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**Report to:** Performance Review Committee  
**Agenda item:** 3  
**Date:** 21 October 2014  
**Subject:** 2014-15 Performance Report, Quarter 2  
**Sponsor:** Deputy Chief Constable  
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## **1. INTRODUCTION**

1.1 This paper informs the Performance Review Committee (PRC) of British Transport Police's (BTP) performance against its strategic objectives and 2014-15 Policing Plan targets for Quarter 2 (Q2).

1.2 The structure of the paper reflects BTPA's four strategic priorities as set out in the 2013-2019 Strategic Plan. Within this structure, the paper covers BTP's eight 2014-15 National Targets, selected Local Targets and specific issues raised by the BTPA Executive, including Primary and Reactionary Lost Minutes (LMs), Theft of Passenger Property (ToPP), Violence Against the Person (VAP), Sexual offences and Local Targets on Lost Customer Hours (LCHs), cycle crime and violence towards rail staff.

This quarter, the BTPA Executive has also requested sections on the Commonwealth Games, the recent Transport Select Committee report and a breakdown of recorded crime by Train Operating Company (TOC).

1.3 The Paper has four Appendices:

- Appendix A Q2 Performance Dashboard, attached as a separate document
- Appendix B Q2 Policing Plan Executive Summary (PPES), attached as a separate document
- Appendix C Q2 Force Crime Group (FCG) data, attached as a separate document
- Appendix D Recorded offences by TOC, attached to this paper.

## **2. KEY POINT SUMMARIES**

### **2.1 Reducing Disruption**

- Performance during the first two years of the strategic planning period has been challenging: by the end of 2014-15 police related LMs will have increased by nearly 11% since 2012-13 instead of falling by 7%.
- This is despite an 84% reduction in LMs caused by cable theft since 2012-13.
- LMs caused by vandalism and level crossing incidents have also continued to fall.
- In 2012-13 improved fatality management reduced the number of LMs caused by fatalities but, since then, this improvement has been more than offset by an increased number of fatality incidents, many in Greater London, often during or shortly before peak travel periods.
- The largest increase is for LMs caused by trespass, up by 49% since 2012-13.
- To achieve its strategic objective, BTP now needs to reduce police related LMs by 28% over the remaining four years of the planning period.
- Section 3 has further details of BTP's disruption performance and initiatives.

### **2.2 Reducing Crime**

- Performance during the first two years of the strategic planning period is encouraging: by the end of 2014-15 recorded notifiable offences (excluding police generated) are expected to have fallen by 12% since 2012-13; a straight line reduction towards BTP's 2018-19 objective would be 7% by the end of Year 2.
- The Theft of Passenger Property (ToPP) offence rate is 20% lower than in 2012-13.
- The rates of Criminal Damage, Robbery, Cable Theft and Serious Fraud have all continued to fall.
- The only crime group rates to rise since 2012-13 are for Violence Against the Person (VAP) and Sexual Offences.
- To achieve its strategic objective, BTP now needs to reduce notifiable crime (excluding PG) by a further 9% over the remaining four years of the planning period.
- Section 4 has further details of BTP's crime reduction performance and initiatives.



### 2.3 Passenger Confidence

- No new National Passenger Survey (NPS) findings have become available since the previous PRC meeting. The next results, for the Autumn 2014 survey, are due to be released in January 2015.
- Passengers' 76.4% rating for their personal security in the Spring 2014 survey is on track for achieving BTP's strategic objective: 82.72% in the Spring 2019 survey.
- BTP is planning to improve passengers' overall security rating by focusing on 11 stations that consistently have low scores, and a targeted media campaign to promote visibility and awareness.
- Section 5 has further details of BTP's crime reduction performance and initiatives.

### 2.4 Value for Money

- BTP's fourth strategic objective is achieve the other three with annual cost increases within RPI.
- BTP's Medium Term Financial Plan (MTFP) is designed to achieve this objective. BTP's expenditure for the first six financial periods of 2014-15 is in line with its MTFP.
- Section 6 has further details on BTP's financial and people objectives.

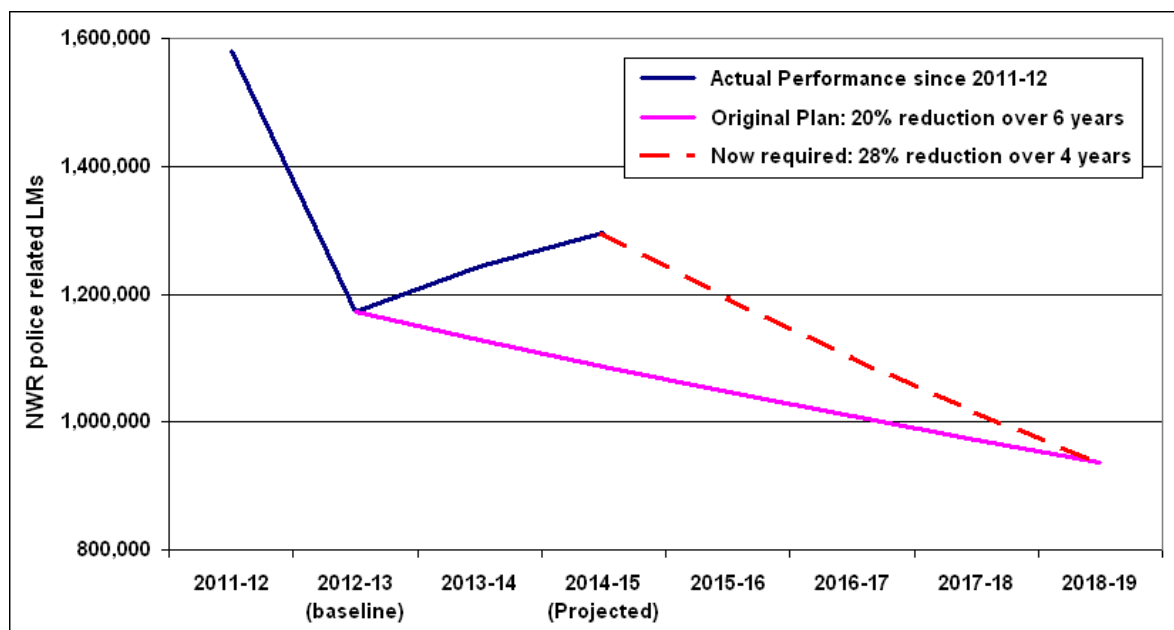
### 2.5 Transport Select Committee Report

- The report's sections covering BTP's performance recognise several strengths, but also identify a few concerns, in particular the lack of readily available data and targets on young runaways, and the low detection rate for ToPP offences.
- The Committee noted that the NPS ratings for passengers' perception of their personal security are based on interviews with actual passengers, excluding potential passengers who may be avoiding rail travel because they consider it unsafe.
- Section 8 has more information about the Transport Select Committee's report..

### 3. PERFORMANCE AGAINST TARGETS TO REDUCE DISRUPTION

#### Strategic Planning Background

**Chart 1 Progress towards Strategic Objective to Reduce Disruption by 20%**



3.1 BTP achieved a 26% reduction in police-related LMs<sup>1</sup> recorded by NWR in 2012-13. Following this success, BTP's Strategic Plan includes an objective to achieve a further 20% reduction in these LMs between 2012-13 and 2018-19.

3.2 During the first two years of the strategic planning period, the number of police related LMs has increased, though remaining 18% below the 2011-12 level:

2011-12 performance	1,580,474	
2012-13 performance	1,171,730	(26% reduction on 2011-12)
2013-14 target	1,136,577	( 3% reduction on 2012-13)
2013-14 performance	1,242,171	( 6% increase on 2012-13)
2014-15 target	1,167,640	( 6% reduction on 2013-14)
2014-15 projection	1,296,703	( 4% increase on 2013-14)
2018-19 objective	937,383	(20% reduction on 2012-13 performance, 28% reduction on 2014-15 projection)

<sup>1</sup> Cable vandalism / theft, Other vandalism / theft, trespass, Fatalities / injuries caused by person being hit by a train, Level crossing misuse

3.3 Three of BTP’s 2014-15 National Targets support its objective to reduce disruption:

- N2 Reduce police related LMs by 6%
- N4 Average fatality clearance time for to be less than 90 minutes
- N5 Average time for partial re-opening of multi-track lines to be less than 45 minutes

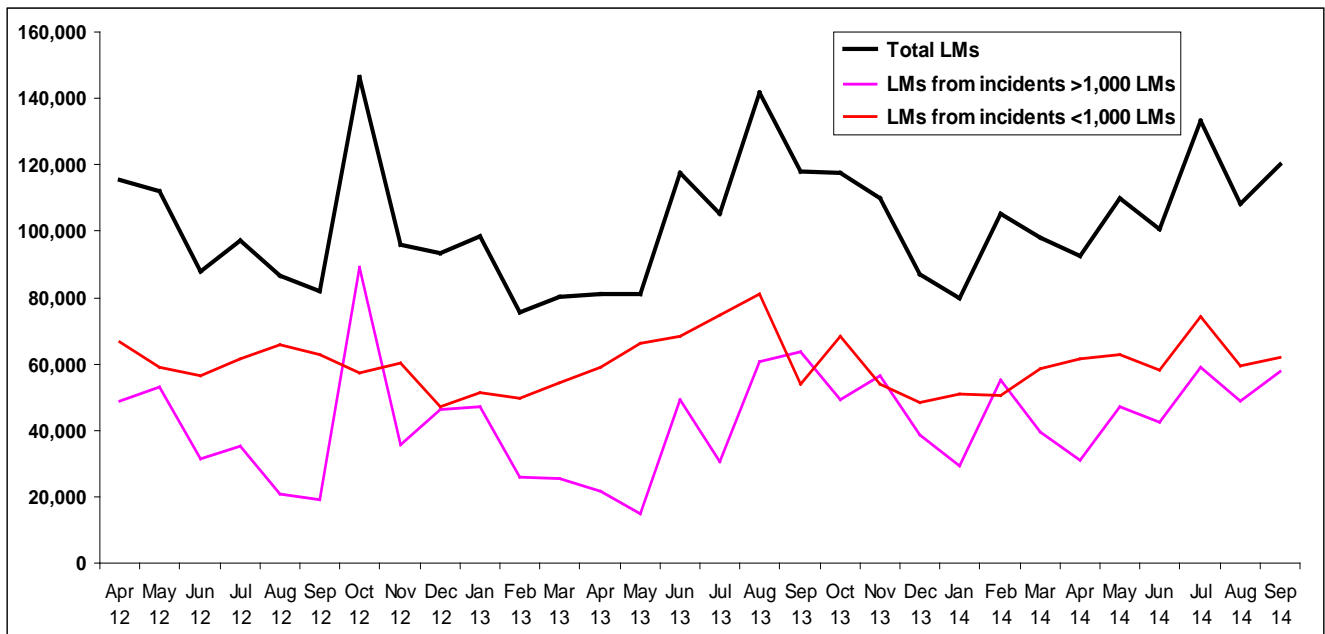
**N2 Reduce the number of police related lost minutes**

3.4 In Q1 BTP remained close to, while not quite achieving, its linear target for police related LMs. In Q2 the number of LMs rose by 20%, primarily because of an increase in fatalities, many of them in Greater London. As a result, during the first six months of 2014-15, NWR recorded 666,927 police related LMs, 81,503 (14%) more than BTP’s year to date (YTD) linear target and 22,793 (4%) more than during the same period last year.

3.5 Single incidents that cause more than 1,000 LM’s continue to be critical to BTP’s disruption performance. The 119 over-1,000 LM incidents during Q1 and Q2 were only 1% of the police related incidents, but accounted for 285.723 LMs, 43% of the total.

3.6 Chart 2 shows how LMs from over-1,000 LM Incidents fluctuate more from month to month and although most months have more LMs from under-1,000 incidents, the gap is closing.

**Chart 2: LMs per month, broken down into over-1,000 and under-1,000 LM incidents**



**Table 1 LMs from over-1,000 and under-1,000 LM incidents, April-September 2013 & 2014**

	Incidents > 1,000 LMs	Incidents < 1,000 LMs	Total Incidents	% of incidents > 1,000	LMs from > 1,000 incidents	LMs from < 1,000 incidents	Total LMs	% LMs from > 1,000 incidents	LMs per > 1,000 incident	LMs per < 1,000 incident	Overall LMs per incident
Apr-Sep 2013	98	11,466	11,564	0.8%	243,380	400,754	644,134	38%	2,483	35	56
Apr-Sep 2014	119	10,873	10,992	1.1%	289,014	377,913	666,927	43%	2,429	35	61
Change between 2013 and 2014											
- number	+ 21	- 593	- 572		+ 45,634	- 22,841	+ 22,793		- 55	- 0	+ 5
- %	+ 21%	- 5%	- 5%		+ 19%	- 6%	+ 4%		- 2%	- 1%	+ 9%

3.7 Table 1 shows that this year's increase in LMs is entirely due to over-1,000 LM incidents, which have increased by 45,634 (19%) since last year. LMs from under-1,000 LM incidents have fallen by 6%, in line with BTP's 2014-15 LM reduction target.

3.8 To date, nine incidents have caused more than 5,000 LMs. Six of them (four fatalities and two trespassers) were during Q2, including a fatality at Wimbledon during the morning rush hour on 21 July which caused 13,208 LMs despite a BTP clearance time of 54 minutes.

3.9 Table 2 confirms that LMs have risen slightly during the last two years but, despite this, are significantly lower than in 2011-12. The Table also shows that, during the last three years, the trends for the different causes of police related LMs have varied considerably.

3.10 **Cable LMs** continue to show the greatest improvement. The rate of cable LMs fell 80%, from 28,715 to 5,708 per month, between 2011-12 and 2013-14, and has fallen a further 63%, to 2,125 per month during the first half of 2014-15. This is consistent with the reduction in live cable theft offences recorded by BTP: down from 1,121 in 2011-12, to 293 in 2013-14 and 92 during the first half of 2014-15. As a result of BTP's success at reducing cable theft, cable incidents are now causing fewer LMs than any other category (Table 2). This is despite the high number of LMs per incident, around 400 over the period, second only to fatalities.

3.11 The rate of **Vandalism LMs** has also fallen significantly over the period: by 51% from 18,450 LMs per month in 2011-12 to 9,066 this year to date.

**Table 2 Average LMs per month, by cause, for each year since 2011-12**

	2011-12	2012-13	2013-14	2014-15 uti 30 Sept	% share in:		% change since:		
					11-12	14-15	2011-12	2012-13	2013-14
<b>Lost Minutes</b>									
Cable	28,715	13,358	5,708	2,126	22%	2%	- 93%	- 84%	- 63%
Fatalities / injuries	41,115	32,293	39,388	41,583	31%	37%	+ 1%	+ 29%	+ 6%
Trespass	37,391	36,294	42,725	53,964	28%	49%	+ 44%	+ 49%	+ 26%
Vandalism	18,450	11,174	10,542	9,066	14%	8%	- 51%	- 19%	- 14%
Level Crossings	6,035	4,525	5,151	4,369	5%	4%	- 28%	- 3%	- 15%
<b>Total LMs</b>	<b>131,706</b>	<b>97,644</b>	<b>103,514</b>	<b>111,107</b>	<b>100%</b>	<b>100%</b>	<b>- 16%</b>	<b>+ 14%</b>	<b>+ 7%</b>
<b>Incidents</b>									
Cable	69	23	15	9	4%	0%	- 87%	- 63%	- 41%
Fatalities / injuries	49	45	45	50	2%	3%	+ 3%	+ 12%	+ 12%
Trespass	1,260	1,165	1,208	1,338	64%	73%	+ 6%	+ 15%	+ 11%
Vandalism	339	254	237	231	17%	13%	- 32%	- 9%	- 3%
Level Crossings	240	183	181	205	12%	11%	- 15%	+ 12%	+ 13%
<b>Total Incidents</b>	<b>1,956</b>	<b>1,670</b>	<b>1,686</b>	<b>1,832</b>	<b>100%</b>	<b>100%</b>	<b>- 6%</b>	<b>+ 10%</b>	<b>+ 9%</b>
<b>LMs per incident</b>									
Cable	416	577	391	245			- 41%	- 57%	- 37%
Fatalities / injuries	842	716	874	826			- 2%	+ 15%	- 5%
Trespass	30	31	35	40			+ 36%	+ 29%	+ 14%
Vandalism	54	44	44	39			- 28%	- 11%	- 12%
Level Crossings	25	25	28	21			- 15%	- 14%	- 25%
<b>Overall LMs/incident</b>	<b>67</b>	<b>58</b>	<b>61</b>	<b>61</b>			<b>- 10%</b>	<b>+ 4%</b>	<b>- 1%</b>

3.12 The rate of LMs due to **level crossing misuse** has also fallen steadily. Several factors have contributed, including:

- NWR have closed around 800 crossings over the last four years;
- the increased use of enforcement vans at selected crossings by BTP;
- Operation Look, a joint initiative with NWR, aims to educate motorists and pedestrians about the dangers at level crossings with extra patrols and visits to schools, youth clubs and selected local businesses.



**Table 3 Comparison of NWR and BTP fatality statistics**

	2011-12	2012-13	2013-14	2014-15 to 30 Sept
<b>NWR fatality / injury incidents</b>	<b>586</b>	<b>541</b>	<b>541</b>	<b>302</b>
<b>LMs per NWR incident</b>	<b>842</b>	<b>716</b>	<b>874</b>	<b>826</b>
<b>BTP fatality incidents</b>	<b>307</b>	<b>293</b>	<b>314</b>	<b>167</b>
<b>BTP clearance times per incident</b>	<b>113</b>	<b>83</b>	<b>76</b>	<b>79</b>

Note: BTP figures for all years include both non-suspicious and unexplained incidents

3.13 **NWR Fatality incidents** (which, unlike BTP’s, include injuries after being hit by a train) account for just 3% of NWR’s police related disruption incidents, but 37% of the LMs (Table 2). Table 2 also shows that, in 2012-13, when BTP implemented improved fatality management procedures, and included unexplained fatalities in its 90 minute clearance target, Fatality FMs fell by 21%. Since then the number has risen again, because both the number of incidents and the number of LMs per incident have increased.

3.14 **Trespass LMs** are the only police related category to increase significantly since 2011-12: the monthly rate is up by 44%, from 37,391 to 53,964 (Table 2). During the first six months of 2014-15, trespass LMs have accounted for 49% of the police related total.

The Trespass category includes a wide range of incidents, from somebody on an embankment seen by a train driver who slows down and loses a few minutes, to a suicidal person threatening to jump off a bridge or station roof who can cause thousands of LMs.

An accurate breakdown of Trespass LMs by type of incident requires analysis of the free text field for each Trespass incident on NWR’s database. This involves reading and interpreting around 1,200 free text fields per month and, even then, the precise nature of the incident is not always clear. Trespass offences on BTP’s Crime System are easier to analyse, especially when they are detected, but many of NWR’s minor Trespass incidents will not be reported to BTP and will not be recorded on the Crime System.

BTP’s most recent analysis of Trespass incidents, completed in June, found that 55% of detected trespass offences were by people aged 25 or younger. 30% of offenders were within one mile of their home address, 50% were within three miles.



NWR incidents can be broken down by the number of LMs. This year to date, NWR has recorded 324,000 Trespass LMs; 83,000 (26%) of them were from 117 over-1,000 LM incidents. Most of these incidents involve suicidal trespassers, or people with mental health issues.

BTP has several initiatives to reduce trespass, including:

- BTP's Suicide Prevention and Mental Health (SPMH) Team continues to work with the Samaritans to train frontline staff at NWR and several TOCs, as well as BTP, in suicide prevention techniques. This has led to a total of 464 life saving interventions during the first half of 2014-15.
- Operation Avert 3 will run from 10 September until 31 October. The Avert operations combine high visibility at selected locations with collaborative working with Force Control Rooms, the CCTV Suite and external stakeholders.
- In July BTP launched Operation Intruder to reduce trespass at identified hotspots by increased patrolling, identifying repeat offenders, working with the rail industry and visiting schools, youth clubs and retail outlets.
- Further details about BTP's suicide prevention initiatives, the Avert operations and Operation Intruder were included in the Q1 PRC Performance Report.

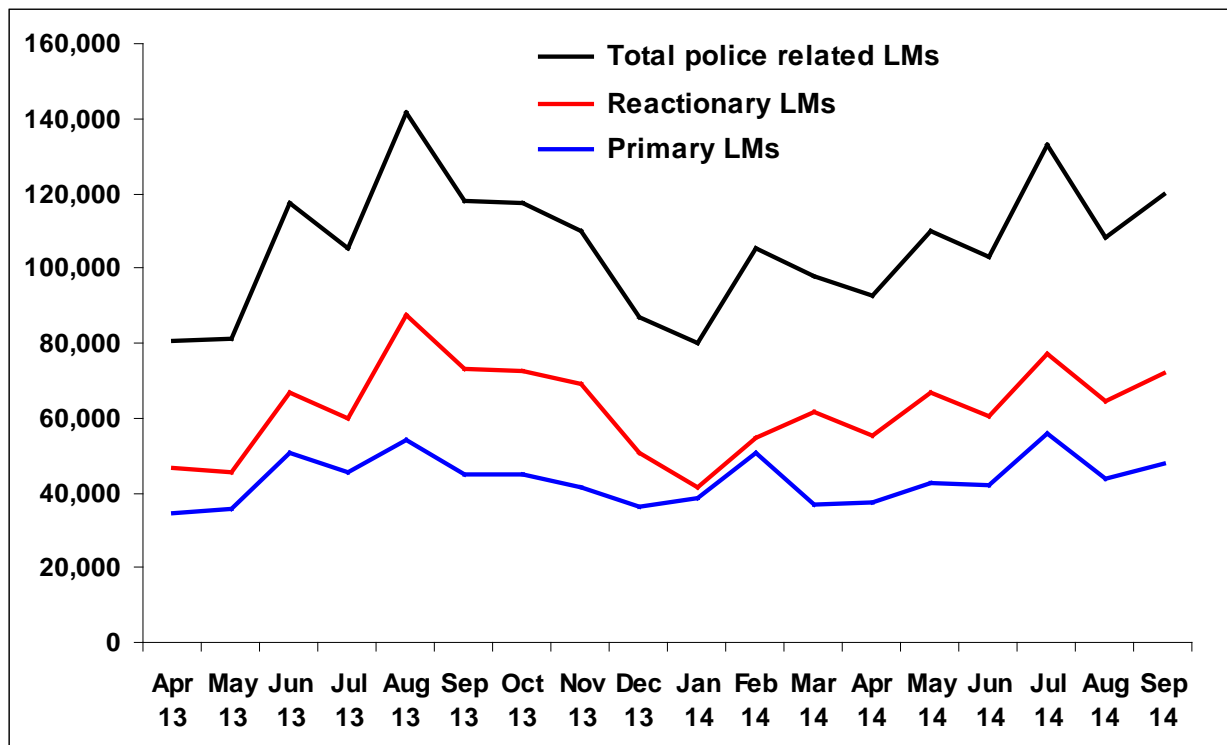
### **Primary and Reactionary Lost Minutes**

3.15 NWR's LMs are subdivided into primary LMs (train delays directly caused by an incident) and reactionary LMs (knock-on train delays resulting from a prior delay to the same or another train). BTP has analysed the effect of its initiatives on both types of delay to test whether a change in the initiatives' focus could improve their effectiveness

3.16 Chart 3 plots the primary / reactionary breakdown monthly over the last 18 months. It shows a close correlation between the two types of LMs. BTP initiatives to reduce LMs directly impact on primary LMs; chart 3 suggests the impact on reactionary LMs is nearly as great, even if it is indirect.



**Chart 3 Total LMs, Primary & Reactionary**



**Table 4 Primary and Reactionary LMs since 2011-12**

	2011-12		2012-13		2013-14		2014-15 to 30 Sept		% change since Apr-Sept 2013
	Number	%of total	Number	%of total	Number	%of total	Number	%of total	
<b>Primary</b>	700,838	44%	495,802	42%	513,535	41%	269,714	40%	+ 1.6%
<b>Reactionary</b>	879,636	56%	675,927	58%	728,636	59%	396,930	60%	+ 4.8%
<b>Total</b>	<b>1,580,474</b>	<b>100%</b>	<b>1,171,729</b>	<b>100%</b>	<b>1,242,171</b>	<b>100%</b>	<b>666,644</b>	<b>100%</b>	<b>+ 3.5%</b>

3.17 Table 4 confirms that, over the last four years, primary and reactionary LMs have followed similar trends, but shows that the proportion of reactionary LMs has been gradually increasing, albeit by just one or two percentage points each year. This trend has continued during the first half of 2014-15, when both types of LM have increased, but the reactionary increase has been slightly higher.

#### **N4 Fatality clearance**

3.18 BTP continues to achieve its 90 minute fatality clearance target. During Q2 it achieved an average clearance time of 78 minutes, a slight improvement on the 80 minute average for Q1. All sub-divisions are achieving the 90 minute target.

#### **N5 Fatality clearance on multi-track lines**

3.19 A new national target for 2024-15 is to open one track of multi-track lines within 45 minutes. BTP is currently achieving an average of 41 minutes.

Between April and September 36 fatality incidents were on multi-track lines. 23 of them were in East sub-division, nine in South. There have not been any in Pennine, Western or Scotland.

The average time for Midlands' two multi-track fatalities is 47 minutes, not quite achieving the 45 minute target. At Wales sub-division's only multi-track fatality to date it took 84 minutes to open a single track.

#### **Local Targets to reduce disruption**

3.20 The only Local Target in B Division to focus on reducing disruption is TfL's target to reduce Lost Customer Hours (LCHs). During Q1 and Q2 TfL recorded 515,177 LCHs, 238,715 (32%) less than its YTD target.

3.21 D Division has two PSP satisfaction targets relating to disruption; it is currently achieving one of them. Stakeholder satisfaction with PSPs is expected to improve during the year as the PSPs are developed further and their beneficial effect increases with length of operation.

3.22 The four sub-divisions in C Division each have the same ten Local Targets. Four of the targets focus on disruption. All four sub-divisions are achieving the targets to reduce Level Crossing LMs and cable theft. Midlands and Western are achieving the target to reduce Fatality LMs, but only Wales is achieving the target to reduce Trespass and Vandalism LMs.



### **Strategic options, 2015-16 to 2018-19**

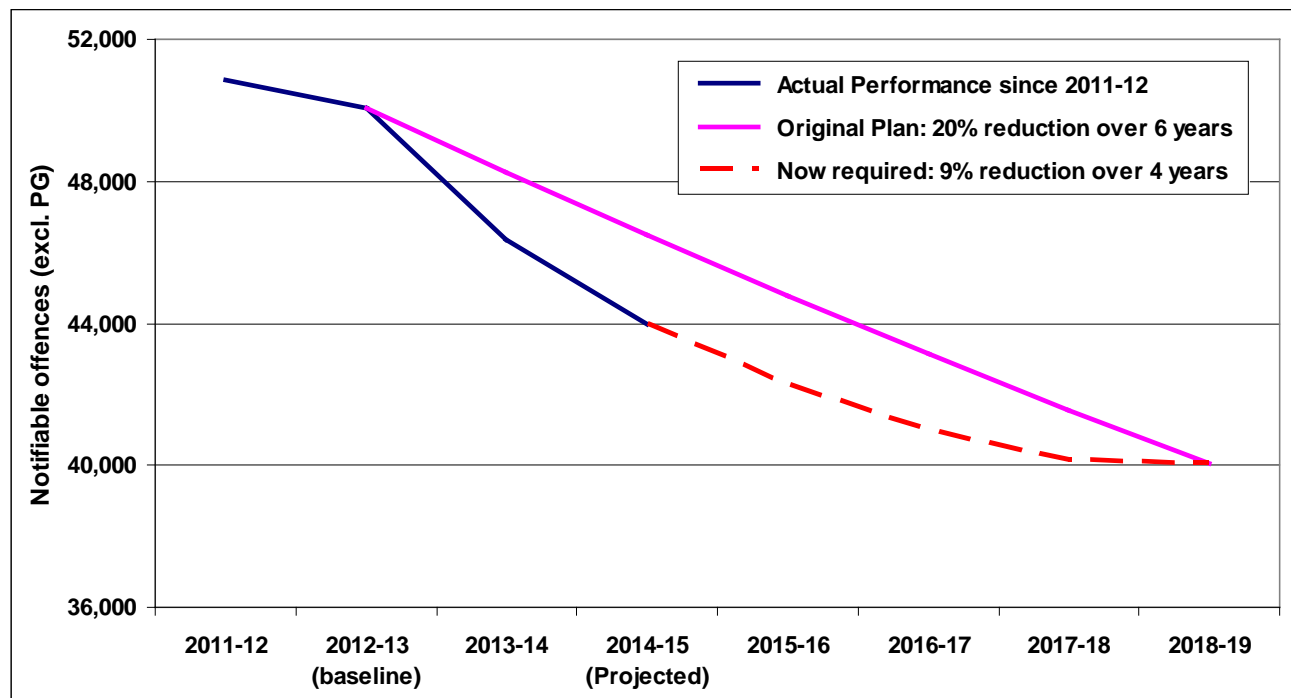
3.23 Paragraphs 3.1 and 3.2 noted that, to achieve its strategic objective for disruption, BTP needs to reduce NWR's LMs by 28% between the end of this year and 2018-19. Three alternative strategies are currently being considered:

- focusing on the high impact / high frequency locations that account for 23% of police related LMs;
- targeting key disruption categories, in particular trespass, which has increased in each of the last two years and now accounts for 49% of LMs;
- focusing on primary LMs, which BTP has a more direct influence on.

#### 4. TARGETS TO REDUCE CRIME AND MAKE THE RAILWAY SAFER

##### Strategic Planning Background

Chart 4 Progress towards Strategic Objective to Reduce Notifiable Crime by 20%



4.1 BTP's Strategic Plan includes an objective to reduce notifiable offences (excluding police generated) by 20% between 2012-13 and 2018-19.

4.2 BTP achieved a 7% reduction in notifiable offences in 2013-14 and, if current performance continues, will achieve a further 5% reduction in 2014-15:

2011-12 performance	50,925
2012-13 performance	50,081 ( 2% reduction on 2011-12 )
2013-14 target	48,576 ( 3% reduction on 2012-13 )
2013-14 performance	46,508 ( 7% reduction on 2012-13 )
2014-15 target	44,468 ( 4% reduction on 2013-14 )
2014-15 projection	44,000 ( 5% reduction on 2013-14 )
2018-19 objective	40,065 ( 20% reduction on 2012-13 performance, 9% reduction on 2014-15 projection)

4.3 In 2014-15, National Target N1 supports this strategic objective by targeting BTP to record no more than 44,648 recorded offences.

**N1 Reduce notifiable crime (excluding police generated)**

4.4 During Q1 and Q2 BTP recorded 22,825 notifiable offences, excluding police generated. This is 1,805 (7%) fewer than during the same period last year, but 437 (2%) more than BTP's linear YTD target.

4.5 TfL and Pennine sub-divisions are currently achieving their YTD targets; South and Wales are within 5%; East and Midlands are both 6% over. Scotland has recorded 63 offences more than its YTD target, Western 76 more..

4.6 Table 5 lists the daily crime rates for each notifiable crime group, annually since 2010-11 and quarterly for 2013-14 and 2014-15. The final column of the table shows what the daily target for each crime group would be if the overall 4% reduction target was applied equally to each type of crime. Table 6 compares the number of offences recorded for each crime group during the first six months of 2014-15 with the number during the same period last year. It also shows each group's percentage share of the notifiable (excl. PG) total.

4.7 Table 5 shows that, whereas the overall crime rate has fallen steadily over the last three years, there are significant differences between the different crime groups.

4.8 **ToPP** accounts for 27% of BTP's notifiable offences and is critical to the achievement of its notifiable crime reduction target. Table 3 shows that ToPP rates have fallen steadily since 2010-11, by a total of 27% to 33.5 offences per day during the second quarter of 2014-15. Table 4 confirms this improvement is continuing: the 6,239 offences during the first half of 2014-15 were 1,293 (17%) fewer than during the same period last year.

4.9 Many of the Operation Magnum initiatives featured in previous PRC papers have continued into 2014-15. Recent developments include:

- Operation Park: an initiative on 11 September targeted industrial scale criminal operations behind mobile phone theft. Dawn raids targeting groups suspected of acquiring hundreds of mobile phones led to 13 arrests and cash seizures.



**Table 5: Notifiable Crime Groups, Recorded offences per day**

	Full years				2013-14, by Quarter				2014-15		2014-15 Target *
	10-11	11-12	12-13	13-14	Q1	Q2	Q3	Q4	Q1	Q2	
VAP	22.4	21.6	22.3	<b>23.1</b>	22.2	22.2	22.5	25.5	24.3	<b>24.5</b>	22.2
Sexual	2.6	2.8	2.5	<b>3.1</b>	2.6	3.5	3.0	3.1	3.7	<b>4.4</b>	2.9
Criminal Damage	13.7	10.7	9.5	<b>9.0</b>	8.9	8.3	8.6	10.4	9.6	<b>7.8</b>	8.7
Serious Line of Route	4.1	3.8	3.3	<b>3.1</b>	4.2	3.7	2.2	2.6	3.8	<b>3.2</b>	3.0
ToPP	45.6	40.5	47.4	<b>39.3</b>	42.0	42.1	37.6	35.5	34.7	<b>33.5</b>	37.8
Vehicle / cycle crime	22.1	23.8	20.4	<b>20.4</b>	20.1	26.2	19.7	15.7	20.2	<b>24.7</b>	19.6
Robbery	1.9	1.8	1.5	<b>1.2</b>	1.4	1.2	1.2	1.0	1.1	<b>0.9</b>	1.1
Theft Rly/Comm Prop.	18.7	16.3	13.2	<b>12.1</b>	12.5	12.9	11.1	11.8	12.1	<b>10.5</b>	11.6
Ser. Public Disorder	17.6	13.8	13.1	<b>13.1</b>	13.5	13.0	12.8	13.0	12.8	<b>12.7</b>	12.6
Serious Fraud	2.7	2.4	2.5	<b>1.3</b>	2.0	1.3	0.7	1.0	1.3	<b>0.8</b>	1.2
Drug offences	11.8	10.0	9.5	<b>10.9</b>	11.3	10.3	10.7	11.6	7.9	<b>6.1</b>	
Other Notifiable	2.3	2.3	2.6	<b>2.7</b>	2.7	2.5	2.7	2.8	2.4	<b>2.4</b>	2.6
<b>Total Notifiable</b>	<b>165.6</b>	<b>149.9</b>	<b>147.6</b>	<b>139.3</b>	<b>143.3</b>	<b>147.2</b>	<b>132.7</b>	<b>133.9</b>	<b>133.8</b>	<b>131.4</b>	
<b>Selected subsets</b>											
<b>Notifiable, excl. PG</b>	<b>152.5</b>	<b>139.1</b>	<b>137.2</b>	<b>127.4</b>	<b>131.1</b>	<b>135.9</b>	<b>121.2</b>	<b>121.4</b>	<b>125.0</b>	<b>124.4</b>	<b>122.3</b>
Live cable	3.8	3.1	1.3	<b>0.8</b>	0.9	1.0	0.8	0.6	0.6	<b>0.4</b>	0.8
Non-live cable	3.7	3.4	2.1	<b>1.4</b>	1.7	1.4	1.2	1.1	0.8	<b>0.7</b>	1.3
Cycle crime	16.0	18.4	15.8	<b>16.4</b>	15.8	22.0	16.1	11.7	16.2	<b>20.3</b>	15.8
Motor crime	6.1	5.4	4.5	<b>4.0</b>	4.2	4.2	3.6	4.0	3.9	<b>4.3</b>	3.8

\* The "targets" for individual crime groups are indicative only; they assume the 4% overall reduction target applies equally to each one.

**Table 6 Notifiable Crime Groups, recorded offences April-Sept 2013 and 2014**

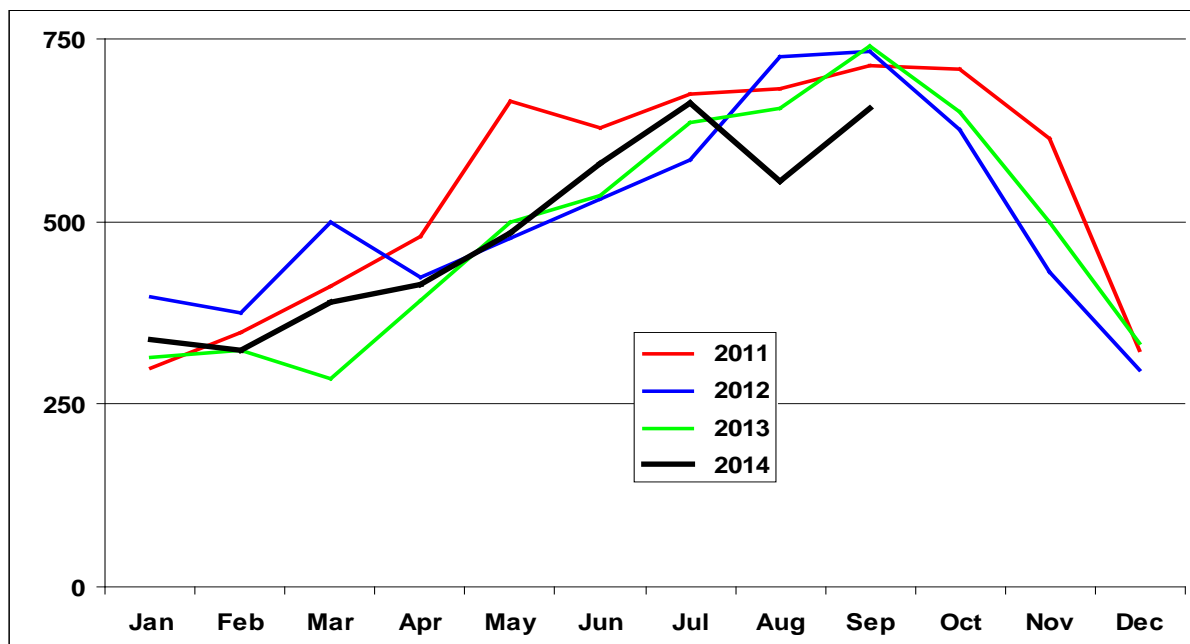
	1 April - 30 Sept		2014 % of not. excl. PG	Year-on-year change	
	2013	2014		Number	%
VAP	4,052	4,459	20%	+ 407	+ 10%
Sexual	563	742	3%	+ 179	+ 32%
Criminal Damage	1,578	1,591	7%	+ 13	+ 1%
Serious Line of Route	715	642	3%	- 73	- 10%
ToPP	7,532	6,239	27%	- 1,293	- 17%
Vehicle crime	769	755	3%	- 14	- 2%
Cycle crime	3,433	3,350	15%	- 83	- 2%
Robbery	236	176	1%	- 60	- 25%
Theft Rly/Comm Prop.	2,320	2,069	9%	- 251	- 11%
Ser. Public Disorder	2,423	2,332	10%	- 91	- 4%
Serious Fraud	267	198	1%	- 69	- 26%
Drug offences	1,959	1,280		- 679	- 35%
Other Notifiable	476	433	2%	- 43	- 9%
<b>Total Notifiable</b>	<b>26,323</b>	<b>24,266</b>		<b>- 2,057</b>	<b>- 8%</b>
<b>Notifiable excl PG</b>	<b>24,193</b>	<b>22,825</b>	<b>100%</b>	<b>- 1,368</b>	<b>- 6%</b>



- Days of Action continue to engage with the public, encouraging registration of smart phones, tablets and laptops on the National Property Register.
- BTP is continuing to work with ATOC to develop a single national lost property policy. Agreement is close on a service agreement with the Excess Baggage Company, which controls several lost property offices across the UK.

4.10 Criminal Damage, Robbery, cable theft, and serious fraud have all continued to fall steadily. The only crime groups to increase significantly are Sexual Offences, partly because of Project Guardian and Project Empower, and Violence Against the Person (VAP). Sexual offences are likely to rise further in C Division when Project Empower, until now only a pilot in the West Midlands, is officially launched with a strong media campaign. In comparison with the first six months of last year, VAP has increased in all sub-divisions except Pennine and Wales. The largest percentage increases have been in Midlands (26%), Western (25%), Scotland (21%), East (16%) and South (14%).

**Chart 5 Cycle crime offences per month since 2011**





- 4.11 BTP recorded 96 **Robbery** offences during Q1, 32 (25%) less than the same period last year. The daily rate of 1.1 offences is 43% down on 2010-11. Many of the Operation Magnum initiatives have helped to reduce Robbery rates as well as ToPP.
- 4.12 Cycle crime rose in Q2, but by less than normal for the time of year (Chart 5). Since the start of Q2, cycle crime has fallen compared with the same period last year: the number of offences recorded during Q2 was lower than during each of the previous four years. Currently, BTP is reporting a 2% reduction in cycle crime against last year (Table 6).

### **Local Targets to reduce crime**

- 4.13 The principle focus in 2014-15 is to reduce ToPP, thereby supporting the National Target to reduce notifiable crime. Every Sub-Division has a ToPP reduction target. At the end of Q2, TfL, Midlands, Pennine and Western were achieving their YTD targets. East's 1,213 recorded ToPP offences were just 10 (1%) more than its YTD target; South's 1,266 were just 22 (2%) more. Scotland has recorded 177 ToPP offences, 15 (9%) more than its YTD target; Wales' 123 offences are nine (8%) more.
- 4.14 There is also a focus on reducing violence towards rail staff. Scotland does not have a Local Target addressing this, but all the Sub-Divisions do. TfL and Wales are currently achieving their YTD targets. Pennine's recorded offences exceed its YTD target by four offences, Western's by six, South's by nine, Midlands' by 17 and East's by 28.

### **Criminal Justice**

- 3.32 Improved conviction rates also help to reduce crime on the railway. According to CPS data, BTP improved its Crown Court conviction rate from 81% in 2013-14 to 84% during the first five months of 2014-15. (September data is not yet available from the CPS.) The national average for all Forces for these five months was 80%.
- 3.33 BTP's conviction rate for Magistrates Courts was 84% during April - August, the same as the national average for that period, but slightly below BTP's 86% performance in 2013-14.

## 5. TARGETS TO PROMOTE PASSENGER CONFIDENCE IN THE RAILWAY

5.1 BTP's performance towards this objective is being measured using passengers' responses to National Passenger Survey (NPS) questions about their personal security at stations and on board trains. The wording of these questions has not changed for several years so the responses provide a robust base and historical context.

5.2 Two National Targets support the strategic objective to promote confidence in the railway: improving passengers' personal security ratings (Target N6) and rail staff's (N8).

### N6 Passengers' ratings for their personal security to be 77.5 % by Spring 2015

5.3 NPS surveys are undertaken by Passenger Focus in Spring and Autumn. Field Research for the Autumn 2014 survey is currently underway; results are due in January.

5.4 The most recent survey results, from the Spring 2014 survey, were issued in June and included in the Q1 PRC Performance Report. As no new findings have become available, Table 7 is a duplicate of the table included in the Q1 report.

**Table 7 Percentage of NPS respondents giving a "Fairly Good" or "Very Good" rating for their personal security**

	Spring 2012	Autumn 2012	Spring 2013	Autumn 2013	Spring 2014	Autumn 2014	Spring 2015	Spring 2019
On stations	69.5%	73.6%	67.3%	72.4%	73.5%			
On board trains	79.2%	80.5%	83.6%	79.6%	79.6%			
On stations and trains	74.5%	77.1%	75.2%	76.1%	76.6%			
Policing Plan Target			Baseline		76.4%	77.0%	77.5%	
Strategic Objective			survey					82.72%

Note: the "On station and train" average is weighted by the number of responses to each question.



5.5 Analysis of recent NPS findings has identified:

- 11 stations that are consistently in the 20 stations where passengers feel least safe; six of them are in South subdivision.
- low level ASB has a greater impact than crime levels on passengers' perception of their security.
- BME passengers are less likely to rate their personal security "Fairly good" or "Very good".
- a strong correlation between the environment and how safe passengers feel.

5.6 Analysis of NPS findings is ongoing, but preliminary plans to improve passengers' ratings of their personal security include:

- focusing on consistently low scoring stations;
- targeted media campaigns to promote visibility and awareness.

**N8 66.4% of rail staff to rate their personal security at work "Good" or "Very good"**

5.7 National Target N8 highlights BTP's commitment to protect rail staff as well as passengers. It is based on responses to a new survey, organised by BTP, but dependent on TOCs for the distribution of questionnaires to their employees.

5.8 The survey will be annual, in March or April. The first survey was conducted in 2014; there were responses from 1,577 rail staff, employed by 21 TOCs. 65.1% of respondents rated their personal security at work "Good" or "Very good".

5.9 Analysis of the 2014 survey identified that:

- A large majority of rail staff agreed that BTP treat them fairly (87%) and with respect (89%)
- Staff were less confident about 'relying on BTP to be there when needed' – 39%
- The proportion of rail staff rating their satisfaction with personal security 'good' has increased from 41% in 2010 to 65% in 2014.

5.10 BTP is now considering how to further improve rail staff's confidence in their personal security with initiatives such as localised engagement, focus groups and working with TOCs to improve both the working environment and staff training in conflict management and personal security.

**Local Targets to promote confidence in the use of the railway**

5.11 Scotland continues to have a Victims of Crime satisfaction target: in 2014-15 it is 92%. During April-September Scotland achieved an average rating of 87%.

5.12 East and Scotland each have two football related Local Targets. Scotland is currently achieving both of its targets; East is not currently achieving them but expects to as the football season gets into full swing during the second half of the year.

## 6. DELIVERING VALUE FOR MONEY: FINANCIAL AND PEOPLE TARGETS

6.1 BTP's fourth Strategic Plan objective is to achieve the other strategic objectives with annual cost increases within RPI. BTP's current Medium Term Financial Plan (MTFP) is designed to achieve this objective.

6.2 Two of BTP's National Targets support its Value for Money strategic objective: N3, to have less than 7.3 days sickness per employee, and N7, to spend 58% of revenue on frontline resources.

### N3 2014-15 Level of sickness to be less than 7.3 days per employee

6.3 At the end of September BTP's overall sickness rate was 3.61 days per employee, narrowly achieving its YTD target (3.65).

6.4 Unusually, in 2014-15 PCSOs have had the lowest sickness rate, officers the highest (chart 6). Chart 6 also shows that sickness rates rose in Q2, only slightly, but this trend needs to be reversed if BTP is to achieve its annual sickness target.

**Chart 6 Sickness days per employee per month, by employee group**

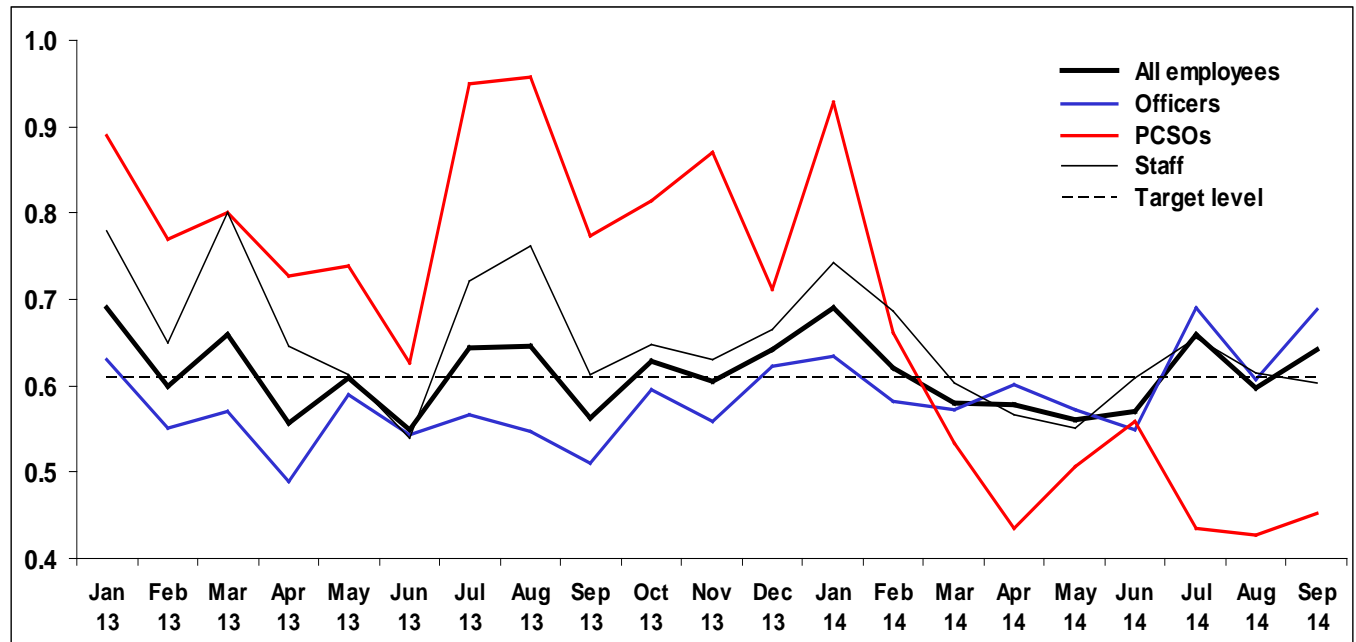
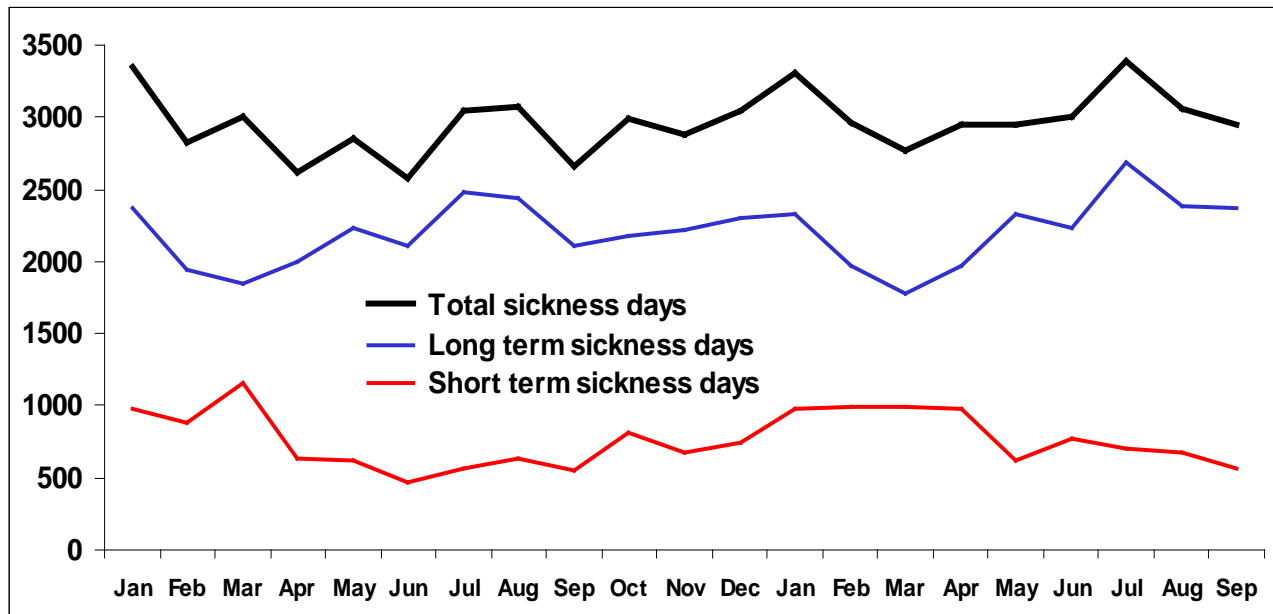




Chart 7 Long-term & short-term sickness days per month, BTP totals, Jan 2013 - Sept 14



6.5 77% of this year's sickness has been long-term. Chart 7 shows that long-term sickness has been increasing steadily since March. Short-term sickness has been falling, but normally rises in late Autumn.

#### N7 Spend 67% of the Revenue Budget on frontline resources

6.6 BTP's 2014-15 target is to increase the percentage of its revenue budget spent on frontline resources, from the 2013-14 level of 65% to 67%.

6.7 With Period 6 financial data available, BTP's latest estimate of out-turn expenditure for 2014-15 is £278,231. This includes expenditure of £189,297 on frontline resources, 68% of the total, exceeding BTP's target by one percentage point.

## **7. COMMONWEALTH GAMES**

- 7.1 The Glasgow Commonwealth Games ran from 23 July until 3 August. 26 stations serving the Games and en route to the Games venues were designated “Games stations”. BTP used ticket sales and rail demand data to plan, to identify areas of risk and concern and to prioritise crime reduction activity. Ticket sales data analysis also enabled D Division to identify peak travel periods, pinch points and cross-overs.
- 7.2 D Division also identified locations with a high risk of disruption. Previously Hyndland had experienced both low and high impact disruption incidents, often linked to absconders from the nearby Gartnaval Hospital. Finnieston Junction did not have a record of high levels of disruption, but was identified as a strategic location where disruption could have a high impact. Garscadden and Yoker were identified as locations where vandalism and cable theft had caused disruption in the past. These findings helped inform patrol strategies and officer deployment.
- 7.3 D Division had two Local Targets specific to the Games. D8 was to attend 95% of Immediate and Priority Incidents within 15 minutes. There were 20 such incidents at the Games stations during the Games; D Division attended 19 within 15 minutes, thereby achieving its target.
- 7.4 Local Target D9 was to reduce ASB incidents during the Games, and 12 weeks either side of the Games, to no more than 181. To date, D Division has recorded just 90 ASB incidents and, as there are only 21 days of the target period remaining, will comfortably achieve this target.
- 7.5 Focusing on the 12 days of the Games, 24 crimes were recorded at the Games stations. The most frequent were ToPP (seven) and non-notifiable public disorder (five). The total of 24 compares with 20 during the same 12 day period in 2013, 27 during the preceding 12 day period.

## **8. TRANSPORT SELECT COMMITTEE REPORT**

- 8.1. The Transport Select Committee Report was released on 1 September; BTP's performance was covered in Sections 3 (Strategy) and 4 (Outcomes).
- 8.2. The Report acknowledged several BTP performance strengths including its risk-based approach to rail policing, its counter-terrorism capability, the ongoing reduction in total crime, its improved visibility at railway stations (and plans for further improvement), the significant reduction in cable theft, and its speciality knowledge and experience of fatality management. However, the Committee also raised a couple of performance concerns.
- 8.3. The Committee was concerned that data on runaway children was not readily available, and that BTP did not have targets reflecting its child protection responsibilities. In August BTP completed a report on children and young people who have come to its notice, with a view to informing resourcing decisions and assisting the fulfilment of BTP's safeguarding commitments. The report covered fatalities, suicidal activity, missing persons, young offenders, trafficking and child abuse. BTP has now committed to isolating and analysing data on runaways to inform the development of its own work in that area, and that of external stakeholders.
- 8.4. An initial assessment of safeguarding by BTP examined 13 types of offence involving vulnerable people. The three identified as posing the greatest threat to BTP were, in order, mental health incidents, missing persons and trespass. The examination found inconsistencies in the data, especially for offences without their own BTP crime code, for example child abuse and child sexual exploitation. These inconsistencies made identifying repeat and vulnerable victims difficult, leading to the potential for some such offences to be missed.
- 8.5. The Committee noted that, within the overall reduction in crime, there had been recent increases in assaults, sexual offences and racial harassment.
- 8.6. The Committee acknowledged the difficulties in achieving detections for ToPP offences, including the high proportion committed "on train", when neither the time nor geographic location of the offence are known precisely. Others are committed on congested underground trains when, even with CCTV in the carriage, it is difficult to identify



offenders. Despite these considerations, the Committee considered a 7% detection rate to be low. BTP has recently improved its ToPP detection rate which, historically, has been around 5% and occasionally lower. BTP has also been focusing on ToPP reduction, rather than detection, as part of its strategic objective to reduce notifiable crime. BTP will consider how its existing ToPP initiatives can be developed to achieve further improvement in the detection rate.

- 8.7. Passengers' perception of their personal security was seen as key to their increasing use of the rail network. The Committee noted that the NPS only interviews actual passengers who, by definition, have decided the railway is safe enough for them to use. The survey does not include potential passengers, who may be avoiding rail travel because they perceive their personal security to be poor. BTP is currently conducting a survey asking the general public (regardless of age) what matters to them when travelling on the railways. Various methods have been used to target a cross section of the general public and not just those that actively use the railway. Findings will be available in November.

## **9. CRIME BY TOC**

- 9.1 The attached Appendix D shows recorded offences by TOC.
- 9.2 The TOC total for notifiable offences is 80% of the BTP total; for non-notifiable offences it is 87%. The main difference is that the BTP figures include offences on the London Underground.
- 9.3 NWR accounts for 23% of the notifiable offences and 47% of the non-notifiable. NWR offences occur on the railway infrastructure or at one of NWR's 19 stations.

## Agenda item 3, Appendix A 2014-15 Performance Dashboard, Q2

N/A : not applicable	2014-15 Q2 performance	↑ : improving
n/av: not available	compared with 2014-15	↓ : not as good
YTD: year to date	Q1 performance:	← : similar

2014-15 Policing Plan targets		
	No. of targets	Achieving
National *	7	5
Local	68	44

\* Figures exclude Target N8 (rail staff security) which is monitored by annual survey. Performance data will not be available until 2015.

	2010-11	2011-12	2012-13	2013-14	2013-14 Quarter 2	2014-15 Quarter 1	2014-15 Quarter 2	Direction	2014-15 Annual Target	2014-15 YTD target	2014-15 YTD performance
<b>Disruption: Reducing disruption to help keep the railway running</b>											
NWR police related Lost Minutes	1,406,625	1,580,474	1,171,730	1,242,171	364,033	302,608	364,036	↓	1,167,640	585,424	666,644
NWR Lost Minutes due to trespass	459,267	448,696	435,523	512,697	161,280	157,415	166,369	↓	N/A		
NWR Lost Minutes due to fatalities or injuries caused by being hit by a train	318,717	492,417	387,521	472,655	135,236	98,670	150,829	↓	N/A		
Live cable offences	1369	1120	491	293	89	54	38	↑	N/A		
Average time to clear non-suspicious and unexplained fatalities (minutes)	81	76	76	76	74	80	78	↓	90	90	79
Average time to clear one track at multi-track fatalities (minutes)	n/av	n/av	n/av	n/av	n/av	47	34	↓	45	45	41
<b>Protect: Reducing crime to make the railway safer &amp; more secure</b>											
Notifiable offences, <b>excluding</b> police generated	55,680	50,925	50,081	46,508	12,505	11,376	11,449	↓	44,648	22,388	22,825
Detection rate for notifiable offences <b>including</b> police generated	32%	32%	31%	34%	35%	29%	30%	↑	N/A		
Theft of Passenger Property offences	16,648	14,841	17,292	14,353	3,874	3,161	3,078	↑	N/A		
Violence Against the Person offences	8,140	7,912	8,117	8,425	2,043	2,207	2,252	↓	N/A		
Cycle Crime	5,854	6,746	5,779	5,993	2,021	1,478	1,872	↓	N/A		
Conviction Rate, Crown Courts	81%	82%	79%	81%	80%	87%	81%	↓	N/A		
Conviction Rate, Magistrates Courts	84%	84%	87%	86%	87%	85%	83% **	↓	N/A		
** July-August only (Sept data not yet available from CPS)											
<b>Serve: Promoting confidence in the use of the railway</b>											
Victim of Crime Survey, Overall Satisfaction rating	86%	84%	85%	85%	84%	85%	82%	↓	N/A		
NPS: % giving "Good" or "Satisfied" rating for personal security on board trains and at stations.	73.5%	74.6%	76.2%	76.4%	NPS surveys are in Spring & Autumn. Results due June & Jan.		76.6%		77.5%	76.4%	76.6%
Rail staff survey: % of respondents rating their personal security at work "Good" or "Very good"	n/av	n/av	n/av	65.1%	Rail staff survey is annual in March. 65.1% baseline is from March 2014 survey. Next survey will be in 2015.				66.4%		n/av
<b>Finance: delivering value for money</b>											
% of budget spent on Frontline resources (revised definition for 2014-15)	n/av	n/av	n/av	65%	n/av	67%	68%	↑	67%	67%	68%
Sickness absence (days per employee)	7.68	7.40	7.50	7.34	1.86	1.78	1.83	↓	7.30	3.65	3.61

## Agenda item 3, Appendix B1 2014-15 POLICING PLAN: NATIONAL TARGETS

Updated to: 30 Sep 2014

Targets N1 &amp; N2 updated to: 30 Sep 2014 (Last quarter to: 30 Jun 2014 )

Key:

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

A Div'n	East	South	TfL	B Div'n	Midlands	Pennine	Wales	Western	C Div'n	D Div'n	BTP
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## Number of National Targets being achieved.

Note: the figures in the table exclude Target N8 (rail staff security) because 2014-15 performance data will not be available until April 2015.

No. of National Targets	3	5	5	4	5	5	5	5	5	5	7
No. being achieved now	2	2	3	4	3	4	2	3	3	2	5
No. last quarter	2	2	3	4	4	3	4	2	4	4	4

## Number of Local Targets being achieved

No. of Local Targets	7	5	7	19	10	10	10	10	40	9	68
No. being achieved now	1	1	7	9	8	5	8	8	29	6	44
No. last quarter	1	1	7	9	6	6	5	6	23	6	38

## N1 Reduce the number of recorded notifiable offences (excluding police generated) by 4%

YTD Performance	4,623	5,792	4,431	14,846	1,984	3,485	581	1,112	7,162	817	22,825
YTD Linear Target	4,345	5,524	4,804	14,673	1,870	3,485	570	1,036	6,961	754	22,388
Last qtr performance	2,274	2,872	2,203	7,349	1,022	1,813	261	557	3,653	374	11,376
Last quarter target	2,161	2,747	2,389	7,297	930	1,733	284	516	3,463	375	11,135
Better / worse than LM	↓	↓	↓	↓	↑	↑	↓	↑	↑	↓	↑
Same period last year	4,713	5,934	5,153	15,800	2,001	3,745	620	1,176	7,542	851	24,193

## N2 Reduce police related NWR lost minutes by 6%

YTD Performance	151,484	192,200	343,684	93,982	138,797	26,214	34,118	293,110	29,850	666,644
YTD Linear Target	113,616	148,805	262,421	117,188	114,790	22,531	39,783	294,292	28,711	585,424
Last qtr performance	67,102	88,640	155,742	45,806	60,014	11,055	16,868	133,743	13,124	302,608
Last quarter target	56,498	73,996	130,494	58,274	57,082	11,204	19,783	146,343	14,277	291,114
Better / worse than LM	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Same period last year	106,919	157,437	264,356	124,511	145,609	25,422	50,609	346,151	33,628	644,134

## Primary / Reactionary breakdown of LMs

## YTD LMs

Primary	54,872	74,897	129,769	40,056	60,773	12,167	13,253	126,248	13,697	269,714
Reactionary	96,612	117,303	213,915	53,926	78,025	14,047	20,865	166,862	16,153	396,930
<b>Total</b>	<b>151,484</b>	<b>192,200</b>	<b>343,684</b>	<b>93,982</b>	<b>138,797</b>	<b>26,214</b>	<b>34,118</b>	<b>293,110</b>	<b>29,850</b>	<b>666,644</b>
% YTD that are Primary	36%	39%	38%	43%	44%	46%	39%	43%	46%	40%

## Same Period Last Year

Primary	45,849	48,473	94,322	53,903	72,160	11,014	20,604	157,681	13,388	265,390
Reactionary	61,070	108,964	170,034	70,608	73,449	14,408	30,005	188,470	20,240	378,744
<b>Total</b>	<b>106,919</b>	<b>157,437</b>	<b>264,356</b>	<b>124,511</b>	<b>145,609</b>	<b>25,422</b>	<b>50,609</b>	<b>346,151</b>	<b>33,628</b>	<b>644,134</b>
% LY that were Primary	43%	31%	36%	43%	50%	43%	41%	46%	40%	41%

## % change since last year

% change to Primary	+ 20%	+ 55%	+ 38%	- 26%	- 16%	+ 10%	- 36%	- 20%	+ 2%	+ 2%
% change to Reactionary	+ 58%	+ 8%	+ 26%	- 24%	+ 6%	- 3%	- 30%	- 11%	- 20%	+ 5%
<b>% change to Total</b>	<b>+ 42%</b>	<b>+ 22%</b>	<b>+ 30%</b>	<b>- 25%</b>	<b>- 5%</b>	<b>+ 3%</b>	<b>- 33%</b>	<b>- 15%</b>	<b>- 11%</b>	<b>+ 3%</b>

Targets N3 - N5 are updated to: 30 Sep 2014 ( Last quarter to: 30 Jun 2014 )

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

A Div'n	East	South	TfL	B Div'n	Midlands	Pennine	Wales	Western	C Div'n	D Div'n	BTP
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**N3 Overall sickness to be less than 7.3 days per employee**

YTD Performance	4.05	3.76	2.94	1.36	2.98	3.12	3.04	3.09	5.17	3.40	7.55	3.61
YTD Linear Target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Last qtr performance	2.19	1.74	1.48	0.52	1.39	1.26	1.47	1.95	2.65	1.68	2.86	1.74
Last quarter target	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Better / worse than LM	↑	↓	↑	↓	↓	↓	↓	↑	↑	↓	↓	↓
Same period last year	3.54	n.a.	n.a.	n.a.	3.12	n.a.	n.a.	n.a.	n.a.	4.18	5.47	3.61

Note: Last Year sickness data is for the Interim Divisions (averages for the appropriate old Areas).

**N3a Police officer sickness to be less than 7.3 days per officer**

YTD Performance	3.24	3.44	2.91	1.07	2.73	4.26	3.78	3.45	6.21	4.10	9.26	3.71
YTD Linear Target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Last qtr performance	1.64	1.40	1.18	0.55	1.23	1.88	1.88	2.63	3.01	2.13	3.56	1.73
Last quarter target	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Better / worse than LM	↑	↓	↓	↑	↓	↓	↓	↑	↓	↑	↓	↓
Same period last year	2.37	n.a.	n.a.	n.a.	2.39	n.a.	n.a.	n.a.	n.a.	4.67	5.94	3.29

**N3b PCSOs sickness to be less than 7.3 days per officer**

YTD Performance	3.85	4.10	1.70	3.29	0.76	0.96	3.18	4.34	1.96	2.82
YTD Linear Target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Last qtr performance	2.18	2.50	0.31	1.74	0.10	0.43	1.19	4.11	1.04	1.50
Last quarter target	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Better / worse than LM	↑	↑	↓	↑	↓	↓	↓	↑	↑	↑
Same period last year	n.a.	n.a.	n.a.	5.30	n.a.	n.a.	n.a.	n.a.	3.54	4.78

**N3c Police staff sickness to be less than 7.3 days per officer**

YTD Performance	4.35	4.69	2.73	1.82	3.59	0.06	1.46	0.33	1.26	2.02	1.02	3.60
YTD Linear Target	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Last qtr performance	2.40	2.34	2.02	0.53	1.71	0.05	0.55	0.33	0.00	0.73	0.23	1.81
Last quarter target	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Better / worse than LM	↑	↓	↑	↓	↓	↑	↓	↑	↓	↓	↓	↑
Same period last year	4.01	n.a.	n.a.	n.a.	4.55	n.a.	n.a.	n.a.	n.a.	2.96	3.35	3.98

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

YTD Performance	84	81	62	79	75	76	85	82	78	85	79
YTD Linear Target	90	90	90	90	90	90	90	90	90	90	90
Last qtr performance	81	86	61	81	85	73	87	91	80	67	80
Last quarter target	90	90	90	90	90	90	90	90	90	90	90
Better / worse than LM	↓	↑	↓	↑	↑	↓	↑	↑	↑	↓	↑
Same period last year				71					78	88	75

**N5 Average time for partial re-opening of multi-track lines to be less than 45 minutes**

YTD Performance	42	33	22	41	47	0	84	0	59	0	41
YTD Linear Target	45	45	45	45	45	45	45	45	45	45	45
Last qtr performance	53	44	22	49	27	0	0	0	27	0	47
Last quarter target	45	45	45	45	45	45	45	45	45	45	45
Better / worse than LM	↑	↑	↓	↑	↓	↓	↓	↓	↓	↓	↑

**N6 Increase passengers' confidence in their personal security to 77.5% by Spring 2015 (76.4% by Spring 2014).**

Latest Survey (Spring 14)	76.6%	Surveys are six-monthly in Spring & Autumn, results due in June and January.	76.6%
Spring 2014 Target	76.4%		76.4%

**N7 Spend 67% of budget on Frontline resources**

Quarter 2 performance	68%	Monitored quarterly.	68%
Quarter 2 Target	67%		67%
Previous Quarter	67%		67%
Previous Quarter target	67%		67%

**N8 Rail staff rate personal security at work "Good" or "Very good"**

March 2015 performance	n.a.	Rail staff survey is annual in March; performance data will be available in April 2015.	n.a.
March 2015 target	66.4%		66.4%
March 2014 performance	65.1%		65.1%

## Agenda item 3, Appendix B3 2014-15 POLICING PLAN: LOCAL TARGETS, "B" and "D" Divisions

Targets E1-3, E5, S1-3, S5, T1-4, T7 and D1 are updated to: 30 Sep 2014 ( Last quarter to: 30 Jun 2014 )  
 Other "B" and "D" Division Local Targets are updated to: 30 Sep 2014 ( Last quarter to: 30 Jun 2014 )

Key:

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

B Div: East	Reduce ToPP by 10%	Reduce violence towards staff	Reduce cycle crime by 5%	20 targeted Level X PSPs	Violent crime detection rate	Escorted football trains	Football banning orders
	E1	E2	E3	E4	E5	E6	E7
YTD Performance	1213	267	865	0	48%	54	90%
YTD Linear Target	1203	239	756	10	48%	156	92%
Last qtr performance	626	123	364	0	44%	7	0%
Last quarter target	598	119	376	5	48%	78	92%
Better / worse than LM	↑	↓	↓	←	↑	↑	
Same period last year	1432	229	927	n.a.	50%	n.a.	n.a.

B Div: South	Reduce ToPP by 10%	Reduce violence towards staff	Reduce cycle crime by 5%	20 targeted Level X PSPs	Violent crime detection rate
	S1	S2	S3	S4	S5
YTD Performance	1266	370	1365	0	48%
YTD Linear Target	1244	361	1186	10	42%
Last qtr performance	650	181	609	0	45%
Last quarter target	619	180	590	5	42%
Better / worse than LM	↑	↓	↓	←	↑
Same period last year	1,407	352	1,426	n.a.	41%

B Div: TfL	Reduce ToPP by 10%	20% increase in sexual detections	Reduce violence towards staff	Increase skimming fraud detections	Reduce lost customer hours	120 DLR joint operations	Violent crime detection rate
	T1	T2	T3	T4	T5	T6	T7
YTD Performance	1,970	103	193	23	515,177	63	35%
YTD Linear Target	2,303	74	209	15	753,892	60	34%
Last qtr performance	991	46	100	7	192,717	32	37%
Last quarter target	1,145	36	104	7	376,946	30	34%
Better / worse than LM	↑	↑	↑	↑	↑	↓	↓
Same period last year	2,681	81	234	25	n.a.	n.a.	32%

D Division	Reduce ToPP by 5%	Achieve 75% satisfaction for PSPs tackling:			Victims of Crime satisfaction rating	15 football jt operations	Football banning orders	Commonwealth Games	
	D1	Disruption	ASB	Level Xs	D5	D6	D7	Attendance time	ASB
	D2	D3	D4	D5	D6	D7	D8	D9	
YTD Performance	177	55%	97%	89%	87%	11	100%	95%	90
YTD Linear Target	162	75%	75%	75%	92%	7	80%	95%	159
Last qtr performance	75	55%	75%	75%	86%	4	100%	n.a.	40
Last quarter target	81	75%	75%	75%	92%	3	80%		64
Better / worse than LM	↓	←	↑	↑	↑	↑	←		↑
Same period last year	184	Monitored quarterly			100%	n.a.	n.a.	n.a.	n.a.

## Agenda item 3, Appendix B4 2014-15 POLICING PLAN: LOCAL TARGETS, "C" Division

For each Sub-Division, Targets 1-7 are updated to: 30 Sep 2014 (Last quarter: 30 Jun 2014 )  
 Other Local "C" Division Targets are updated to: 30 Sep 2014 (Last quarter: 30 Jun 2014 )

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

	Reduce ToPP by 5%	Reduce violence to staff by 5%	Staff assaults detection rate	Reduce Fatalities LMs by 4%	Reduce Level X LMs by 2% (Western 4%)	Reduce Trespass & vandalism LMs by 8% (Wales 7%)	Reduce cable related offences by 5%	Immediate Incidents in 20 mins	Priority Incidents In 60 mins	Targeted PSPs
<b>Midlands</b>										
	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10
YTD Performance	407	176	61%	28,368	3126	60,972	24	92%	99%	3
YTD Linear Target	413	159	55%	43,380	3,610	54,089	91	92%	99%	3
Last qtr performance	207	97	62%	11,164	995	32,131	15	92%	99%	0
Last quarter target	205	79	55%	21,572	1,796	26,897	46	92%	99%	1
Better / worse than LM	↑	↑	↓	↓	↓	↑	↑	←	←	↓
Same period last year	459	173	45%	39,951	3,586	68,134	109	n.a.	n.a.	n.a.

	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10
<b>Pennine</b>										
YTD Performance	720	291	50%	31,811	7088	92,801	90	92%	99%	3
YTD Linear Target	729	287	58%	26,140	7,109	70,706	142	92%	99%	5
Last qtr performance	362	150	43%	8,840	3535	43,931	55	92%	99%	0
Last quarter target	363	143	58%	12,999	3,535	35,160	71	92%	99%	2
Better / worse than LM	↑	↑	↑	↓	↑	↓	↑	←	←	↓
Same period last year	793	302	60%	36,528	7,802	86,877	166	n.a.	n.a.	n.a.

	W1	W2	W3	W4	W5	W6	W7	W8	W9	W10
<b>Wales</b>										
YTD Performance	123	52	67%	8,695	1093	14,313	31	94%	99%	3
YTD Linear Target	114	53	60%	3,754	1,945	14,562	50	92%	99%	2
Last qtr performance	54	29	60%	2,593	379	6,582	11	87%	96%	0
Last quarter target	57	26	60%	1,867	967	7,242	25	92%	99%	1
Better / worse than LM	↓	↑	↑	↓	↓	↓	↓	↑	↑	↓
Same period last year	122	63	38%	6,185	1,307	17,140	68	n.a.	n.a.	n.a.

	G1	G2	G3	G4	G5	G6	G7	G8	G9	G10
<b>Western</b>										
YTD Performance	300	126	67%	8,239	3061	22,818	12	94%	99%	3
YTD Linear Target	339	120	64%	13,866	5,562	19,271	12	92%	99%	2
Last qtr performance	153	57	76%	3,477	1043	12,348	6	90%	98%	0
Last quarter target	169	60	64%	6,895	2,823	9,583	6	92%	99%	1
Better / worse than LM	↑	↓	↓	↓	↓	↑	←	↑	↑	↓
Same period last year	401	145	69%	18,194	4,444	26,894	9	n.a.	n.a.	n.a.

## "C" Division Totals For comparison only: these are not formal targets at Divisional level

YTD Performance	1550	645	61%	77,113	14,368	190,903	157
YTD Linear Target	1595	619	56%	87,140	18,226	158,628	295
Last qtr performance	776	333	54%	26,074	5,952	94,992	87
Last quarter target	794	308	56%	43,333	9,121	78,882	148
Better / worse than LM	↑	↑	↑	↓	↓	↑	↑
Same period last year	1,775	683	55%	100,858	17,139	199,045	352

Agenda item 3, Appendix C BTP Force Crime Group Data, April to September 2014

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 01A Violence against the Person. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 02A Sexual Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 03A Criminal Damage/ Malicious Mischief. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 04A Serious Line Of Route Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 04B Less Serious Line Of Route Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 05A Theft of Passenger Property. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 06A Motor Vehicle/ Cycle Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 07A Robbery Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 08A Theft of Railway/ Commercial Property and Burglary Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 09A Serious Public Disorder Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 09B Less Serious Public Disorder Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 10A Serious Fraud Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 10B Less Serious Fraud Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 11A Drug Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 12A Other Serious Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: 12B Other Less Serious Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: Total Notifiable Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: Total Non-Notifiable Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.

Table with 10 columns: Sub Division, Rec 13/14, Rec 14/15, % Diff, Det 13/14, Det 14/15, % Diff, Det Rate 13/14, Det Rate 14/15, Diff. Header: Total Offences. Rows: East, Midlands, Pennine, Scotland, South, TFL, Wales, Western, Total.