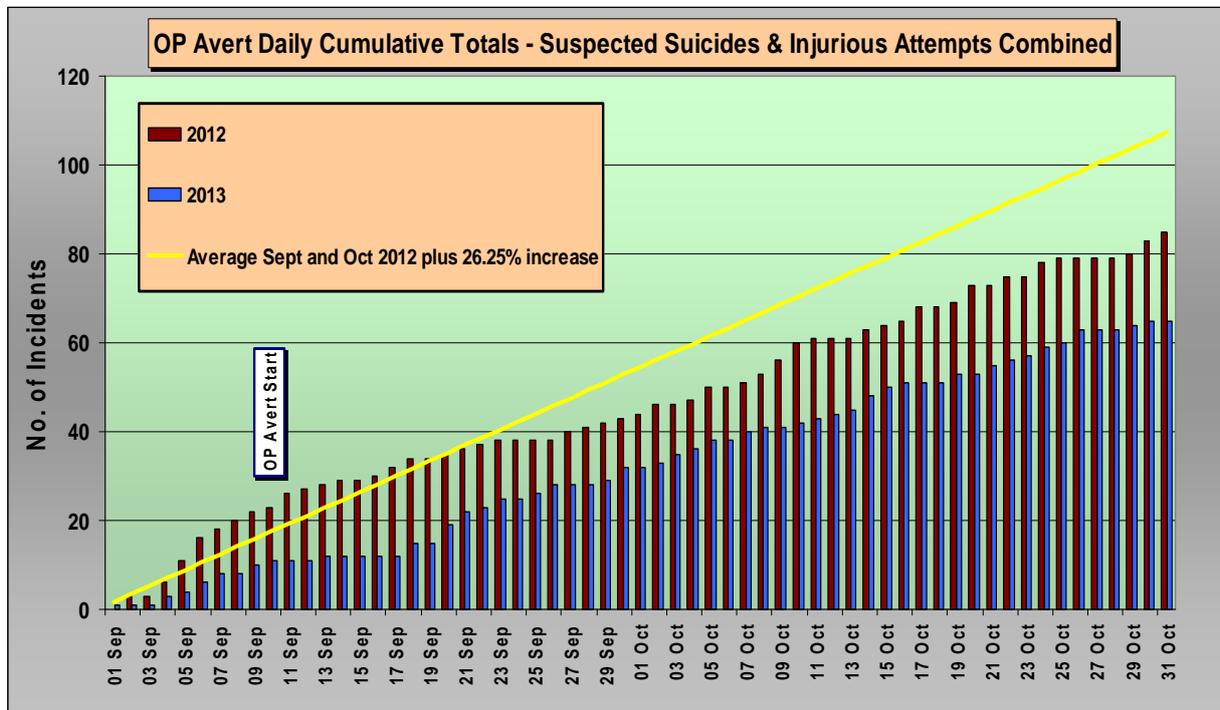
4.   REDUCING DISRUPTION

4.1   <u>Suicide prevention</u>

4.1.1 From January to November 2013 there were 385 suspected suicides and injurious incidents on the rail network. Of these, 303 were fatalities, compared to 287 against the same period last year (6% increase). This position has improved significantly from the near 34% increase by August 2013 against the same period last year. This reduction is attributable to the suicide prevention work being undertaken by BTP and partners including Network Rail, Department of Health (DoH), National Health Service (NHS), and the Samaritans.

4.1.2 Operation Avert was launched in September to try and halt the increase in suicides and the associated disruption that arise from them. Operation Avert was supported by Network Rail and the wider rail industry and was based on being proactive in making interventions with people who seemed in distress, and patrolling vulnerable locations at relevant times. Operation Avert has been extremely successful. September and October were the first months since April 2013 where the numbers of suicides were lower this year compared to last year.

4.1.3 The table on the following page shows there were a total of 65 suicides and injurious attempts during September and October compared to 85 incidents against the same period last year (24% reduction). The yellow line demonstrates the worse case scenario position for the same period (created using the average incident rate for September and October last year, combined with the percentage increase in incidents in April to August this year compared to April to August last year). Had the number of fatalities in September and October this year mirrored the numbers from last year and there had been the same increase in percentage of incidents that was seen earlier this year, then potentially there could have been as many as 107 incidents in September and October this year combined (a potential reduction of 39% on the worst case scenario).

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OP Avert Daily Cumulative Totals - Suspected Suicides & Injurious Attempts Combined

4.1.4 Further examples of the innovative and partnership activity BTP is leading on in suicide prevention include:

- A Public Protection Unit (PPU) and extension of the Street Triage Pilot to C Division – The Force restructure replicates the current arrangements for B Division (where NHS resources work alongside BTP as part of Operation Partner) in C Division. This is linked to a successful bid made to the DoH for funding of £200k to employ NHS mental health nurses to work alongside BTP resources in the new PPU which will be located in Birmingham.

- Priority Locations – BTP are working with Network Rail and RSSB to identify vulnerable locations and install engineering solutions to prevent access to lethal means. Analysis of incidents, disruption impact, pre suicidal incidents and currency of events has enabled a process to be developed which has reduced Network Rail's previous list of 350 locations down to 27. This will enable real focus in terms of preventative impact. A

joint inspection programme of these locations is currently being undertaken to ensure all practical solutions are applied.

- BTP is working with health and social care organisations to ensure they understand the added demand the transport network brings to their areas, and building effective preventative healthcare provisions at relevant locations to prevent vulnerable people seeking to take their life on the railway.

- BTP and Network Rail participation at a number of conferences and events to raise awareness of railway related suicide to Mental Health Trusts and Clinical Commissioning Groups.

4.1.5 The Deputy Chief Constable is now the ACPO lead for suicide and a member of the ACPO Mental Health Forum. The inaugural meeting of the ACPO Suicide Working Group will take place in early 2014. This group will deliver a national strategy on suicide prevention for the police service, produce relevant guidance, promote best practice and link in academic research and multi agency perspectives.

5. REDUCING CRIME
5.1 Operation Magnum

5.1.1 Operation Magnum is aimed at significantly reducing theft offences across the transport network and was launched on the London Underground in January 2013. Due to its success it was later widened to a national operation in July 2013. Since the operation went national it has resulted in a force wide theft reduction of 10.9% and 1275 less victims. It has led to a 25.7% reduction on theft across London Underground Area. This reduction across the country highlights the continued success of Operation Magnum and its commitment to reducing the number of passengers who become victims of theft.

5.1.2 Tactics used as part of the operation include high visibility patrols, plain clothed deployments, public engagements and intelligence led deployments. In the past three months the operation has been engaged in a number of activities. Firstly meetings with the industry have been held, in particular discussions around the designing out of opportunity for on train thefts and influencing the education and engagement of rail staff in

the prevention of theft offences. Significantly, activity has been undertaken nationally to develop a single system for the recording of lost property in order to increase the opportunity for the repatriation of property, as well as gaining a better intelligence picture of where crime is occurring.

5.1.3 A National Theft Workshop was held in November at Wyboston Lakes with guest speakers including ACC Gwyne from the National Crime Agency, a senior member of UKIE, the Head of the Telecommunication UK Fraud Forum (TUFF) and the MPS lead on policing concerts. Following discussions at the conference, work is now underway for collaborative working with the MPS at concert venues to tackle a recent phenomenon around theft at the Manchester Phones for U Arena. The Magnum team has also engaged with the Business Improvements Districts within London and the South East and will be presenting Operation Magnum to the Business Crime Reduction forum for MPS in early 2014. Currently negotiations with the UKIE are underway around securing seconded officers to work with the newly formed Pan London Volume Crime team.

5.1.4 Finally the operation has commenced the national roll out of the mobile phone safe sellers' scheme. This aims to target second-hand mobile phone shops inviting them to sign up and enter into a safe practice of selling phones.

5.1.5 All of this activity along with the daily focus of reducing theft victims has led to a consistent and positive reduction in offences and victims across the transport network.

5.2 Metal theft

5.2.1 The Scrap Metal Dealers Act 2013 came into force on 1 October 2013, with the enforceable provisions coming into force on 1 December 2013. The two month transition period was put in place in order to ensure scrap metal sites, motor salvage operators and mobile collectors who were registered under previous legislation, since repealed, could register with local authorities in order to ensure a smooth transition and that local authorities could have an appropriate licensing regime in place.

5.2.2 The new Act makes provision for the identification of those selling metal, reiterates the cashless legislation previously introduced under the Legal Aid, Sentencing and Punishment of Offenders Act 2012 (now repealed), and the establishment of a link between metal received and the seller. It also includes the motor salvage industry and mobile collectors for the first time in an overarching regime.

5.2.3 During the transition period, officers from Home Office forces and BTP have been undertaking educational visits to sites and undertaking roadside operations to educate mobile collectors, not identified under previous legislation. Since 1 December officers have undertaken enforcement activity across all 11 ACPO regions, centred around a Day of Action on 3 December, involving warrant execution, arrests for metal theft, reporting for metal related offending and the seizure of property. Partners, including Network Rail, VOSA, British Telecom, Environment Agency, HMRC and Trading Standards were involved in the operations. This forms a sound basis for further activity in 2014 year to reinforce the new legislative landscape and embed metal theft knowledge within the front line.

5.2.4 The Home Office published crime statistics on metal theft on 28 November 2013. These detail the number of offences involving metal theft between 1 April 2012 and 31 March 2013 by police force area and rates per 10,000 population. It refers to thefts of items for the value of their constituent metals, rather than the acquisition of the item. This release, where possible, differentiates between infrastructure-related metal theft and non-infrastructure-related metal theft. The Home Office figures show a 40% reduction during the financial year ending March 2013, comparing the last quarter (Jan-March 2013) with the first (April-June 2012). Forces have provided the following reasons for the decrease in metal theft:

- Introduction of local initiatives to tackle metal theft
- General fall in price of scrap metal
- Pending legislation change and added exposure of media coverage.

5.2.5 The range of offences per 10,000 population varies from 29 (South Yorks) to 3 (Norfolk). The top five areas – South Yorks, Cleveland, Gwent, Durham and Lancashire - are as we

would expect and where we focus activity. BTP were excluded due to our lack of resident population. The National Metal theft Taskforce were consulted prior to the release of these statistics and identified levels of underreporting and challenges between recording offences as infrastructure or infrastructure, which led to the Home Office putting caveats around the release of the data. BTP is confident that its data recording is resilient and accurate.

5.2.6 Significant progress continues to be made in reducing the theft of live and non live cable from across the rail network. Against the same period last year, there has been a 43% reduction in the theft of live cable (222 offences from 392) and a 34% reduction in the theft of non-live cable (354 offences from 533). The detection rate for theft of live cable is 20% and 29% for the theft of non-live cable.

6. INCREASING CONFIDENCE
6.1 Stakeholder engagement

The Chief Constable, Deputy Chief Constable and ACC McCall undertook a leadership visit to Scotland on 2 December. They held focus groups with staff from across D Division, met with the senior management team, and met with stakeholders including First Scotrail, East Coast, Crosscountry, Virgin, Network Rail, ORR, Passenger Focus and Strathclyde Partnership for Transport. Feedback from across the industry was extremely complimentary about the work of BTP in Scotland. A meeting with Sir Stephen House, Chief Constable of Police Scotland was cancelled due to the helicopter crash in Glasgow.

In the last month the Chief or Deputy Chief Constable have met with Mike Brown, Managing Director of LUL and London Rail, Network Rail, ATOC and Southeastern.

6.2 London Underground's 'Fit for Future' programme

BTP has formed a project in response to LUL's Fit for Future programme that seeks to redesign its operating model. There are a number of work streams under this programme including the introduction of night trains in 2015 , contactless payment, closure of ticket offices commencing in 2014, and more publicly available frontline customer service assistants. BTP's project team will engage with LUL to ensure it is fully linked in at an

early stage on all work streams and will report to Chief Superintendent Brogden and ACC Pacey with phased recommendations as the various work streams come on line.

The RMT are balloting their members in December in response to Fit for Future, with the earliest mandate for industrial action commencing mid January. As with previous industrial action, BTP will work closely with TfL, LUL, the unions and passengers to provide assistance on any days of industrial action.

6.3 Travel disruption during adverse weather conditions

BTP put in place its adverse weather strategy in response to the weather conditions on 5 December. There was severe disruption caused after train services were suspended and subject to delay due to the weather conditions and obstructions on the tracks. Amongst others, services across Scotland, and the East Coast and West Coast main lines were suspended which caused a large build up of crowds at mainline stations. BTP worked in close liaison with the rail industry during this period. There was good partnership working and communication between BTP, Network Rail and the TOCs.

6.4 Christmas campaign

This year BTP's digital Christmas campaign will focus on Operation Magnum and the related 'thieves' tactics' campaign. The overall objective is to raise greater awareness of theft of personal property on the over ground rail and London Underground systems using social media. To distinguish this project from previous work, content will be focused more on the Christmas appeal – and the risk of theft associated. Initiatives include

- Every Xmas theft – on 6 December all thefts over the 24 hour period on the overground and underground network will be tweeted 'as live', using the hashtag #EveryXmasTheft.
- 24 hours on the Underground – on 19 December a live tweet event will take place focusing on a 'day in the life' of BTP officers at Christmas, following Neighbourhood Policing Teams and specialist teams such as the Dip Squad on various London Underground lines.
- New Year's Eve countdown – on 31 December a series of tweets to see in the new year, focussing on BTP's achievements and positive statistics from 2013, alongside safety and advice messages.

7. OTHER MATTERS

7.1 <u>Awards Ceremony</u>

The Chief Constable presented Certificates of Commendation and Royal Humane Society Awards to police officers, police staff, industry staff and members of the public at an Awards Ceremony at BMA House on 6 December. The actions of recipients included acts of bravery, outstanding performance, assisting in the preservation of life, and outstanding commitment in demonstrating the Force's corporate values. Recipients included two 14 year old boys who went on to a track to remove a distressed female who was intent on committing suicide. Lew Adams represented BTPA at the ceremony.

7.2 <u>Accreditation of the Scientific Support Unit (SSU) under ISO 17025</u>

Following assessment by the United Kingdom Accreditation Service (UKAS), BTP's SSU was granted accreditation to the international quality standard, ISO 17025. This is the single most important quality standard for forensic laboratories because of the assurances it provides around technical competence and the production of technically accurate results.

This accreditation means that the SSU operates a robust quality management system, demonstrates high levels of control over all operations, that SSU personnel are technically competent and able to generate technically valid results. The scope of accreditation covers all operations of the Central Submissions Department and the DNA screening activities of Laboratory Services.

7.3 <u>D Division awarded Investors in People Silver Standard</u>

D Division has been awarded an Investors in People Silver standard in recognition of the Division's strategic and operational values, performance, and people development. In determining the award Investors in People cited coaching and mentoring as key areas of note.

7.4 <u>Police officer and PCSO recruitment programme</u>

BTP's Learning & Development Centre at Spring House remains full to capacity, with 143 PCs and PCSOs at various stages of their recruit training. Intake 15, a group of 39 police

constables, have just completed training and attended their end of course ceremony at Apothecary Hall on 29 November officiated by the Chief Constable. This intake saw all recruits pass their final exam and the average score of the cohort was 89%, one of the highest scores achieved to date on an intake. There are currently three other intakes of PCs and one of PCSOs at Spring House.

Other training taking place at Spring House includes the Leadership Academy 'Leading for Performance' programme and a First Line Supervisors Course, Personal Safety Training, and Tier 1+ interview training for uniformed officers.

8. RECOMMENDATIONS

8.1 That members note the update provided in this report.

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2013-14 POLICING PLAN: NATIONAL TARGETS

Updated to: 30 Nov 2013

Targets N1, N3 & N4 updated to:	30 Nov 2013	(Last month to: 06 Nov 2013)
Other Targets are updated to:	31 Oct 2013	(Last month to: 30 Sep 2013)

Key:

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

	London North	London South	London Undergr'd	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total	Interim B Div'n	Interim C Div'n
Number of National Targets being achieved											
No. of National Targets	7	7	6	7	7	7	7	2	9	7	7
No. being achieved now	4	2	5	3	2	2	3	2	7	5	3
No. last month	4	2	5	3	2	2	2	2	7	5	1
Number of Local Targets being achieved											
No. of National Targets	7	6	6	5	6	6	6		42	19	17
No. being achieved now	6	4	4	2	4	4	2		26	14	8
No. last month	5	3	4	2	4	3	1		22	12	7

N1   Reduce police related NWR lost minutes

	London North	London South		North Eastern	North Western	Scottish	Wales & Western		BTP Total	Interim B Div'n	Interim C Div'n
YTD Performance	207,975	224,262		132,826	78,804	45,477	178,620		867,962	432,237	390,249
YTD Target	172,734	196,553		123,733	75,593	28,226	162,958		759,797	369,287	362,284
Last month performance	171,762	207,443		121,565	74,305	38,879	165,923		779,876	379,205	361,792
Last month target	155,744	177,220		111,562	68,158	25,450	146,929		685,063	332,964	326,649
Better / worse than LM	⬇	⬆		⬆	⬆	⬇	⬆		⬇	⬇	⬆
Same period last year	197,262	211,531		117,488	73,797	29,375	194,298		823,749	408,792	385,583

N2   Average clearance time for non-suspicious amd unexplained fatalities to be less than 90 minutes

	London North	London South	London Undergr'd	North Eastern	North Western	Scottish	Wales & Western		BTP Total	Interim B Div'n	Interim C Div'n
YTD Performance	73	69	56	72	76	80	85		73	69	78
YTD Target	90	90	90	90	90	90	90		90	90	90
Last month performance	76	71	55	71	77	82	87		75	72	78
Last month target	90	90	90	90	90	90	90		90	90	90
Better / worse than LM	⬆	⬆	⬇	⬇	⬆	⬆	⬆		⬆	⬆	⬇
Last year (non-suspicious	77	73	62	83	67	87	86		76	73	80

N3   Reduce the number of recorded notifiable offences (excluding police generated)

	London North	London South	London Undergr'd	North Eastern	North Western	Scottish	Wales & Western		BTP Total	Interim B Div'n	Interim C Div'n
YTD Performance	7,267	7,996	6,788	2,946	2,650	1,133	3,437		32,217	22,051	9,033
YTD Target	7,046	7,706	7,891	2,827	2,588	1,032	3,386		32,476	22,643	8,801
Last month performance	6,613	7,240	6,186	2,663	2,376	1,029	3,118		29,225	20,039	8,157
Last month target	6,353	6,948	7,115	2,549	2,334	931	3,053		29,283	20,416	7,936
Better / worse than LM	⬆	⬆	⬆	⬆	⬇	⬆	⬆		⬆	⬆	⬆
Same period last year	7,527	8,359	8,039	2,934	2,689	1,105	3,681		34,334	23,925	9,304

N4   Maintain the notifiable crime detection rate

	London North	London South	London Undergr'd	North Eastern	North Western	Scottish	Wales & Western		BTP Total	Interim B Div'n	Interim C Div'n
YTD Performance	28.9%	31.4%	28.7%	41.7%	44.4%	40.2%	33.4%		32.9%	29.8%	39.4%
YTD Target	27%	32%	23%	39%	47%	40%	32%		31%	27%	39%
Last month performance	28.7%	31.0%	28.6%	40.5%	44.6%	39.9%	32.8%		32.5%	29.5%	38.9%
Last month target	27%	32%	23%	39%	47%	40%	32%		31%	27%	39%
Better / worse than LM	⬆	⬆	⬆	⬆	⬇	⬆	⬆		⬆	⬆	⬆
Same period last year	26%	33%	24%	40%	48%	39%	31%		31%	28%	39%

N5   Spend 58% of budget on Frontline resources (reported quarterly)

									Interim B Div'n	Interim C Div'n
YTD Performance									58%	58%
YTD Target									58%	58%
Previous Quarter									58%	58%
Previous Quarter target									58%	58%

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2013-14 POLICING PLAN: NATIONAL TARGETS (continued)

Target N9 is updated to:	30 Nov 2013	(Last month to:	06 Nov 2013)
Other targets updated to:	31 Oct 2013	(Last month to:	30 Sep 2013)

Key:

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

	London North	London South	London Undergr'd	North Eastern	North Western	Scottish	Wales & Western	FHQ	BTP Total	Interim B Div'n	Interim C Div'n
N6 Overall sickness to be less than 7.3 days per employee											
YTD Performance	3.58	4.64	3.31	4.74	4.29	6.44	5.22	4.15	4.23	3.73	4.77
YTD Target	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26
Last month performance	2.93	3.97	2.77	4.15	3.67	5.47	4.67	3.54	3.61	3.12	4.18
Last month target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Better / worse than LM	↓	↓	↓	↑	↓	↓	↑	↓	↓	↓	↑
Same period last year	4.33	3.23	3.45	3.29	5.00	6.93	4.06	4.60	4.18	3.66	4.10
N6a Police officer sickness to be less than 7.3 days per officer											
YTD Performance	2.58	3.21	2.80	5.78	5.31	7.21	4.69	2.85	3.86	2.85	5.27
YTD Target	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26
Last month performance	2.15	2.67	2.38	5.07	4.69	5.94	4.20	2.37	3.29	2.39	4.67
Last month target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Better / worse than LM	↓	↓	↓	↑	↑	↓	↑	↓	↓	↓	↑
Same period last year	4.46	3.01	3.34	3.42	4.41	8.41	4.88	2.11	3.93	3.57	4.22
N6b PCSO sickness to be less than 7.3 days per PCSO											
YTD Performance	8.60	7.54	3.54	0.12	2.76		5.68		5.60	6.33	3.93
YTD Target	4.26	4.26	4.26	4.26	4.26		4.26		4.26	4.26	4.26
Last month performance	7.20	6.71	2.79	0.06	0.96		4.97		4.60	5.30	2.97
Last month target	3.65	3.65	3.65	3.65	3.65		3.65		3.65	3.65	3.65
Better / worse than LM	↓	↑	↓	↓	↓		↑		↓	↓	↓
Same period last year	5.05	6.91	2.40	7.82	8.90		3.48		4.66	4.27	5.58
N6c Police staff sickness to be less than 7.3 days per staff employee											
YTD Performance	2.96	9.81	4.80	1.78	0.97	2.93	6.75	4.67	4.63	5.47	3.28
YTD Target	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26	4.26
Last month performance	2.11	8.62	3.97	1.56	0.97	3.35	6.07	4.01	3.98	4.55	2.96
Last month target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Better / worse than LM	↓	↑	↓	↑	↑	↑	↑	↑	↑	↓	↑
Same period last year	3.02	2.32	4.40	1.80	5.63	0.54	1.66	5.73	4.54	3.57	2.89
N7 % of TDR employees working full hours within four weeks											
Note: N7 is a target at national level only. The Area breakdown is shown for information.											
YTD Performance	83%	97%	97%	86%	100%	88%	100%	95%	95%	94%	98%
YTD Target									90%		
Last month performance	88%	96%	97%	83%	100%	87%	100%	100%	95%	94%	98%
Last month target									90%		
Better / worse than LM	↓	↑	↓	↑	←	↑	←	↓	↓	←	←
Same period last year	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
N8 Increase the hours worked by NPT and Response Teams between 7pm and 3am											
YTD Performance	107,969	84,265	155,459	62,878	70,647	50,593	70,410		602,221	347,693	203,935
YTD Target	101,172	81,503	159,323	63,795	59,038	50,884	70,343		586,058	341,998	193,176
Last month performance	92,000	72,030	132,217	54,216	59,953	43,656	58,781		512,853	296,247	172,950
Last month target	86,516	69,697	136,243	54,554	58,853	43,513	60,153		509,529	292,456	173,560
Better / worse than LM	↑	↑	↑	↓	↑	↓	↑		↑	↑	↑
Same period last year	100,954	83,159	157,548	62,268	62,451	50,172	67,260		583,810	341,660	191,978
N9 Improve the detection rate for notifiable public order offences											
YTD Performance	58%	48%	48%	77%	66%	62%	66%		57%	51%	69%
YTD Target	59%	54%	47%	72%	69%	84%	69%		59%	53%	70%
Last month performance	57%	48%	48%	75%	64%	57%	66%		57%	51%	68%
Last month target	59%	54%	47%	72%	69%	84%	69%		59%	53%	70%
Better / worse than LM	↑	↑	↑	↑	↑	↑	↓		↑	↑	↑
Same period last year	53%	52%	44%	73%	70%	80%	64%		57%	50%	69%

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2013-14 POLICING PLAN: LOCAL TARGETS, LONDON AREAS

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Targets LN3-5, LS1-5, LU1-3 & LU5 are updated to: 30 Nov 2013   (Last month: 06 Nov 2013   )

Other Local, London Area Targets are updated to: 31 Oct 2013   (Last month: 30 Sep 2013   )

Key:

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

London North	4 track fatalities, partial re-opening	Visibility ops, 7pm - 3am	Reduce staff assaults	Reduce ToPP by 5%	Rail staff abuse detection rate	Escorted football trains	Banning orders, % of no. charged
	LN1	LN2	LN3	LN4	LN5	LN6	LN7
YTD Performance	**35**	**194**	**382**	**2161**	**63%**	**134**	**100%**
YTD Target	**45**	**70**	**398**	**2164**	**65%**	**89**	**80%**
Last month performance	35	178	350	1974	61%	118	100%
Last month target	45	60	359	1952	65%	76	80%
Better / worse than LM	⬇	⬇	⬆	⬆	⬆	⬇	⬅
Same period last year	39	n.a.	402	2221	57%	91	n.a.

London South	Cycle crime detection rate	Staff assaults detection rate	Reduce ToPP by 5%	Graffiti detection rate	Level crossing detections	4 track fatalities, partial re-opening
	LS1	LS2	LS3	LS4	LS5	LS6
YTD Performance	**20%**	**52%**	**1886**	**25%**	**1,263**	**24**
YTD Target	**25%**	**52%**	**1926**	**25%**	**938**	**50**
Last month performance	19%	51%	1713	21%	1124	24
Last month target	25%	52%	1736	25%	846	50
Better / worse than LM	⬆	⬆	⬆	⬆	⬆	⬆
Same period last year	26%	50%	1978	15%	831	n.a.

London Underground	Reduce ToPP by 15%	Sexual assault detections	Reduce staff assaults	Reduce lost customer hours	Racially aggravated detections	DLR joint operations
	LU1	LU2	LU3	LU4	LU5	LU6
YTD Performance	**3536**	**67**	**355**	**912,714**	**188**	**59**
YTD Target	**4138**	**54**	**331**	**709,922**	**179**	**53**
Last month performance	3205	59	346	810,281	168	52
Last month target	3731	49	298	607,083	162	45
Better / worse than LM	⬆	⬆	⬆	⬆	⬆	⬇
Same period last year	4,725	55	337	n.a.	138	n.a.

BRITISH TRANSPORT POLICE

2013-14 POLICING PLAN: LOCAL TARGETS, NON-LONDON AREAS

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Targets NE1-4, NW1-3, NW5-6, SC1-2, SC5, WW1-5 are updated to:	30 Nov 2013	(Last month:	06 Nov 2013)
Other Local, non-London Area Targets are updated to:	31 Oct 2013	(Last month:	30 Sep 2013)

Key:

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

North Eastern

North Eastern	Violence and staff assaults	Football-related offences: det. rate	Reduce ToPP by 5%	Cable & trespass lost minutes	Joint ops for ASB & public disorder
	NE1	NE2	NE3	NE4	NE5
YTD Performance	437	82%	689	60,025	14
YTD Target	407	73%	671	56,246	7
Last month performance	405	81%	606	57,563	11
Last month target	367	73%	605	50,714	6
Better / worse than LM	↑	↑	↓	↑	↑
Same period last year	428	63%	629	59,522	n.a.

North Western

North Western	Lost Minutes on 6 selected routes	Reduce staff assaults	Reduce ToPP by 5%	Joint Ops for alcohol related ASB	Football related Detection rate	Violent offences
	NW1	NW2	NW3	NW4	NW5	NW6
YTD Performance	10,220	156	623	8	89%	83
YTD Target	16,151	163	520	7	83%	81
Last month performance	9,848	143	522	6	85%	81
Last month target	14,719	147	469	6	83%	73
Better / worse than LM	↑	↑	↓	↑	↑	↑
Same period last year	n.a.	168	498	n.a.	75%	82

	YTD target breakdown	YTD Perf.	Last month
Edgehill to Huyton	1,131	889	876
Euxton to Wigan	2,321	515	504
Stoke to Stone	3,636	2,182	2,119
Hunts Cross to Widnes	3,863	820	820
Stockport to Slade Lane	3,455	3,736	3,729
Salford Cres to Bolton	1,745	2,078	1,800
NW Totals	**16,151**	**10,220**	**9,848**

Scottish

Scottish	ASB offenders detected 3pm-1am	Lost minutes on 6 key routes	Officers' sickness	Convert non-staff costs to frontline*	Level crossing detections	Quality of Service
	SC1	SC2	SC3	SC4	SC5	SC6
YTD Performance	530	5,026	7.21	14%	212	95%
YTD Target	530	2,949	3.86	5%	183	90%
Last month performance	494	3,782	5.94	0%	189	95%
Last month target	478	2655	3.29	2.5%	165	90%
Better / worse than LM	↓	↓	↓	↓	↑	↓
Same period last year	522	1630	2.02	n.a.	98	95%

	YTD target breakdown	YTD Perf.	Last month	Last Year
Hyndland/Hyndland loop	25	190	139	24
Newton - Rutherglen E.	115	250	250	132
Glasgow Central	438	975	800	543
Edinburgh	234	548	545	146
Shields - Paisley Gil'r St.	649	1,870	914	521
Edinburgh, Haymarket	1,488	1,193	1,134	264
SC Totals	**2,949**	**5,026**	**3,782**	**1,630**

* measured quarterly: YTD fgures are to Q2, last month's for Quarter 1.

Wales & Western

Wales & Western	Aggression towards staff offences	ASB offenders detected	Football offenders detected	Reduce ToPP by 5%	Staff assault det. rate, Welsh Sector	Delayed trains, Welsh Sector
	WW1	WW2	WW3	WW4	WW5	WW6
YTD Performance	462	813	51	923	56%	852
YTD Target	478	945	79	859	65%	1,042
Last month performance	435	737	50	839	54%	744
Last month target	431	853	72	774	65%	939
Better / worse than LM	↑	↓	↓	↑	↑	↓
Same period last year	473	895	55	939	60%	980