

PRC: Performance 2015-16 Q2 Friday 20th October 2015

Contents



Progress towards 2012/13 – 2018/19 Strategic Objectives

- 20% reduction in Notifiable crime
- 20% reduction in Disruption
- 10% increase in Confidence

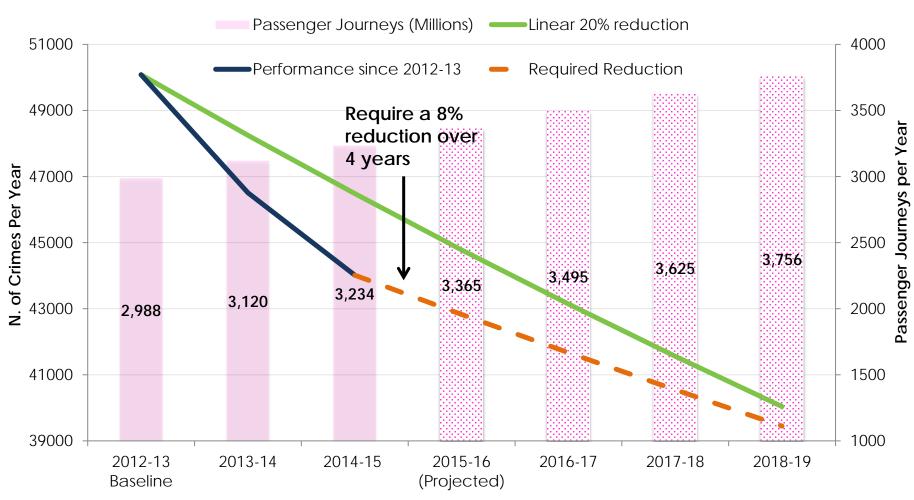
2015-16 Policing Plan Targets

- National Target N1: Notifiable Crime
- National Target N2: VAP
- National Target N3: Disruption
- National Target N4: Sickness
- National Targets N5-N7: Confidence
- Local Targets

Strategic Plan Objectives: Notifiable Crime Progress



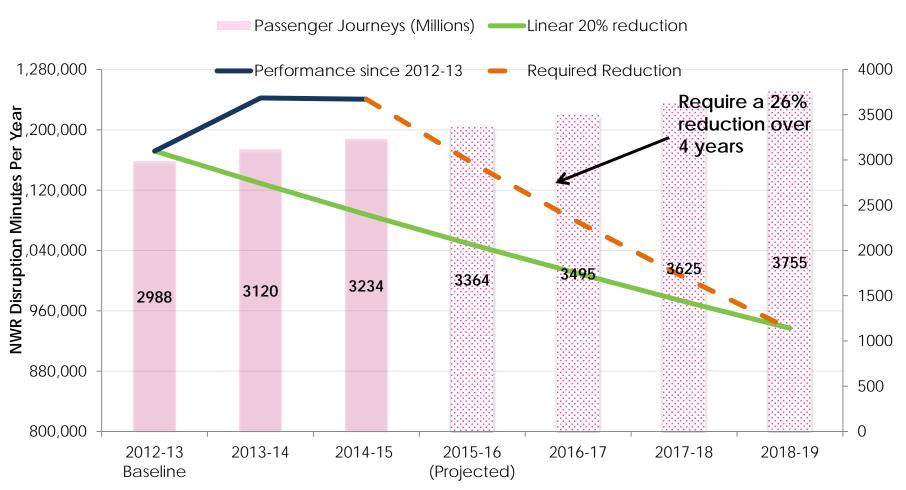
BTP 20% Notifiable Reduction Strategic Plan



Strategic Plan Objectives: Disruption Progress



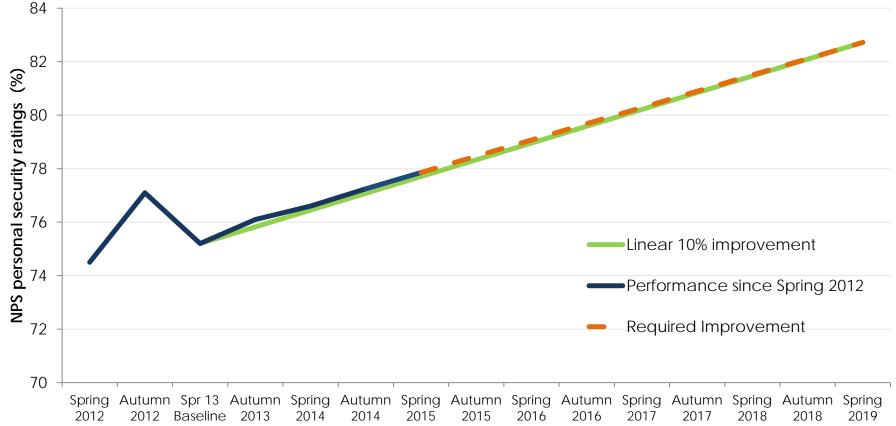
BTP 20% NWR Disruption Minutes Reduction Strategic Plan



Strategic Plan Objectives: Confidence Progress





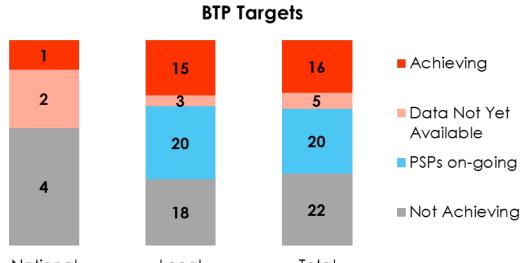




2015-16 Policing Plan: Q2 Performance

Policing plan performance: Achievement of targets Q2 2015-16





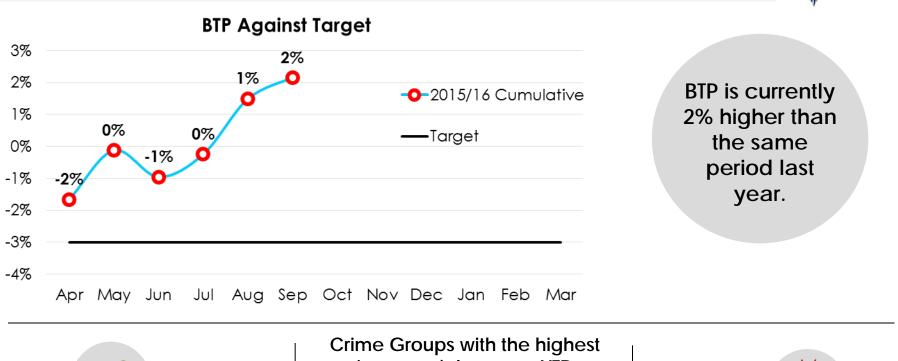
National

Local

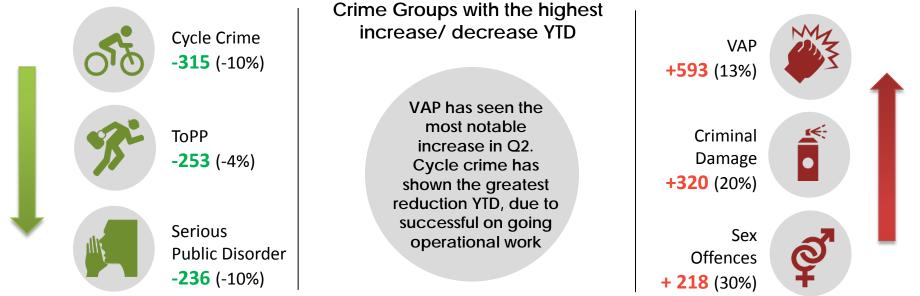
Total

| | Nationa | National Targets | | l Targets | National & Local Total Targets | |
|----------|----------------|------------------|----------------|-----------|--------------------------------|-----------|
| | No. of Targets | Achieving | No. of Targets | Achieving | No. of Targets | Achieving |
| | YTD 20 |)15-16 | YTD | 2015-16 | YTD 2015-16 | |
| East | 4 | 1 | 5 | 1 | 9 | 2 |
| South | 4 | 0 | 5 | 2 | 9 | 2 |
| TfL | 3 | 0 | 6 | 0 | 9 | 1 |
| Midlands | 4 | 0 | 8 | 1 | 12 | 1 |
| Pennine | 4 | 0 | 8 | 3 | 12 | 3 |
| Wales | 4 | 0 | 8 | 2 | 12 | 2 |
| Western | 4 | 2 | 8 | 0 | 12 | 2 |
| Scotland | 4 | 1 | 8 | 5 | 12 | 6 |
| BTP | 7 | 1 | 56 | 16 | 63 | 17 |

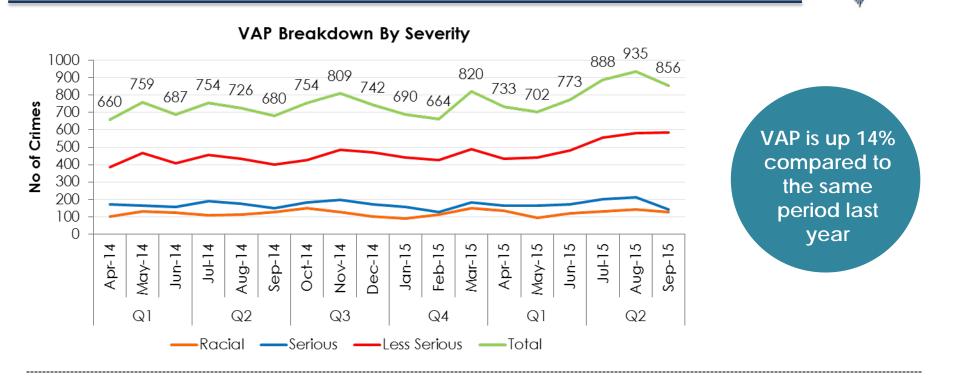
N1 - Reduce Notifiable Crime (excl. PG) by 3%



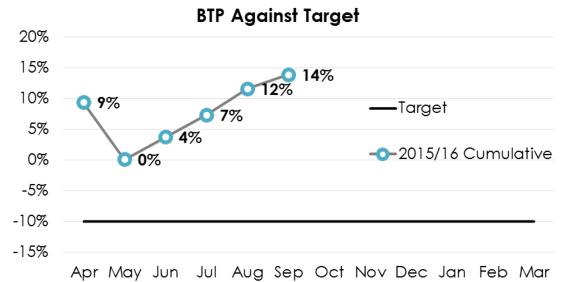
BRITISH TRANSPORT POLICE



N2 - Reduce Violence against Person by 10%



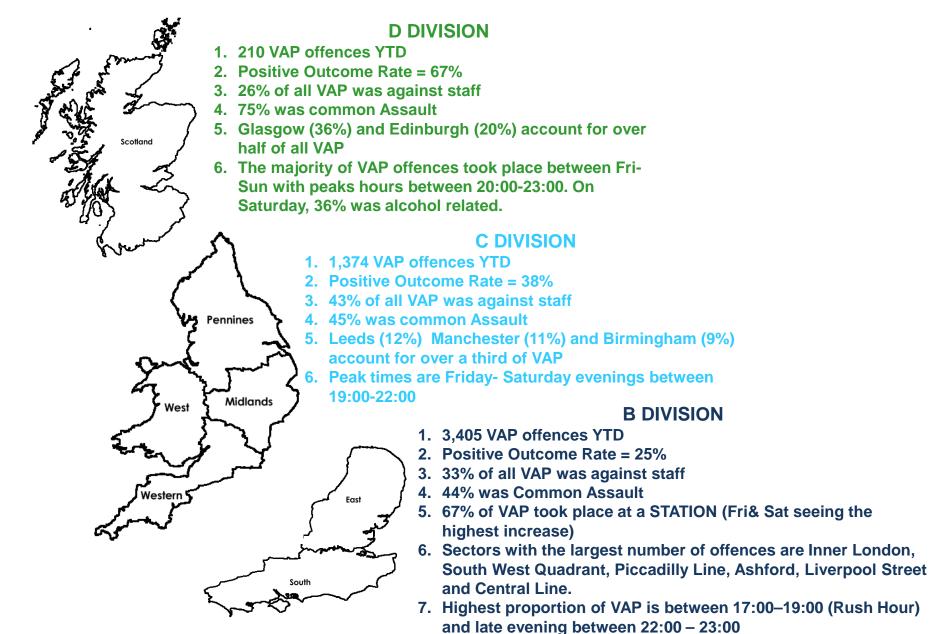
VAP has been increasing since May 2015, with less serious offences such as common assault and offences causing alarm/ distress leading to this rise



BRITISH TRANSPORT POLICE

N2 - Reduce Violence against Person by 10%





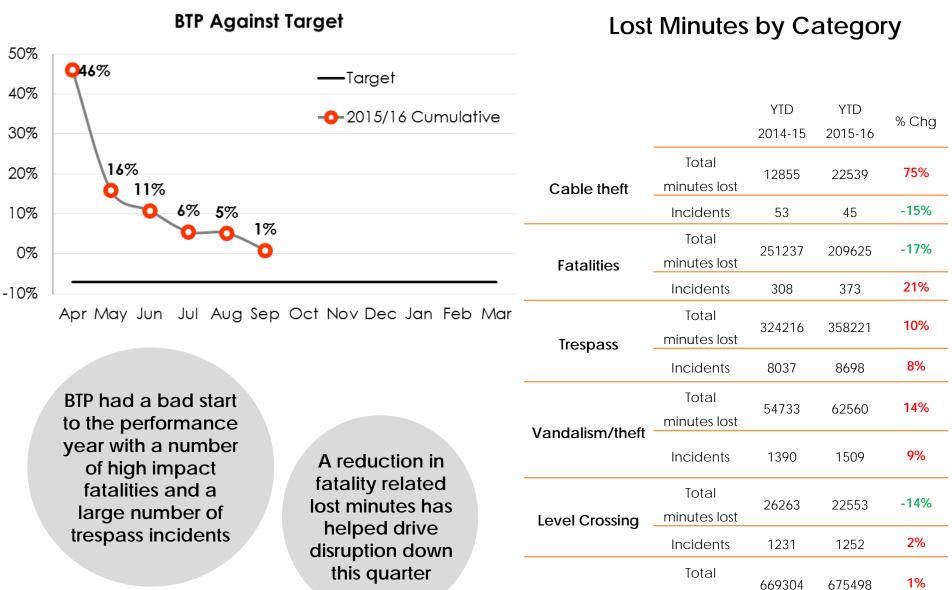
N3 - Reduce Police Related Disruption by 7%



8%

11877

11019



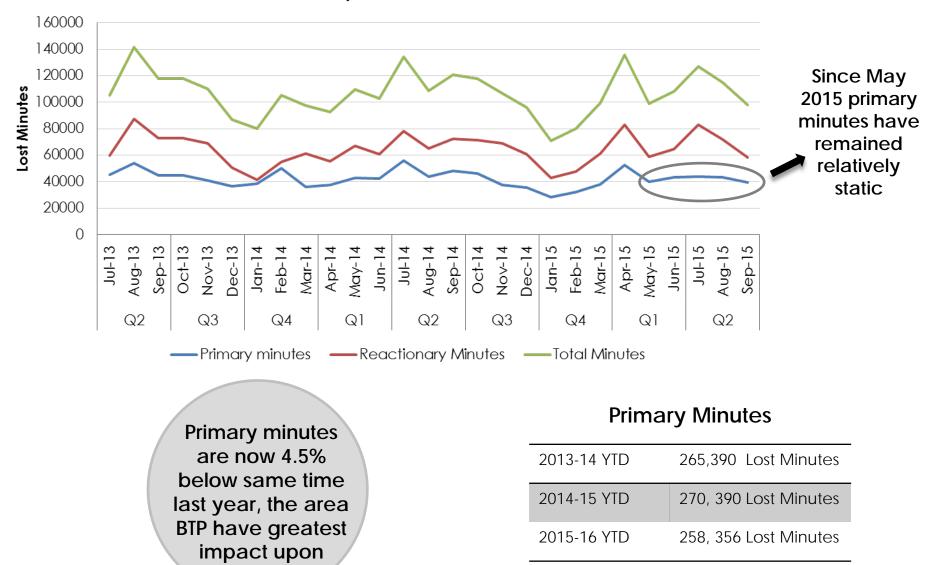
minutes lost

Incidents

Total

N3 - Reduce Police Related Disruption by 7%

BTP - Disruption 2 Year Breakdown







Map of active disruption PSPs and identified Trespass hotspots

Identified Trespass Hotspot

Leeds

Manchester

Earlestown/Warrington

Stockport

Birmingham/Coventry

St Albans/Potters Bar

Harrow & Wealdstone/Watford Junction

Essex

Inner London Hubs

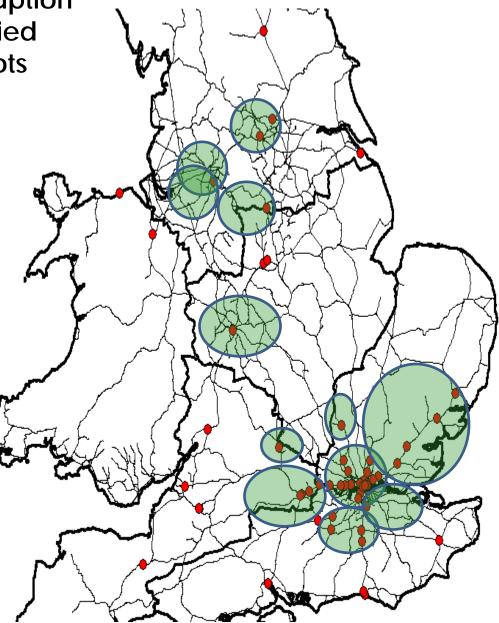
Reading

Clapham Junction

Wimbledon

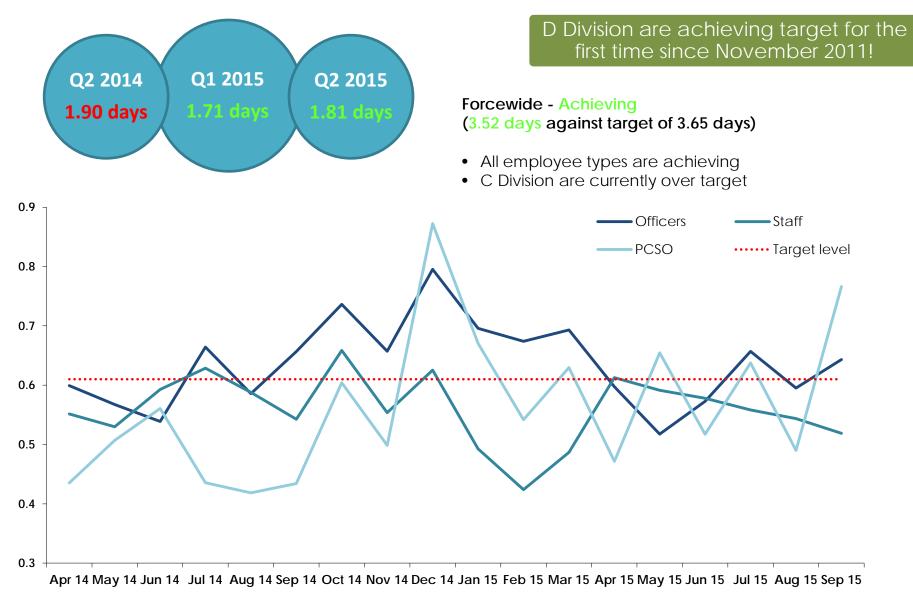
Gillingham/Rochester

Croydon/Norwood



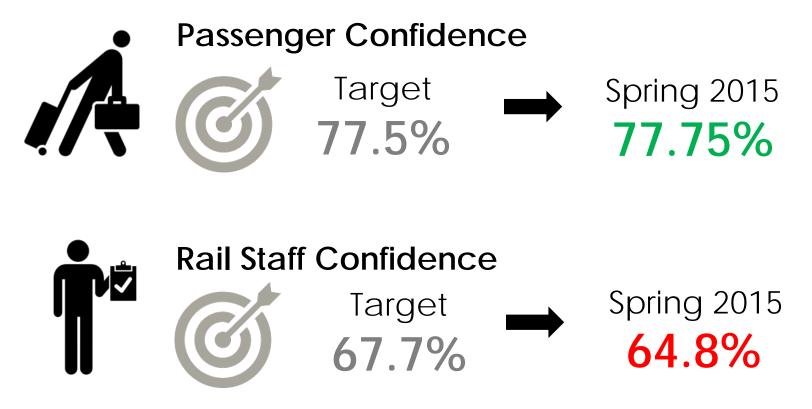
N4 – Sickness Forcewide





N5:N7 - Confidence Targets







Confidence at the Lowest Ranked Stations:

 Autumn 2014
 →
 Spring 2015

 69.6%
 71.5%



Cyber Crime Policing Commitment

Quarter 1 *Apr - Jun* Develop and publish BTP Cybe Crime Strategy 31 June 2015 Completed

To establish BTP with

DfT/Industry standard

operational practises and

quidance for the prevention

of cyber-crime and the

investigation of incidents

Cyber Crime Investigation Team centralised and operational as a single unit 31 May 2015 Completed. TfL Sub Div unit, FHQ Cyber Unit and High Tec Crime unit all now amalgamated and bases at Camden Street

Develop and implement Cyber Crime information sharing protocol with NWR/TfL

31 July 2015

BTP is re taking part in a multi agency DfT led table top exercise in November and this will give clarity around direction and time scales. The main product will be putting in place initial response and on call cover for cyber crime incidents and this will be in place by end of November.

Quarter 2 Jul - Sept

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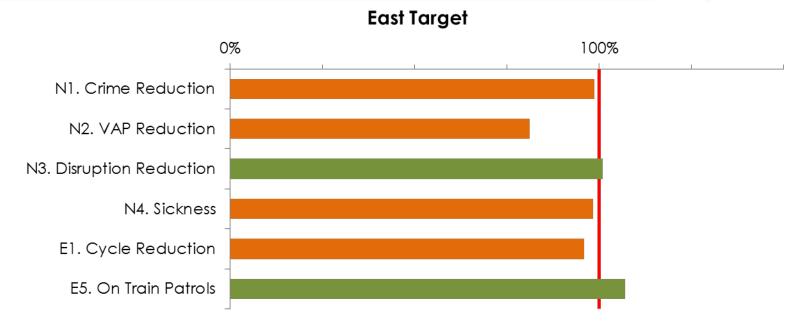
| BRITISH TRANSP POLICE | Safeguarding Policing Commitment |
|---|--|
| Quarter 1 Apr - Jun Quarter 2 Jul - Sept | Introducing an overarching safeguarding strategy, incorporating all safeguarding strands (by 30th June 2015) Working copy of the overarching strategy has been designed and is currently being used. Currently being used as an internal document. For external purposes it is considered that a detailed hate Crime strategy is required. Revised consultation. Ensuring central overlapht of all Child Serious Care Reviews and Sofguarding Adult Reviews involving BTP and that all lessons learned are disseminated and implemented (by 30th April 2015) An MOU with all SEG (Local Seffysarding Children's Board's) has been developed. Local SEGY, will commission serious case reviews and contact BTP if required. Ensurich for Adult asfeguarding bards is currently being diveloped (Local SEGY, will commission serious case reviews and contact BTP if required. The team would use the Lessons and exploitation Centre for dissemination and lessons learned. The Major crime review capability will also be used to review internal cases of note and to disseminate and May 2015] An MOU will be not state the Lessons and exploitation Centre for dissemination and lessons learned. The Major crime and Investigations and Incorporating central SPBMH hub (based in Camden (by 31st May 2015)] At posts have been identified, six out of the 10 are in post, two will be in post after the CMU restructure. Awaiting start etyp, the properties of dealing with the dealing down a guarterly basis. Introducing an dealing with inimitated, vulnerable, trafficted, explored and its actoses in overesting of variance of 312 AU 2015. At strands of vulnerability are being examined to find a holistic and complementary approach for context of 418 - A workshop is being conducted on the 15th July to consult on the processes for identifying and dealing with initiated, vulnerability are being model by 31st May 2015. Antonds of vulnerability are being examined to find a holistic and comple |
| Quarter 3 Oct - Dec | Further develop and streamline processes to ensure that referrals to partner agencies regarding safeguarding concerns are timely and relevant. Develop a process of formal risk assessment of Hate Incidents/Crimes to meet our responsibilities to identify and safeguard repeat victims of Hate incidents. |



Q1 2015-16 National & Local Targets

Q2 2015-16 Policing Plan National & Local Targets, East

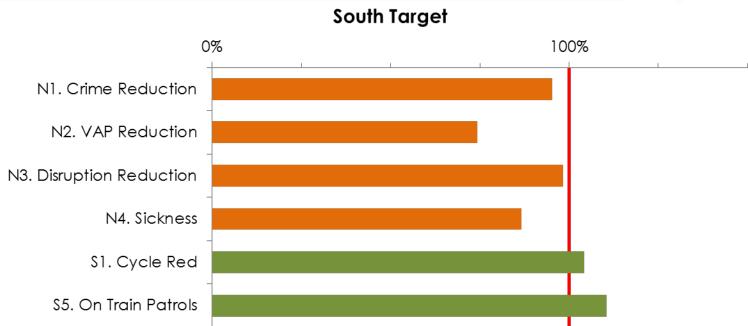




| Target | YTD | Prev YTD | Performance | Target |
|-----------------------------|--------|----------|--------------|--------|
| N1. Crime Reduction | 4486 | 4568 | -1.8% | -3% |
| N2. VAP Reduction | 887 | 800 | 10.9% | -10% |
| N3. Disruption Reduction | 139902 | 152000 | -8.0% | -7% |
| N4. Sickness | 3.09 | 0 | 0.05 | 3.04 |
| E1. Cycle Reduction | 805 | 859 | -6.3% | -10% |
| E2. Disruption PSPs | | | | |
| E3. Confidence PSPs | | PSPS | on-going | |
| E4. Op Trafalgar Visibility | | Data no | ot available | |
| E5. On Train Patrols | 270 | 0 | 18 | 252 |

Q2 2015-16 Policing Plan National & Local Targets, South





| Target | YTD | Prev YTD | Performance | Target | | | |
|-----------------------------|---------------|----------|-------------|--------|--|--|--|
| N1. Crime Reduction | 5839 | 5733 | 1.8% | -3% | | | |
| N2. VAP Reduction | 1277 | 1054 | 21.2% | -10% | | | |
| N3. Disruption Reduction | 182117 | 192619 | -5.5% | -7% | | | |
| N4. Sickness | 3.51 | 0 | 0.47 | 3.04 | | | |
| S1. Cycle Reduction | 1170 | 1355 | -13.7% | -10% | | | |
| S2. Disruption PSPs | PSPs on-going | | | | | | |
| S3. Confidence PSPs | | | | | | | |
| S4. Op Trafalgar Visibility | | Data no | t available | | | | |
| S5. On Train Patrols | 232 | 0 | 22 | 210 | | | |

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Q2 2015-16 Policing Plan National & Local Targets, TfL





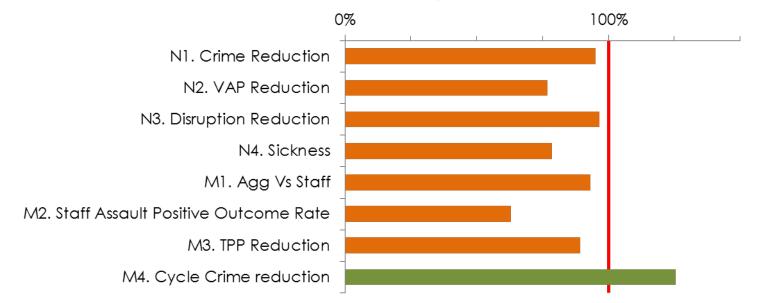
| Target | YTD | Prev YTD | Performance | Target |
|------------------------------------|------|------------|-------------|--------|
| N1. Crime Reduction | 4760 | 4385 | 8.6% | -3% |
| N2. VAP Reduction | 1143 | 1017 | 12.4% | -10% |
| N4. Sickness | 3.17 | 0 | 0.13 | 3.04 |
| T1. Crimes per Mill. Pass Journeys | 9.9 | 6.5 | 3.1 | 6.8 |
| T2. Agg. Vs Staff | 271 | 215 | 26.0% | 0% |
| T3. Joint Ops with DLR | 50 | 0 | -12 | 62 |
| T4. Sex Positive Outcome | 75 | 101 | -26% | 20% |
| T5. Op Trafalgar Visibility | | Data not a | vailable | |
| T6. LCH Incident Reduction | 319 | 0 | 61 | 258 |

Q2 2015-16 Policing Plan National & Local Targets, Midlands



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Midland Target

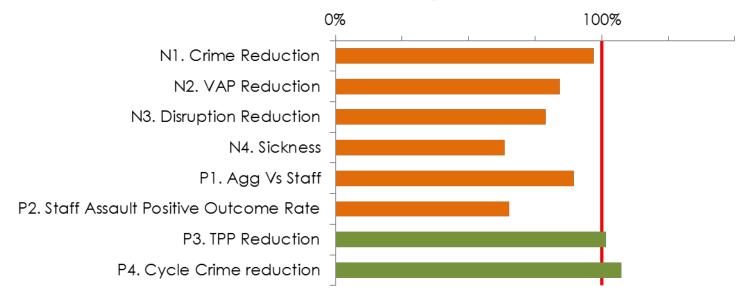


| Target | YTD | Prev YTD | Performance | Target | |
|---|---------------|----------|-------------|--------|--|
| N1. Crime Reduction | 2006 | 1966 | 2.0% | -3% | |
| N2. VAP Reduction | 334 | 285 | 17.2% | -10% | |
| N3. Disruption Reduction | 90511 | 94011 | -3.7% | -7% | |
| N4. Sickness | 3.87 | 0 | 0.83 | 3.04 | |
| M1. Agg Vs Staff | 174 | 167 | 4.2% | -3% | |
| M2. Staff Assault Positive Outcome Rate | 36.47% | 61.67% | -21.5% | 58% | |
| M3. TPP Reduction | 417 | 392 | 6.4% | -5% | |
| M4. Cycle Crime reduction | 295 | 378 | -22.0% | -2% | |
| M5. Crime Related PSPs | | | | | |
| M6. Trespass and vandalism PSPs | | | | | |
| M7. ASB PSPs | PSPs on-going | | | | |
| M8. Freight Crime PSPs | | | | | |

Q2 2015-16 Policing Plan National & Local Targets, Pennine



Pennine Target



| Target | YTD | Prev YTD | Performance | Target | |
|---|---------------|----------|-------------|--------|--|
| N1. Crime Reduction | 3459 | 3457 | 0.1% | -3% | |
| N2. VAP Reduction | 691 | 647 | 6.8% | -10% | |
| N3. Disruption Reduction | 164088 | 139555 | 17.6% | -7% | |
| N4. Sickness | 4.78 | 0 | 1.74 | 3.04 | |
| P1. Agg Vs Staff | 313 | 289 | 8.3% | -3% | |
| P2. Staff Assault Positive Outcome Rate | 37.90% | 50.81% | -20.1% | 58% | |
| P3. TPP Reduction | 713 | 762 | -6.4% | -5% | |
| P4. Cycle Crime reduction | 238 | 261 | -8.8% | -2% | |
| P5. Crime Related PSPs | | | | | |
| P6. Trespass and vandalism PSPs | PSPs on-going | | | | |
| P7. ASB PSPs | | P3P5 0 | ui-going | | |
| P8. Freight Crime PSPs | | | | | |

Q2 2015-16 Policing Plan National & Local Targets, Wales



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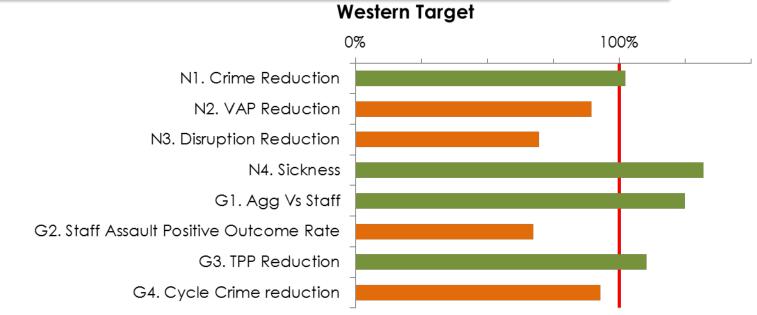
Wales Target



| Target | YTD | Prev YTD | Performance | Target | |
|---|---------------|----------|-------------|--------|--|
| N1. Crime Reduction | 606 | 576 | 5.2% | -3% | |
| N2. VAP Reduction | 156 | 106 | 47.2% | -10% | |
| N3. Disruption Reduction | 25177 | 26376 | -4.5% | -7% | |
| N4. Sickness | 3.06 | 0 | 0.02 | 3.04 | |
| W1. Agg Vs Staff | 59 | 51 | 15.7% | -4% | |
| W2. Staff Assault Positive Outcome Rate | 43.48% | 70.59% | -11.5% | 55% | |
| W3. TPP Reduction | 121 | 121 | 0.0% | -5% | |
| W4. Cycle Crime reduction | 50 | 52 | -3.8% | -5% | |
| W5. Crime Related PSPs | | | | | |
| W6. Trespass and vandalism PSPs | | | | | |
| W7. ASB PSPs | PSPs on-going | | | | |
| W8. Freight Crime PSPs | | | | | |

Q2 2015-16 Policing Plan National & Local Targets, Western





| Target | Prev YTD | YTD | Performance | Target | | |
|---|---------------|--------|-------------|--------|--|--|
| N1. Crime Reduction | 1027 | 1083 | -5.2% | -3% | | |
| N2. VAP Reduction | 177 | 176 | 0.6% | -10% | | |
| N3. Disruption Reduction | 45683 | 34123 | 33.9% | -7% | | |
| N4. Sickness | 2.31 | 0 | -0.73 | 3.04 | | |
| G1. Agg Vs Staff | 97 | 125 | -22.4% | -3% | | |
| G2. Staff Assault Positive Outcome Rate | 43.18% | 68.29% | -20.8% | 64% | | |
| G3. TPP Reduction | 241 | 280 | -13.9% | -5% | | |
| G4. Cycle Crime reduction | 218 | 213 | 2.3% | -5% | | |
| G5. Crime Related PSPs | | | | | | |
| G6. Trespass and vandalism PSPs | PSPs on-going | | | | | |
| G7. ASB PSPs | | | | | | |
| G8. Freight Crime PSPs | | | | | | |

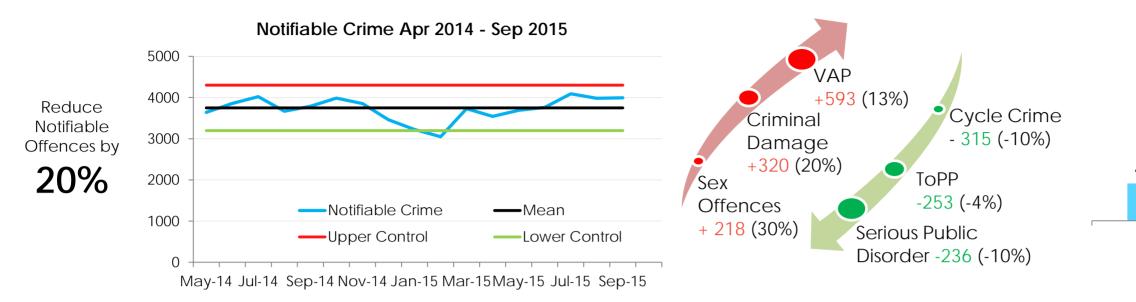
Q2 2015-16 Policing Plan National & Local Targets, Scotland



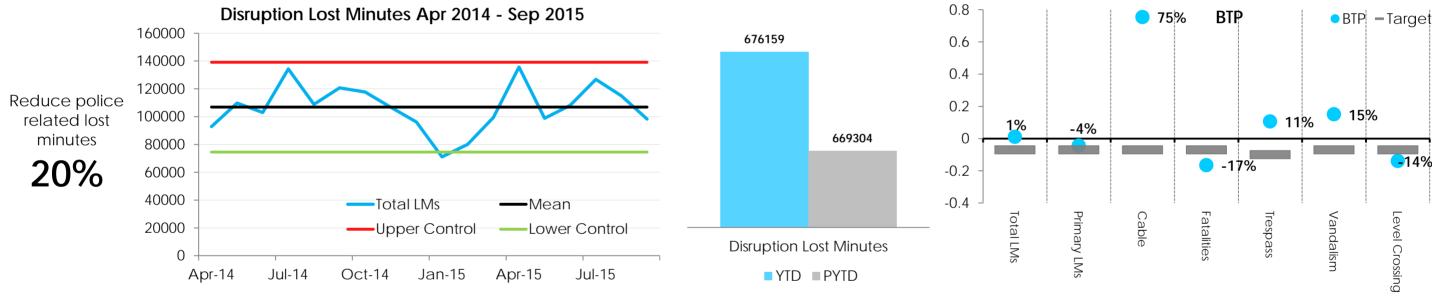
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N1. Crime Reduction N2. VAP Reduction N3. Disruption Reduction N4. Sickness D1. TPP Reduction D2. Vap Reduction at hotspot D3. Trespass/Customer Satisfaction PSPs D4. Key Location/Customer Satisfaction PSPs D5. Train Services/Customer Satisfaction PSPs D6. Glasgow Subway Satisfaction PSPs D7 Public Confidence D8. Victim Support

| Target | Prev YTD | YTD | Performance | Target |
|---|----------|-------|-------------|--------|
| N1. Crime Reduction | 887 | 801 | 10.7% | -3% |
| N2. VAP Reduction | 211 | 198 | 6.6% | -10% |
| N3. Disruption Reduction | 32862 | 30530 | 7.6% | -7% |
| N4. Sickness | 2.50 | 0 | -0.54 | 3.04 |
| D1. TPP Reduction | 136 | 166 | -18.1% | -5% |
| D2. VAP Reduction at hotspot locations | 46 | 59 | -22.0% | -15% |
| D3. Trespass/Customer Satisfaction PSPs | N/A | 72% | -3.0% | 75% |
| D4. Key Location/Customer Satisfaction PSPs | N/A | 76% | 1.0% | 75% |
| D5. Train Services/Customer Satisfaction PSPs | N/A | 70% | -5.0% | 75% |
| D6. Glasgow Subway Satisfaction PSPs | N/A | 80% | 5.0% | 75% |
| D7 Public Confidence | N/A | 70% | -5.0% | 75% |
| D8. Victim of Crime Satisfaction Rate | N/A | 92% | 0.0% | 92% |



Performance Dashboard



Increase confidence by

10%



Passenger Confidence

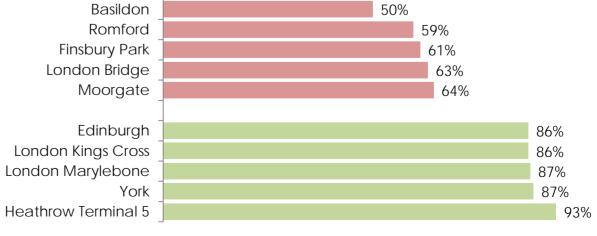
Spring 2015 - 77.75%

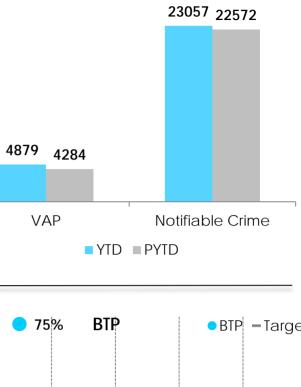
Rail Staff Confidence Spring 2015 - 64.8%

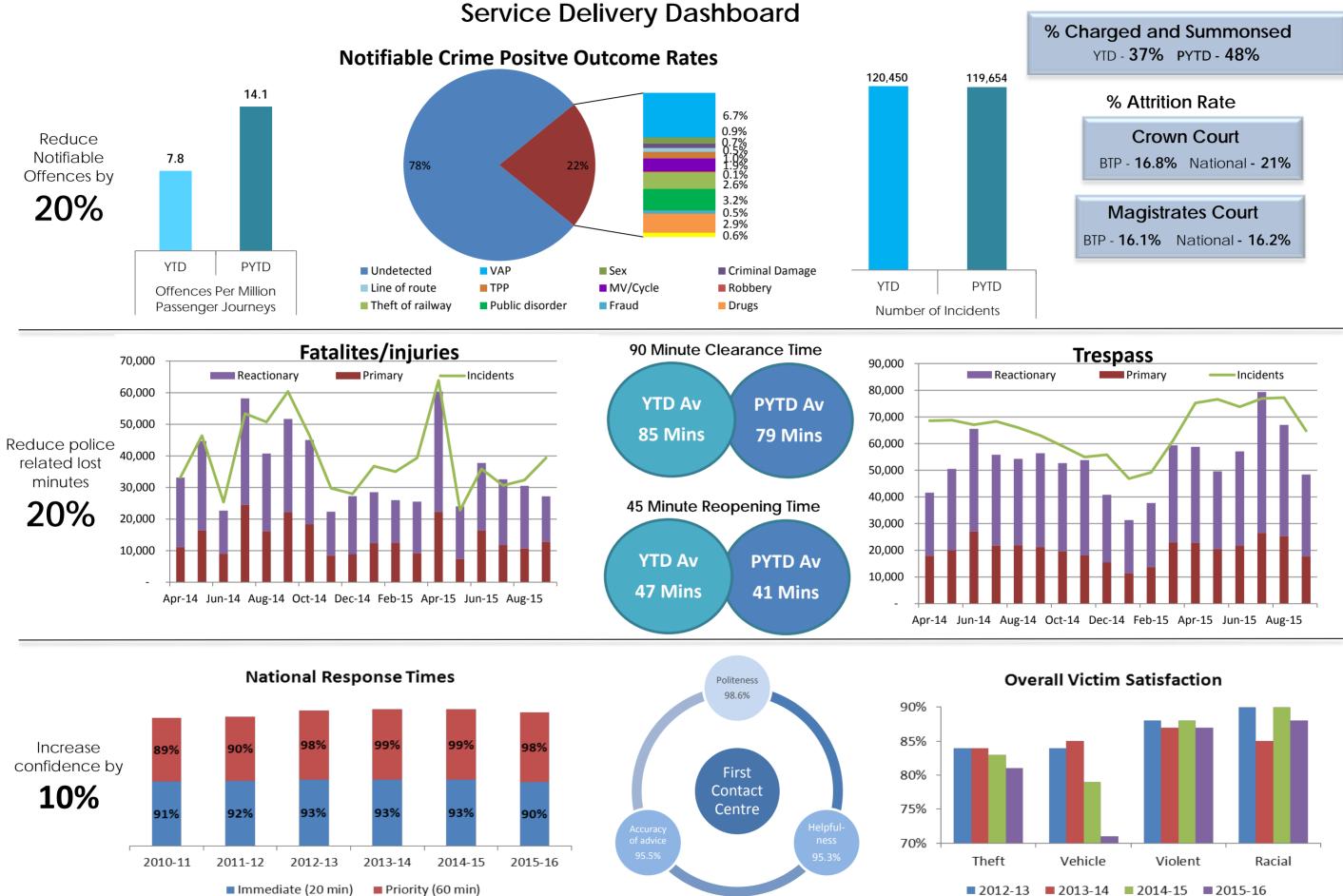


Confidence at the Lowest **Ranked Stations:** Spring 2015 - 71.5%











British Transport Police

Performance Review Committee (PRC) Supporting Document

2015-16 Performance Report, Quarter 2

Stavros Charidemou and Lara Adamson 20/10/2015



1. INTRODUCTION

- 1.1 This paper informs the PRC's review of British Transport Police's (BTP's) performance against its strategic objectives and 2015-16 Policing Plan targets.
- 1.2 The Paper has Appendices:
 - Appendix A Q2 Policing Plan Performance (PPP)
 - Appendix B Q2 Force Crime Group (FCG) data
 - Appendix C Notifiable Crime Groups, Recorded offences per day
 - Appendix D Incident numbers by type & Incident Rates
 - Appendix E Recorded Offences by TOC
 - Appendix F Benchmarking against Home Office forces
 - Appendix G Criminal Justice Functions
 - Appendix H Contact Management
 - Appendix I Organisational KPIs
 - Appendix J Use of Force Data
 - Appendix K&L High/ Low Confidence Stations

2. KEY POINT SUMMARIES

2.1 Reducing Crime

- BTP recorded 501 (2%) more notifiable offences (excluding police generated) in Q2 2015-16 than in Q2 2014-15.
- Western is the only Sub-Division currently achieving target though East has also recorded a reduction.
- Theft of Passenger Property has seen the biggest decrease in terms of number of crimes with 253 fewer offences recorded in Q2 2015-16. This was a reduction of 4% compared to the previous year.



• Violence against the Person (VAP), Criminal Damage and Sexual offences has seen the highest increase this quarter. Section 3 contains further details.

2.2 **Reducing Disruption**

- BTP is currently 1% (6,855 lost minutes) above the same period last year with C Division being the main contributor.
- Cable theft has increased by 9,684 minutes in Q2 2015-16. This increase was due to two impactful incidents taking place on Pennine Sub-Division.
- Fatalities remain the second largest contributor of lost minutes in Q2 2015-16 although BTP is currently 41,612 LMs (-17%) lower than the same time last year.
- Trespass still remains a challenge this performance year with 34,203 LMs (11%) more than last year. Section 4 contains further details.

2.3 **Reduce Violence Against the Person**

 Currently forcewide VAP is up 14% (593 offences) with every Sub-Division recording an increase when compared to Q2 2014-15. The increase in VAP has predominantly been low level common assaults; with serious assaults seeing a slight reduction this quarter.

2.4 Value For Money

• At the end of Q2 2015-16, BTP's overall sickness rate is at 3.52 days per employee against the target of 3.65, achieving by a margin of 638 days. Only C Division is currently over target



3. CRIME

- 3.1 Currently in 2015-16, BTP has recorded 23,057 notifiable offences (excluding police generated). This is 501 offences (2%) higher than this time last year.
- 3.2 Currently all Divisions are failing the target and reporting increases between 2 10%. The rise on B Division is predominantly due to VAP, followed by Criminal Damage and Sex offences. The most notable increase in sex offences have been on TfL in relation to volume, though increases have been noted across most Sub-Divisions (discussed in detail later). Additionally criminal damage offences are up YTD across both South and TfL, mainly due to low level graffiti.
- 3.3 A 12% (146 offences) increase in VAP across C Division has meant the crime reduction target is currently not being achieved this quarter. This increase has been echoed across all Sub-Divisions in C-Division. D Division has largely seen an increase in crime groups VAP and Theft of railway/property & burglary. For VAP offences, common assaults are the main driver, currently up 10% on last year. For theft of railway/property & burglary, shoplifting offences are up 26% (30 offences) and are concentrated at two locations, Edinburgh and Glasgow.

Violence against Person

- 3.4 VAP is BTPs second most frequent offence, but also one of the most serious. YTD every Sub-Division is recording an increase. Since May 2015, VAP has steadily been increasing which is mainly due to the rise in low level common assaults (Z70) and offences causing alarm or distress (Z71).
- 3.5 With network capacity increasing exponentially and trains becoming even more overcrowded, passenger altercations are expected to increase which is what is being witnessed across B Division. C & D Division face a different challenge with common assault offences as they are predominately focussed over the weekend (night time economy) and are usually alcohol related.



- 3.6 Since 2012/13, there has been an increase in the number of Section 4a Public Order offences, due to the reclassification of Section 5 offences. This impacts on violence levels because Section 4a crimes are included in the VAP crime group. However, the increase in Section 4a is simply due to the recoding of Section 5 offences, and there has been no real increase in the number of actual crimes committed.
- 3.7 The recent increase in violence is not being driven by Section 4a; which still only makes up 11.7% of VAP crimes. Excluding these public order crime types would still mean BTP was recording a 5% increase in violence compared to last year. The increase in overall violence is being driven by a rise in the number of common assaults (including racially aggravated common assaults). In August 2015, BTP recorded the highest number of common assaults since April 2013. The average number of common assaults per year has also been increasing compared to other violent crimes.
- 3.8 Two operations are on-going in B Division; Operation Stronghold and Operation Shepherd. Op Stronghold is on-going at key hub locations where passenger footfall is at its highest. The rise in VAP across B Division is due to verbal and physical altercations during peak hours of travel (Rush Hour) where passenger numbers increase. Op Shepherd has been rolled out on East and South Sub-Divisions and it entails two train patrols every Friday at key hotspot locations to tackle VAP, which tends to be alcohol related.
- 3.9 Operation Stronghold is also on-going in C Division with the key hotspot locations across all Sub-Divisions being targeted in order to reduce VAP and provide a reassuring presence for railway passengers. Furthermore there are other initiatives on-going such as targeted late night patrols, conflict avoidance training for rail staff and the implementation of no drinking zones particularly on Friday and Saturday evenings. A focus on ticket barriers has been provided to give greater support to train staff at the high impact locations. A BTP supervisor is also meeting with victims and managers of staff assaults to review incidents and consider how offences can be prevented in the future.



Plans are already being made for the Christmas period on the Western Sub-Division to address the increase in violence during this time.

3.10 BTP are currently working alongside Cambridge University on the potential to run a randomised control trial to help prevent Violence against staff in the highest risk areas which are proven to be gate lines. The proposal is that there will be a trial which builds upon the evidence which was gained from West Midlands Police's academic paper with Cambridge, stating that if you wear a Body Worn Videos, crime de-escalates to a large extent.

Sexual Offences

- 3.11 Sex offences have increased by 218 offences (30%) in Q2 2015/16, with the TfL Sub-Division recording the largest increase (up 128 offences). Since the beginning of the 2015-16 performance year sex offences have steadily been increasing with June 2015 recording 197 offences (the highest number of sex offences in a month since 2002-03). The ensuing months after June have remained between 186-189 offences a month suggesting the usual seasonal drop off after summer has not occurred. The crime type driving this increase is predominately 'Sexual assault on a female aged 13 or over'. The majority of these crimes are offences in 2015-16 compared to 16 offences over the same period last year. The average increase of Sexual offences across England and Wales is 37% compared the previous year. BTP has recorded a 28% increase suggesting that the increase is in line with the national average.
- 3.12 Sexual offences positive outcome has dropped from 34% in Q2 2014-15 to 24% this quarter. This drop is related to many factors; firstly the upsurge in reporting sex offences via BTP text service usually entails further follow up calls as the text message lacks enough detail to push forward with the investigation or incidents occur on busy trains where CCTV doesn't provide the clarity required to gain a positive outcome.



3.13 Most sexual offences take place during rush hour when passenger numbers increase and tubes are overcrowded. This makes it difficult to effectively patrol problematic lines or place officers on carriages to act as a deterrent. In addition the Central line, which has the highest number of recorded offences, has no CCTV thus making it difficult to identify offenders and bring them to justice. These challenges are acknowledged by BTP and are being met head on with increased line track patrols during busy periods and deploying covert tactics in order to apprehend offenders in the act. Additionally there has been an increase in resourcing sex offences investigation units but also proactive patrols are being conducted by dip squad officers based on intelligence gathered.

Criminal Damage

- 3.14 YTD Criminal damage has increased by 20% (320 offences). Sub-Divisions South and TfL are contributing the most towards this but Scotland and Pennine have also seen a slight increase YTD. This is mainly from very low level graffiti offences (etchings, pen markers etc.) which are up 137 offences (18%) compared to Q2 2014-15. This increase falls in line with the proactive approach rail staff have taken in reporting graffiti, with an upward shift being noted since October 2014. Graffiti offences have remained stable since the start of the 2015-16 performance years; however BTP is currently averaging 328 offences a month which is higher than the 2014-15 average which was 271.
- 3.15 In order to deal with this increase, extra overnight patrols have been rolled out across B Division to deter offenders and tackle damage to line infrastructure and graffiti. The positive outcome rate for criminal damage/ graffiti is 9%. This is a lot lower than the same period last year which was 22%. This drop could be correlated to the rise in low level graffiti being reported which due to the nature of the offence can prove difficult to attain a positive outcome unless the offender is caught in the act.



Cycle Crime

- 3.16 Cycle Crime has seen a reduction of 305 offences YTD, a 10% decrease. This has been echoed in both B and C Division with the most notable reductions across South (-185), Midlands (-83) and East (-54). In South all sectors excluding Inner London South have seen a reduction year to date. In Midlands the most notable reductions are Birmingham, Milton Keynes and Peterborough. For East it has been Cambridge and Colchester.
- 3.17 This year cycle crime continued its seasonal trend which we have come to expect over the summer months however it has not reached the levels of previous years. Continued Operational work, such as Op Wiggins and Op Lock is helping drive home this success by promoting free bike locks and engaging with cyclists.

Recorded crime By TOC

- 3.18 Currently there are 452 more notifiable offences across the TOCs identified in Appendix E when compared to the same period last year. An Increase in VAP (+593), criminal damage (+320) and sexual offences (+218) are the cause of this.
- 3.19 TOCs with the largest increase in crime, Q2 2015-16
 - London Overground has seen an increase across most crime groups, though VAP (+48) and criminal damage (+26) have risen the most in Q2 2015-16.
 - East Midlands crime rate per million passenger journeys is 20.7 which is the second highest after Virgin East Coast. This quarter there have been increases in Burglary & Theft of Railway crimes (+40) and ToPP (+21)
 - Northern Rail: the increase in crime year to date is mainly due to VAP (+35) and low level graffiti (+27).
 - TfL has seen a 9% increase in crime when compared to the same period last year which is the largest increase in crime in Q2 2015-16. Criminal damage (+124), Sex offences (+119) and VAP (+104) are all up. Improved reporting practises of graffiti have led to criminal damage offences also seeing an increase this year.



3.20 TOCs with largest decrease in crime, Q2 2015-16

- First Great Western: there has been a reduction across most crime groups; with ToPP (-75), serious public disorder (-50) and VAP (-46) showing the most notable reductions.
- Greater Anglia has the third highest number of crime per million passenger journeys however a reduction of 25% (291 offences) has been recorded in Q2 2015-16 when compared to the same period last year. A notable reduction in cycle crime (-146) has helped this, however VAP (-52), criminal damage (-48) and ToPP (-46) have also shown reductions
- Virgin East Coast: this period cycle crime (-28), serious public disorder (-23) and theft/ burglary railway (-22) are all down when compared to the same period last year. Though a reduction is being recorded, Virgin East Coast has the largest number of crimes per million passenger journeys.

4. **DISRUPTION**

- 4.1 BTP's 2015-16 target is to reduce police lost minutes by at least 7%. Disruption has been a challenge since the start of 2012-13 and the trend has continued into this year. Currently Forcewide disruption is 1% (6,855 minutes) over target, a vast improvement from Q1 when disruption was 12% above target. Since the bad start to the year (April 2015 was particularly high compared to previous years), disruption has gradually been regressing. Primary minutes are now 4.5% below same time last year, the area BTP have greatest impact upon.
- 4.2 In Q2 there have been 14 incidents causing over 3,000 disruption minutes, nine on B Division and five on C Division. Of these, nine were fatalities, three trespasses and two cable thefts causing a total of 76,721 disruption minutes.



- 4.3 **Cable theft** has recorded the highest increase in minutes lost year to date. This is mainly due to two high impact incidents on Pennine Sub-Division both over 4,000 minutes each and one incident on Wales at 2,245 minutes.
- 4.4 **Vandalism/theft** has continued to increase. This is mainly due to a cable fire incident mentioned in Q1 PRC (2nd May Coventry). However there has been an increase in the number of low level vandalism incidents, explaining the 9% rise.
- 4.5 Fatalities/injuries: this is still one of the highest categories for disruption and in particular high impact individual incidents, e.g. Raynes Park fatality on 21st July causing 7,477 minutes. However compared to this time last year disruption has decreased by 17%. Between Apr-Aug 2015, BTP carried out 672 lifesaving interventions. This is a lot higher than the same period last year where 395 were carried out.
 - 4.6 Trespass accounts for 53% of all disruption so far this year and is currently 11% (34,203 mins) above previous year to date. It has been highlighted as a risk category and in order to achieve the 20% reduction in overall disruption by 2018-19, an importance has been placed on trespass focussed police initiatives and problem solving plans (PSP) at Sub-Divisional levels. The national trespass problem profile was completed in June 2015 identifying a number of high impact high frequency trespass regions across the country. These were adopted by division and proactive policing activity is currently on-going.

4.7 Good Examples of PSP's and Initiatives

- 764 Gidea Park to Ilford / 760 Shenfield / 759 Stratford
 - o Engagement with MTR Crossrail / Schools
 - \circ TOC staff training with Samaritans
 - \circ Funding secured for screen and partial opening
 - Mid Platform fencing to be considered.



Wales/ 823/ Gwersyllt

- \circ Scanning identified youths climbing on the trains
- BTP has several names of youths who are regularly attending the station and will be making home visits to these people
- \circ Possible anti-social behaviour contracts.
- 4.8 Last year, BTP and NWR completed Operation Decade which targeted disruption hotspots during the last period in December. This operation was intelligence driven and provided a focus to tactical resources in both NWR and BTP. The period saw a significant reduction in delay minutes 18% reduction compared to the same period last year. This operation will be rolled out again and intelligence gathering and analysis has begun to inform this joint initiative.
- 4.9 B Division has seen a substantial reduction of lost minutes at disruption PSP locations. South have 15 active PSPs and are currently experiencing a 78% reduction in lost minutes. East have 20 PSPs on-going with a 71% reduction in lost minutes. There have been six successful challenges since April 2015, amounting to 6,373 minutes deducted from the B Division Disruption measure.

4.10 **Transformations Impact on Disruption**

4.11 The introduction of new ways of working such as 'First Fix' has helped empower BTP employees further by enabling them to deal with incidents more efficiently. Officers are equipped with the skills, information and equipment required to tackle disruption. This has been showcased by the problem profiles developed by the Analysis & Performance team which have provided a comprehensive but concise picture of where and when disruption is taking place. Considerable work has taken place around disruption with EIU (Emergency Intervention Units) and placement of BTP officers in specific ROC's and NOC's (Regional / National Operations Centres) to respond quickly to disruption incidents as well as the setting up of the SPMH (Suicide Prevention and Mental Health) team – which gives



industry engagement with NR, TOC's and external agencies to help to manage vulnerable individuals on the railway.

- 4.12 The set-up of the NDFU (National Disruption Fusion Unit) in 2015/16 combines NR and BTP staff to produce bespoke route-based tactical documents specifically relating to disruption utilising both BTP and NR data/systems has allowed BTP to work alongside NWR and TOC partners to focus action and resources on high impact locations which contribute most to our disruption issues.
- 4.13 Since the start of Op Trafalgar, it has developed into BTP default deployment tactics, by identifying hotspots through evidence based analysis. Patrol plans are able to target hotspots in crime and disruption. This ensures resources are deployed at the right place and time but also helps identify crime reduction opportunities. Divisional PSPs have also been used to directly guide tactical and operational activity; the identified locations and subsequent PSP activity are monitored through the Divisional Level One tasking process ensuring BTP activity effectively targets disruption hotspots.
- 4.14 With the introduction of Niche, locations and line of routes are being remapped which will help increase location accuracy. This will improve analytical products as BTP will be able to identify problematic areas with more precision and better utilise resources at those locations.



5. CONFIDENCE

Confidence levels at target stations

- 5.1 Divisions have formulated targeted problem solving plans to increase confidence or maintain high levels of confidence at certain stations. The delivery method has been the 'You said we did' campaign. The campaign was developed following the first large-scale BTP public consultation in September 2014. This consultation aimed to find out what matters most to those using the railway (the next public consultation is due to be launched in October 2015). Other techniques that BTP have used in order to increase confidence have been to hold regular BTP Station Surgeries where the local Neighbourhood Policing Teams and Inspectors are present to engage with passengers.
- 5.2 BTP has also utilised Cadets, Police staff, Specials and volunteers to engage with the public using survey cards. Crime Reduction Officers CROs) at BTP's Force Headquarters have made visits to low confidence locations prioritising those where passengers have stated there are environmental issues causing confidence concerns.
- 5.3 General feedback from the national rail passenger survey showed passengers wanted to see more officers on late night trains. Operation Shepherd was put in place to address this which sees dedicated late night patrols every Friday on services leaving key London Stations. C and D Divisions have also increased the number of late night patrols by linking in with particular event days and known hotspots locations.
- 5.4 Crime Reduction Officers CROs) at BTP's Force Headquarters have made visits to low confidence locations prioritising those where passengers have stated there are environmental issues causing confidence concerns. The CROs work with the train operating company to seek to address environmental issues and encourage improvements. For example, at Ealing Broadway CRO's and have met with the Crossrail Delivery and Security Managers to discuss designs at this location and others on the line.



BTP views have been actively sought at an early stage, regarding security, in an effort to make the environment more secure when the works are complete.

6. CRIMINAL JUSTICE

- 6.1 Improved conviction rates also help reduce crime on the railway. According to CPS data, BTP's Crown Court conviction rate for Q2 2014-15 was 85% which is higher than the same period last year at 82%. During the same period, the national rate for all Forces dropped from 79% to 78%.
- 6.2 BTP's conviction rate for Magistrates for Q2 2015-16 remains the same as Q2 2014-15 at 83%. The national rate also remained unchanged at 84% in Q2 2015-16.
- 6.3 Out of the total arrests year to date, 12% have not been proceeded with compared to 14% this time last year.

Offender management (regarding the last 7 days)

- 6.4 In the last seven days 15 bails have been issued that are over 28 days long. One bail has been issued where the total bail period is over six months. Each of these requires an Inspectors authorisation and six (38%) do not have appropriate authority recorded. This proportion is better than last reported.
- 6.5 Unanswered bails over three weeks There are 21 cases where the bail date has passed yet the offender is still shown as outstanding on Bail. There are 20 on B Division and one on C Division. When last reported on the 23rd September, this figure was 10.
- 6.6 Unanswered bails less than three weeks There are 78 cases where the Bail date has passed; 68 on B Division & 10 on C Division. In total 43 of these are at least a week old. This has increased since last reported, where there were 34 cases where the Bail date has passed.



7. SICKNESS

Q2 2015-16 Level of sickness to be less than 3.65 days per employee

- 7.1 At the end of Q2 2015-16, BTP's overall sickness rate is at 3.52 days per employee achieving target by a margin of 638 days. Only C Division is currently not achieving target.
- 7.2 There has been particular improvement in D Division, as table 3 below outlines. D Division are now achieving target for the first time since November 2011. This has mainly come from a decrease in the length and number of long-term sickness instances and proactive use of HR policy, procedure and dismissals following actions tasked by the Deputy Chief Constable in December 2014.
- 7.3 Long-term sickness still accounts for the majority of days lost but there are more instances of short-term sickness recorded.

| | | 201 | 2015-16 | | | |
|-------------------|------|------|---------|------|------|------|
| | Q1 | Q2 | Q3 | Q1 | Q2 | |
| A Division | 2.04 | 1.90 | 2.12 | 1.52 | 1.32 | 1.40 |
| B Division | 1.39 | 1.55 | 1.79 | 1.72 | 1.75 | 1.95 |
| C Division | 1.62 | 1.62 | 2.22 | 2.11 | 2.05 | 2.20 |
| D Division | 2.64 | 4.41 | 2.96 | 2.51 | 1.92 | 1.33 |
| Force | 1.68 | 1.81 | 2.05 | 1.82 | 1.71 | 1.81 |

Table 3: Sickness Breakdown by Division



Firearm pointed

8.1 Since April 2013 there seems to be no trends in regards to police use of force, with a varying fluctuations between months. There have been 843 use of force incidents in 2015-16 YTD which is five incidents more than the same period last year. Handcuff, takedowns and restraint techniques are the most common uses of force this performance year.

Drawn (including red-dotting) Used



- SEVERITY OF FORCE USED ---> HIGH Police dog presence Tase Baton Incapacitant spray Strike, push or pressure point Takedown and/or ground pin ł No. Restraint (including spit hoods) Handcuffs 0 10 20 30 50 60 70 80 100 110 120 130 40 90 Number of instances where force was used
- 8.2 Comparing BTP to similar Forces (Avon and Somerset, Devon and Cornwall, Sussex, Essex, Lancashire), BTP has recorded lowest number of sexual offences despite the on-going campaigns of 'Report it to Stop it' and Operation Guardian. This is also true of violent crime, with similar Forces reporting approximately 22,000 crimes compared to 6000 in the BTP. Large reductions can also be noted in the reduction of Theft offences and Drugs.



8.3 Organisational KPIs - Contact Management is currently failing two of its KPIs. Since the start of the year, the vulnerable victim's customer satisfaction target of 80% has not been achieved once with performance floating between 65%-72%. Further to this, Contact Managements target to "Answer Non-Emergency calls to FCC 'One Stop Shop' within 40 seconds" has also not been achieved since the start of the performance year, averaging 57% which is significantly lower than the 90% target. A pilot of new questions to better identify vulnerable victims has started to improve this issue and a detailed conversation took place with members.

9. LOCAL TARGETS

| Area | East | South | TFL | Midland | Pennine | Western | Wales | Scotland |
|---------------------|------|-------|-----|---------|---------|---------|-------|----------|
| Currently Achieving | 1 | 2 | 0 | 1 | 3 | 2 | 0 | 5 |
| No. of Targets | 2 | 2 | 5 | 4 | 4 | 4 | 4 | 8 |

- 9.1 **PSPs** are on-going across the force and results are already proving positive. For example in East, additional funding of improved fencing at Cheshunt has been authorised by Abellio Greater Anglia.
- 9.2 **East** reduction cycle crime target is currently 50 offences above this time last year. Though with the summer months coming to an end and on-going operations such as Op Wiggins, further reductions are likely in the coming months.
- 9.3 **South** are currently achieving the cycle crime reduction and on train patrol targets.
- 9.4 **TfL** is currently failing all its local targets. This is mainly due to the increase in notifiable crime being experienced this performance year. The crimes recorded per million passenger journeys and the Lost Customer Incident reduction targets have been affected by this increase in crime (primarily due to passenger on passenger altercations).



- 9.5 **Midlands:** VAP is up by 49 offences YTD, primarily due to an increase in common assaults. This has meant that the Aggression towards staff target (4.2% up) and staff assaults positive outcome rate targets are currently failing.
- 9.6 **Pennine:** Similar issue as Midlands, due to the increase in low level VAP offences Aggression towards staff and staff assaults positive outcome rate targets are currently failing. Operations Stronghold is on-going across C-Division which aims to reduce violence offences.
- 9.7 **Wales** is currently failing all its local targets. ToPP is up two offences and cycle crime remains unchanged from last year. Staff assault positive outcome rate is just short of the 55% target.
- 9.8 **Western** positive outcome rates for staff assaults are down across all Sub-Divisions due to the increase in staff assaults this year. To help improve positive outcome rates, a wallet size card is being designed to be given to staff. This will include reporting procedure and minimum information required by investigating officers. Cycle crime is currently five offences over this time last year.
- 9.9 **Scotland** is currently achieving five of its local targets. The roll out of Operation Trafalgar at key hubs will aim to further increase satisfaction and confidence, in addition to reducing crime and calls for service. Re-focused Daily Tasking and Weekly Performance meetings will aim to identify emerging areas and routes of concern and drive deployments appropriately at both PSP and non-PSP locations.



British Transport Police

Performance Review Committee (PRC) Appendix A-L

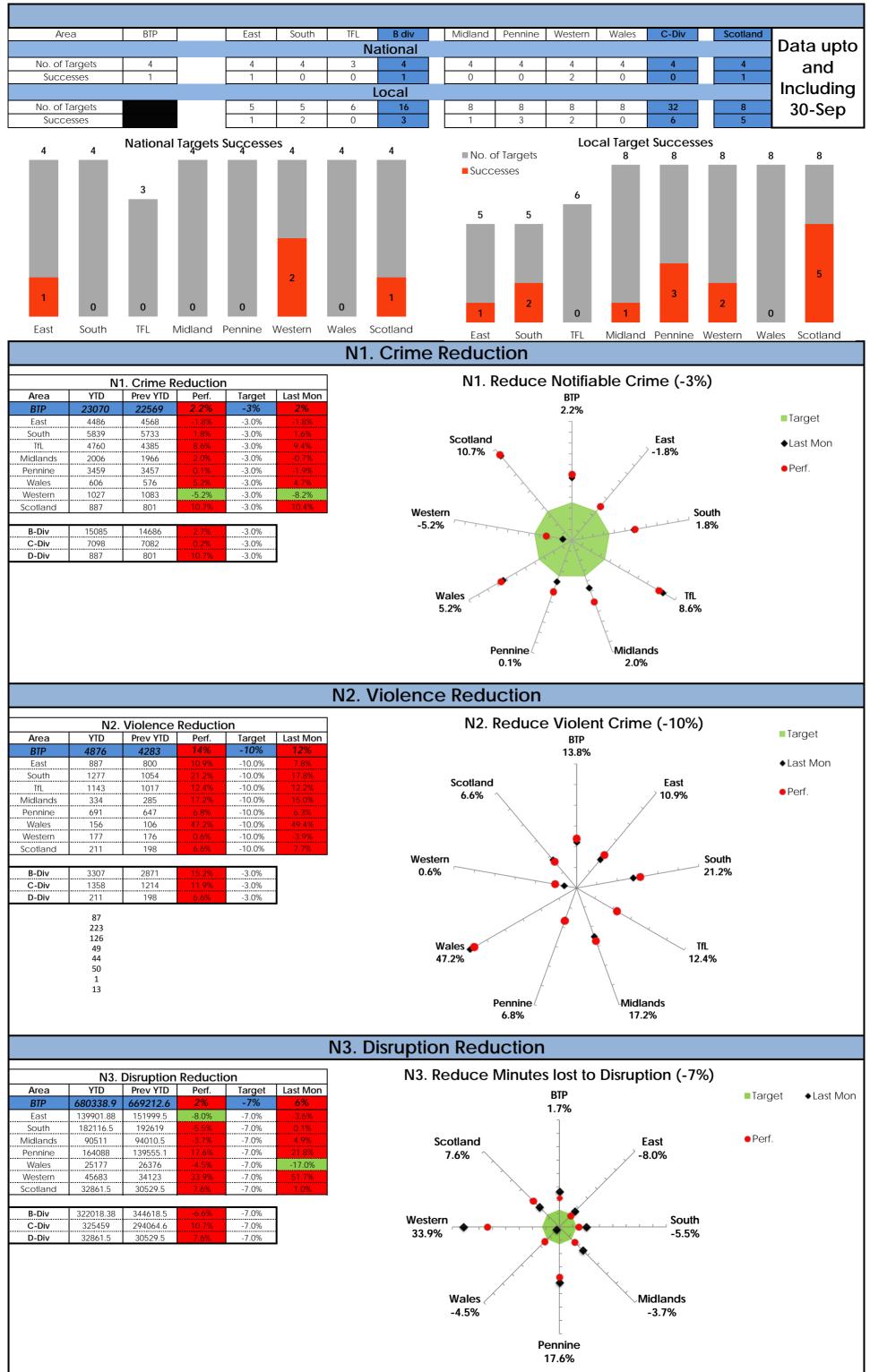
2015-16 Performance Report, Quarter 2

Stavros Charidemou and Lara Adamson 20/10/2015

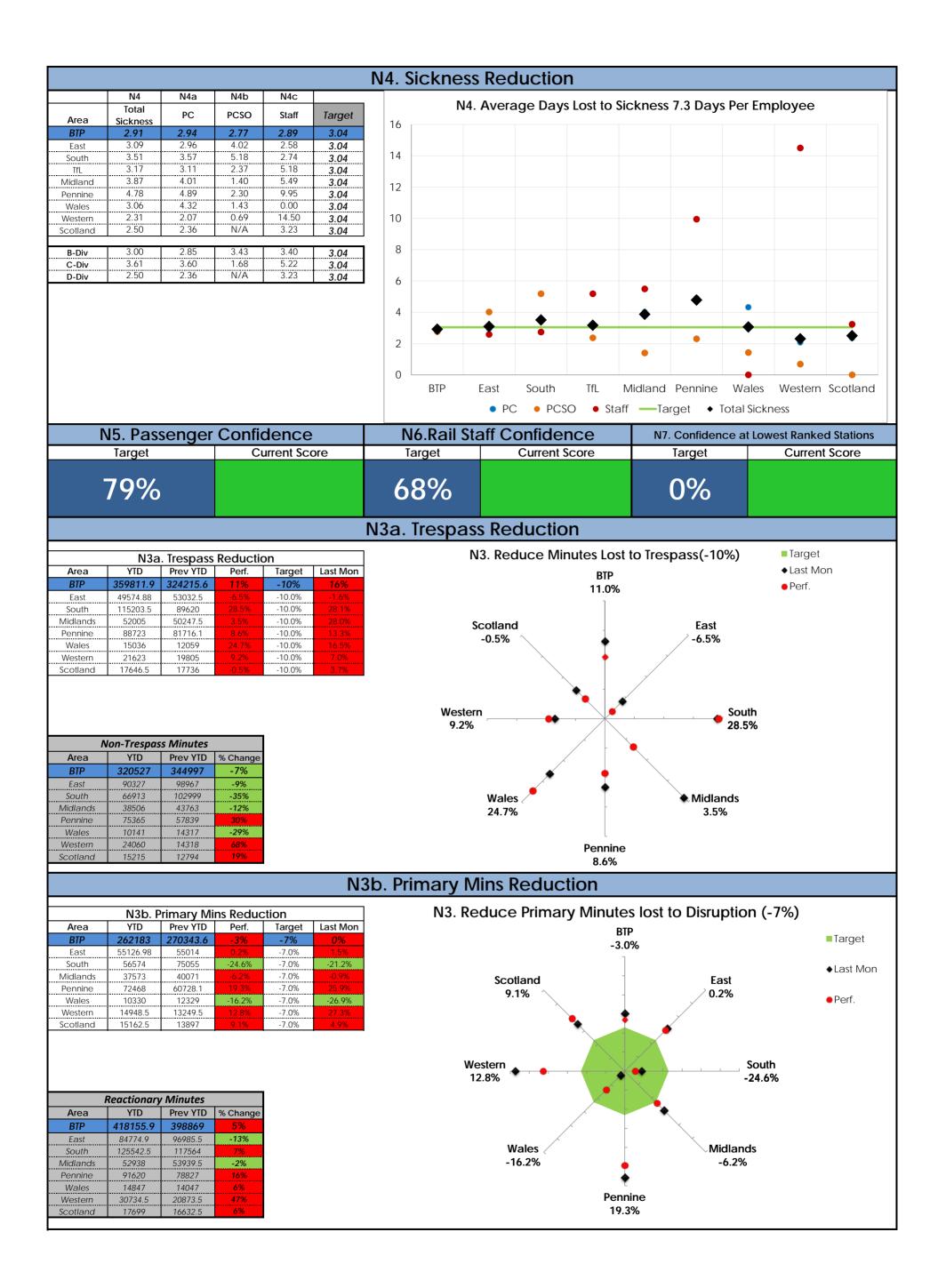


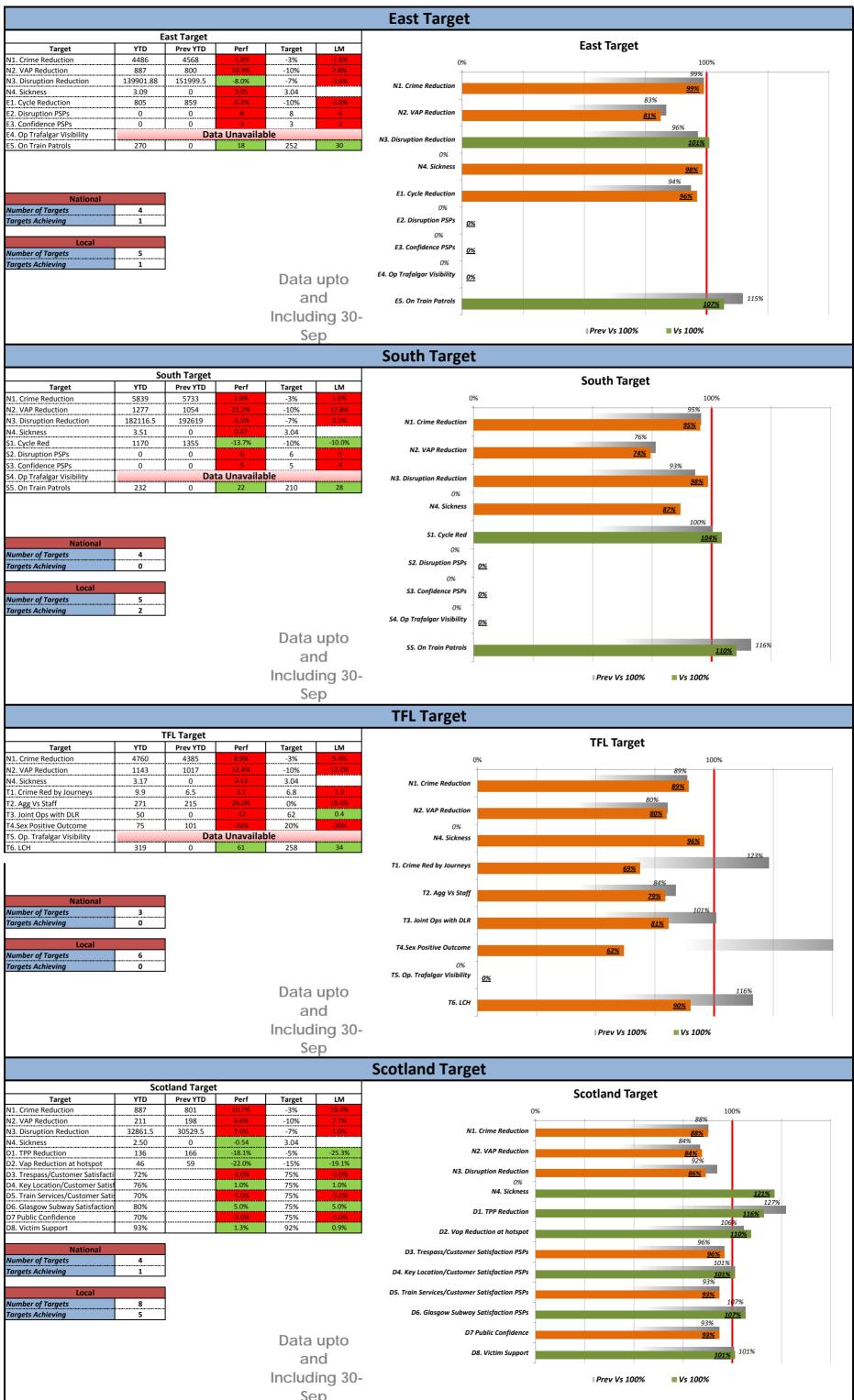
| Appendix A: Q2 Policing Plan Performance (PPP) | Pages 3 - 6 |
|--|----------------|
| Appendix B: Q2 Force Crime Group (FCG) data | Separate File* |
| Appendix C: Notifiable Crime Groups, Recorded offences per day | Page 7-8 |
| Appendix D: Incident numbers by type & Incident Rates | Page 9 |
| Appendix E: Recorded Offences by TOC | Page 10 |
| Appendix F: Benchmarking against Home Office forces | Pages 11 - 14 |
| Appendix G: Criminal Justice Functions | Pages 15 - 18 |
| Appendix H: Contact Management | Page 19 |
| Appendix I: Organisational KPIs | Pages 20 - 25 |
| Appendix J: Use of Force Data | Page 26 |
| Appendix K&L: High/ Low Confidence Stations | Pages 27 – 28 |

*Appendix B – Included in separate excel file

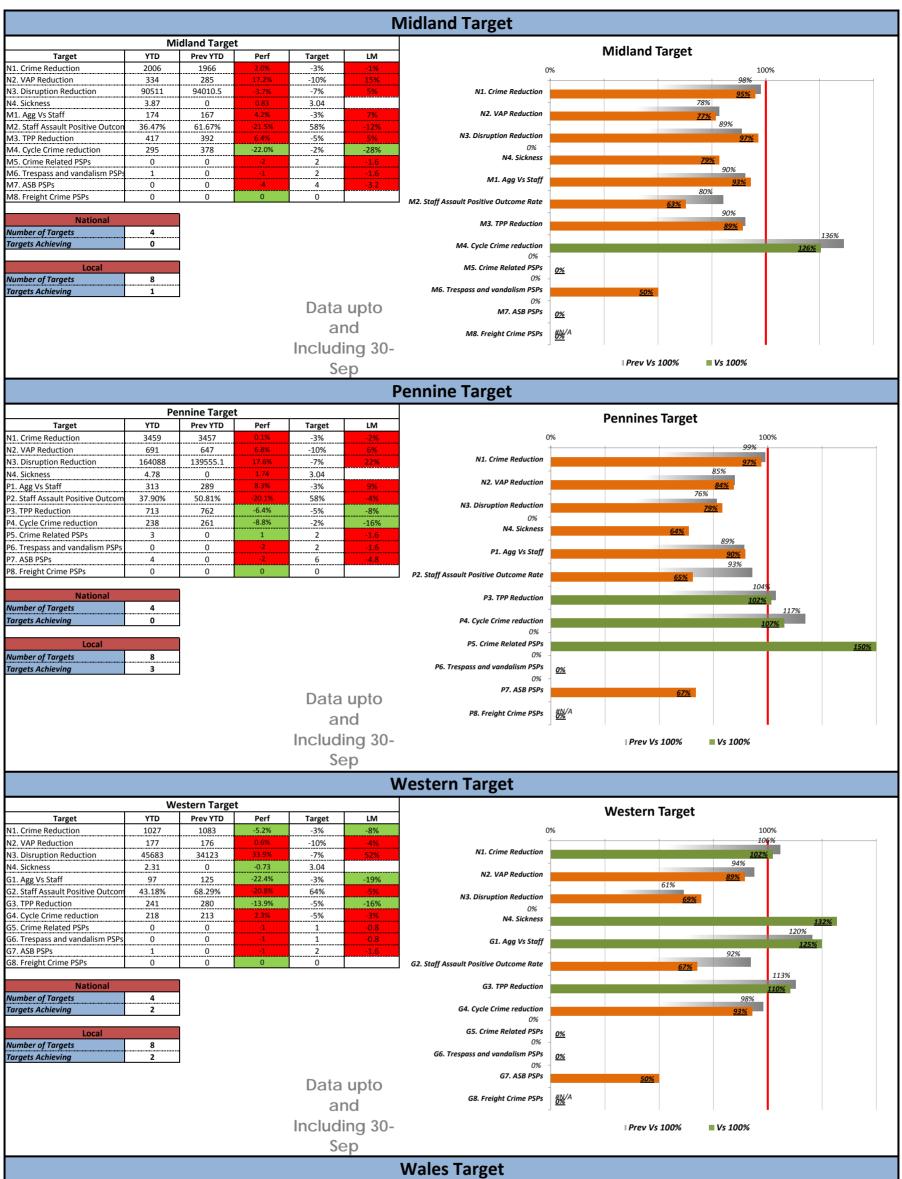


| N3. Disruption Reduction | | | | | | | | | |
|--------------------------|-----------|----------|-------|--------|------------------|--|--|--|--|
| Area | YTD | Prev YTD | Perf. | Target | Last Mor | | | | |
| BTP | 680338.9 | 669212.6 | 2% | -7% | <mark>6</mark> % | | | | |
| East | 139901.88 | 151999.5 | -8.0% | -7.0% | -3.6% | | | | |
| South | 182116.5 | 192619 | -5.5% | -7.0% | 0.1% | | | | |
| Midlands | 90511 | 94010.5 | -3.7% | -7.0% | 4.9% | | | | |
| Pennine | 164088 | 139555.1 | 17.6% | -7.0% | 21.8% | | | | |
| Wales | 25177 | 26376 | -4.5% | -7.0% | -17.0% | | | | |
| Western | 45683 | 34123 | 33.9% | -7.0% | 51.7% | | | | |
| Scotland | 32861.5 | 30529.5 | 7.6% | -7.0% | 1.0% | | | | |
| | | | | • | | | | | |
| B-Div | 322018.38 | 344618.5 | -6.6% | -7.0% |] | | | | |
| C-Div | 325459 | 294064.6 | 10.7% | -7.0% |] | | | | |
| D-Div | 32861.5 | 30529.5 | 7.6% | -7.0% | | | | | |





| | Sco | tland Target | | | |
|-----------------------------------|---------|--------------|--------|--------|------------|
| Target | YTD | Prev YTD | Perf | Target | LM |
| N1. Crime Reduction | 887 | 801 | 10.7% | -3% | 10.4% |
| N2. VAP Reduction | 211 | 198 | 6.6% | -10% | 7.7% |
| N3. Disruption Reduction | 32861.5 | 30529.5 | 7.6% | -7% | 1.0% |
| N4. Sickness | 2.50 | 0 | -0.54 | 3.04 | |
| D1. TPP Reduction | 136 | 166 | -18.1% | -5% | -25.3% |
| D2. Vap Reduction at hotspot | 46 | 59 | -22.0% | -15% | -19.1% |
| D3. Trespass/Customer Satisfacti | 72% | | -3.0% | 75% | -3.0% |
| D4. Key Location/Customer Satisf | 76% | | 1.0% | 75% | 1.0% |
| D5. Train Services/Customer Satis | 70% | | -5.0% | 75% | -5.0% |
| D6. Glasgow Subway Satisfaction | 80% | | 5.0% | 75% | 5.0% |
| D7 Public Confidence | 70% | | -5.0% | 75% | -5.0% |
| D8. Victim Support | 93% | | 1.3% | 92% | 0.9% |
| Number of Targets | 4 |] | | | |
| | 4 | | | | |
| Targets Achieving | - | 1 | | | |
| Local | | | | | |
| Number of Targets | 8 | | | | |
| Targets Achieving | 5 | | | | |
| | | - | | | |
| | | | | Data | upto |
| | | | | | |
| | | | | ar | D |
| | | | | Includ | ina 20 |
| | | | | Includ | ing 30 |
| | | | | Se | n |
| | | | | 50 | ۲ ۲ |



| | v | Vales Target | | | | | , | Nalas Targat | | | |
|-----------------------------------|--------|--------------|--------|--------|---------------|---|----------------------------|--------------|-------------------------|-------|--|
| Target | YTD | Prev YTD | Perf | Target | LM | | | Nales Target | | | |
| N1. Crime Reduction | 606 | 576 | 5.2% | -3% | 5% | (| 0% | | 1 | .00% | |
| N2. VAP Reduction | 156 | 106 | 47.2% | -10% | 49% | | | | 93% | | |
| N3. Disruption Reduction | 25177 | 26376 | -4.5% | -7% | -17% | N1. Crime Reduction | | | <u>92%</u> | | |
| N4. Sickness | 3.06 | 0 | 0.02 | 3.04 | | | - | 60% | | | |
| N1. Agg Vs Staff | 59 | 51 | 15.7% | -4% | 7% | N2. VAP Reduction | | <u>61%</u> | | 4400/ | |
| N2. Staff Assault Positive Outcon | 43.48% | 70.59% | -11.5% | 55% | 6% | N2 Discustion Deduction | | | | 112% | |
| N3. TPP Reduction | 121 | 121 | 0.0% | -5% | 1% | N3. Disruption Reduction | | | <u>97%</u> | | |
| N4. Cycle Crime reduction | 50 | 52 | -3.8% | -5% | 22% | 0% N4. Sickness | | | | | |
| N5. Crime Related PSPs | 0 | 0 | -1 | 1 | -0.8 | 194. SICKITESS | _ | | <mark>99%</mark> 89% | | |
| V6. Trespass and vandalism PSPs | 0 | 0 | -1 | 1 | -0.8 | W1. Agg Vs Staff | | | 83% | | |
| N7. ASB PSPs | 1 | 0 | -1 | 2 | -1.6 | | - | | 83% | 111% | |
| V8. Freight Crime PSPs | 0 | 0 | 0 | 0 | | W2. Staff Assault Positive Outcome Rate | | | 79% | | |
| | | - | | | | | - | | 94% | | |
| National | | | | | | W3. TPP Reduction | | | <u>95%</u> | | |
| Number of Targets | 4 | | | | | | - | | 78% | | |
| argets Achieving | 0 | | | | | W4. Cycle Crime reduction | | | <u>99%</u> | | |
| | | • | | | | 0% | - | | | | |
| Local | | | | | | W5. Crime Related PSPs | <u>0%</u> | | | | |
| lumber of Targets | 8 | | | | | 0% | - | | | | |
| argets Achieving | 0 | | | | | W6. Trespass and vandalism PSPs | <u>0%</u> | | | | |
| | | | | | | 0% W7. ASB PSPs | | | | | |
| | | | | Data | upto | W7. A50 F3F3 | _ | <u>50%</u> | | | |
| | | | | | - | W8. Freight Crime PSPs | <u>#</u> <u>/</u> A | | | | |
| | | | | a | nd | | 0% | | | | |
| | | | | Includ | ing 30- ep | | | Prev Vs 100% | Vs 100% | | |
| | | | | C. | 5 | | | | | | |
| | | | | 26 | eh | | | | | | |



| | | | | | | | 201 | 4-15 | | 201 | 5-16 |
|-----|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | 11-12 | 12-13 | 13-14 | 14-15 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |
| 1A | VAP | 21.6 | 22.3 | 23.1 | 25.1 | 24.3 | 24.5 | 25.8 | 25.7 | 25.3 | 29.5 |
| 2A | Sexual | 2.8 | 2.5 | 3.1 | 3.8 | 3.7 | 4.4 | 3.5 | 3.7 | 5.2 | 5.1 |
| ЗA | Criminal Damage | 10.7 | 9.5 | 9.0 | 9.2 | 9.6 | 7.8 | 9.8 | 9.6 | 10.6 | 10.1 |
| 4A | Serious Line of Route | 3.8 | 3.3 | 3.1 | 3.0 | 3.8 | 3.2 | 2.7 | 2.4 | 4.0 | 3.5 |
| 5A | ToPP | 40.5 | 47.4 | 39.3 | 33.0 | 34.7 | 33.5 | 35.0 | 28.6 | 32.0 | 31.4 |
| 6A | Vehicle / cycle crime | 23.8 | 20.4 | 20.4 | 19.8 | 20.2 | 24.7 | 19.1 | 15.2 | 20.1 | 20.6 |
| 7A | Robbery | 1.8 | 1.5 | 1.2 | 1.0 | 1.1 | 0.9 | 1.0 | 1.0 | 0.9 | 0.7 |
| 8A | Theft Rly/Comm Prop. | 16.3 | 13.2 | 12.1 | 10.9 | 12.1 | 10.5 | 10.9 | 10.0 | 10.6 | 10.9 |
| 9A | Ser. Public Disorder | 13.8 | 13.1 | 13.1 | 12.4 | 12.8 | 12.7 | 12.6 | 11.4 | 11.0 | 11.6 |
| 10A | Serious Fraud | 2.4 | 2.5 | 1.3 | 1.0 | 1.3 | 0.8 | 1.0 | 1.0 | 1.7 | 1.1 |
| 11A | Drug offences | 10.0 | 9.5 | 10.9 | 6.5 | 7.9 | 6.1 | 5.8 | 6.0 | 5.3 | 4.5 |
| 12A | Other Notifiable | 2.3 | 2.6 | 2.7 | 2.3 | 2.4 | 2.4 | 2.1 | 2.2 | 2.6 | 2.8 |
| | Total Notifiable | 149.9 | 147.6 | 139.3 | 127.9 | 133.8 | 131.4 | 129.4 | 116.9 | 129.3 | 131.9 |
| | Selected subsets | | | | | | | | | | |
| | Notifiable, excl. PG | 139.1 | 137.2 | 127.4 | 120.6 | 125.0 | 124.4 | 122.8 | 110.0 | 123.0 | 105.9 |
| | Live cable | 3.1 | 1.3 | 0.8 | 0.5 | 0.6 | 0.4 | 0.6 | 0.5 | 0.4 | 0.3 |
| J29 | Non-live cable | 3.4 | 2.1 | 1.4 | 0.8 | 0.8 | 0.7 | 0.8 | 0.7 | 0.8 | 0.4 |
| J30 | Cycle crime | 18.4 | 15.8 | 16.4 | 15.8 | 16.2 | 20.3 | 15.1 | 11.5 | 16.1 | 16.5 |
| | Motor crime | 5.4 | 4.5 | 4.0 | 4.0 | 3.9 | 4.3 | 4.0 | 3.7 | 4.0 | 4.1 |

Appendix C - Notifiable Crime Groups, Recorded offences per day



| | | 2014- | 15 | | 201 | 5-16 |
|-----------------------|-------|-------|-------|-------|-------|-------|
| | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |
| VAP | 2207 | 2252 | 2378 | 2312 | 2300 | 2771 |
| Sexual | 339 | 403 | 322 | 335 | 472 | 484 |
| Criminal Damage | 874 | 717 | 905 | 865 | 969 | 948 |
| Serious Line of Route | 348 | 294 | 252 | 219 | 366 | 330 |
| ToPP | 3161 | 3078 | 3224 | 2576 | 2910 | 2949 |
| Vehicle / cycle crime | 1837 | 2268 | 1758 | 1368 | 1827 | 1938 |
| Robbery | 96 | 80 | 88 | 94 | 79 | 67 |
| Theft Rly/Comm Prop. | 1100 | 969 | 1005 | 899 | 969 | 1029 |
| Ser. Public Disorder | 1165 | 1167 | 1157 | 1023 | 998 | 1090 |
| Serious Fraud | 122 | 76 | 88 | 88 | 159 | 104 |
| Drug offences | 715 | 565 | 537 | 538 | 485 | 420 |
| Other Notifiable | 214 | 219 | 194 | 201 | 236 | 264 |
| Total Notifiable | 12178 | 12088 | 11908 | 10518 | 11770 | 12394 |
| Selected subsets | | | | | | |
| Notifiable, excl. PG | 11376 | 11449 | 11296 | 9896 | 11190 | 9958 |
| Live cable | 54 | 38 | 55 | 47 | 32 | 27 |
| Non-live cable | 74 | 62 | 74 | 67 | 70 | 36 |
| Cycle crime | 1478 | 1872 | 1387 | 1039 | 1467 | 1548 |

| Number of Incidents recorded (| April - September) |
|--------------------------------|--------------------|
|--------------------------------|--------------------|

| Description | 14-15 YTD | 15-16 YTD |
|--|-----------|-----------|
| Violence Against The Person | 5,643 | 5,899 |
| Robbery | 380 | 343 |
| Burglary | 266 | 261 |
| Fraud | 557 | 511 |
| Drugs | 1,494 | 1,449 |
| Hate Crime | 303 | 337 |
| Other Offences | 346 | 298 |
| Domestic Violence | 312 | 298 |
| Sexual Offences | 983 | 1,286 |
| Criminal Damage | 2,334 | 2,619 |
| Serious Railway Offences | 487 | 506 |
| Theft | 9,841 | 9,074 |
| Theft - Theft Of Cable | 410 | 273 |
| Motor Vehicle | 1,378 | 1,439 |
| Pedal Cycle | 2,747 | 2,357 |
| Serious Public Order | 128 | 74 |
| Bomb Threat | 41 | 36 |
| Imported Incident | 888 | 1,430 |
| Administration (lost property, concern for welfare, information) | 21,911 | 19,858 |
| Anti-Social Behaviour | 16,194 | 17,923 |
| Public Safety & Welfare | 16,858 | 16,879 |
| Transport | 9,542 | 8,403 |
| Abandoned Phone Calls | 149 | 142 |
| Alarm Other | 691 | 711 |
| Background Default Code | 731 | 736 |
| Suicidal Persons | 1,596 | 2,166 |
| Less Serious Railway Offences (trespass, stonethrowing, level crossing misuse) | 6,631 | 7,491 |
| Person Under Train | 264 | 250 |
| Police Require Urgent Assistance | 182 | 199 |
| Mental Health | 703 | 488 |
| Terrorism | 6 | 4 |
| Section 60 Searches Authorised By Ho Forces | 2 | 2 |
| Section 60 Searches Authorised By Btp | | |
| Cancel/Fast Exit/Error During Log Creation | 4,814 | 5,059 |
| Police Generated Resource Activity | 1,907 | 1,674 |
| Pre-Planned Event | 485 | 659 |
| Missing Person Found For Other Force | 142 | 121 |
| Missing Persons Hoforce Name/Level | 8,307 | 9,194 |
| External Destination | 1 | 1 |
| Total | 119,654 | 120,450 |

| Recorded Crime By TOC Q2 | Non - | Notifiable Offence | es | N | otifiable Offences | 5 | Million Passenger Journeys | Crime rate per Million Passenger Journeys | |
|---|------------------------|-------------------------|----------|------------------------|-------------------------|----------|-------------------------------|--|--|
| (Apr15 - Sep15) | Q2 (Apr 14- Sep 14) | Q2 (Apr 15 - Sep 15) | % Change | Q2 (Apr 14- Sep 14) | Q2 (Apr 15 - Sep 15) | % Change | 2014/15 | 2014/15 | |
| Abellio ScotRail | 720 | 569 | -21% | 440 | 478 | 9% | 92.7 | 5.2 | |
| Alstom UK | 1 | - | - | - | - | - | N/A | N/A | |
| Arriva Cross Country | 217 | 157 | -28% | 393 | 349 | -11% | 35.4 | 9.9 | |
| Arriva Trains Wales | 383 | 262 | -32% | 456 | 508 | 11% | 30.8 | 16.5 | |
| Bombadier | - | - | - | 2 | - | - | N/A | N/A | |
| C2C (Essex Thameside) | 116 | 85 | -27% | 339 | 365 | 8% | 40.8 | 8.9 | |
| Caledonian Sleeper | - | - | - | 1 | - | - | N/A | N/A | |
| Central Criminal Court | 35 | 15 | -57% | 51 | 27 | -47% | N/A | N/A | |
| Chiltern Railways | 95 | 96 | 1% | 228 | 230 | 1% | 23.6 | 9.7 | |
| Crossrail | - | 31 | - | 1 | 101 | - | N/A | N/A | |
| Croydon Tramlink | 107 | 33 | -69% | 101 | 98 | -3% | N/A | N/A | |
| Docklands Light Railway | 128 | 70 | -45% | 207 | 215 | 4% | 110.2 | 2.0 | |
| East Midlands Trains | 367 | 246 | -33% | 498 | 528 | 6% | 25.5 | 20.7 | |
| Eurostar | 18 | 10 | -44% | 81 | 44 | -46% | N/A | N/A | |
| First Great Western | 438 | 306 | -30% | 1240 | 1018 | -18% | 103.7 | 9.8 | |
| Freight | 4 | 17 | 325% | 27 | 37 | 37% | N/A | N/A | |
| Gatwick Express Limited | 6 | 7 | 17% | 32 | 22 | -31% | N/A | N/A | |
| Glasgow SPT Subway | 32 | 31 | -3% | 13 | 16 | 23% | N/A | N/A | |
| Grand Central Railways | 4 | 5 | 25% | 18 | 16 | -11% | N/A | N/A | |
| Greater Anglia | 373 | 216 | -42% | 1175 | 884 | -25% | 43.4 | 20.4 | |
| Heathrow Connect | - | - | - | 3 | 10 | 233% | N/A | N/A | |
| Heathrow Express | 4 | 2 | -50% | 12 | 10 | -17% | N/A | N/A | |
| Hull Trains Company Limited | 7 | | - | 10 | 1 | -90% | N/A | N/A | |
| Island Line Limited | - | 1 | - | 2 | 3 | 50% | N/A | N/A | |
| London Midland | 312 | 274 | -12% | 748 | 787 | 5% | 65.3 | 12.1 | |
| London Overground | 304 | 193 | -37% | 415 | 529 | 27% | 140.1 | 3.8 | |
| Midlands Metro | 26 | 22 | -15% | 37 | 43 | 16% | N/A | N/A | |
| Merseyrail Electrics | 580 | 148 | -74% | 262 | 216 | -18% | 44.3 | 4.9 | |
| Network Rail | 7204 | 8003 | 11% | 4144 | 4380 | 6% | N/A | N/A | |
| Nexus Tramlink | 18 | 18 | 0% | 31 | 40 | 29% | N/A | N/A | |
| Northern Rail | 508 | 402 | -21% | 814 | 893 | 10% | 96.4 | 9.3 | |
| North York Moors Railway | 2 | 1 | -50% | 3 | 1 | -67% | N/A | N/A | |
| Pre Metro Operations | - | - | - | 1 | - | - | N/A | N/A | |
| South Eastern | 740 | 512 | -31% | 1634 | 1509 | -8% | 185.8 | 8.1 | |
| Southern | 564 | 402 | -29% | 1314 | 1317 | 0% | 188.6 | 7.0 | |
| South West Trains | 644 | 471 | -27% | 1569 | 1722 | 10% | 229.9 | 7.5 | |
| TfL | 2147 | 1065 | -50% | 4157 | 4522 | 9% | 1305 | 3.5 | |
| Transpennine Express | 238 | 151 | -37% | 318 | 317 | 0% | 28.6 | 11.1 | |
| Thameslink, Southern and Great Northern | 366 | 258 | -30% | 771 | 793 | 3% | 123.8 | 6.4 | |
| Tyne and Wear Metro | - | - | - | 1 | - | - | N/A | N/A | |
| Virgin East Coast | 430 | 302 | -30% | 497 | 450 | -9% | 20.7 | 21.7 | |
| Virgin West Coast | 433 | 251 | -42% | 523 | 537 | 3% | 34.5 | 15.6 | |
| West Coast Railways | 1 | - | - | - | 5 | - | N/A | N/A | |
| TOTAL | 17572 | 14632 | -17% | 22569 | 23021 | 2% | 2969.1 | 7.8 | |

Table P1: Police recorded crime by offence group and police force area, English regions and Wales, number of offences, year ending March 2015^{1,2,3}

Other crimes against society Victim-based crime Violence Sexual Robbery Theft offences Criminal Drug Possession of Public Mis Total recorded against the offences damage offences weapon order crir crime offences offences person and arson (excluding Area Name Area Codes fraud⁴) Numbers E23000013 Cleveland 42.041 7.941 877 300 20,411 8.309 1.711 247 1.753 E23000008 Durham 32,924 6,536 979 103 15,248 6,714 1,429 246 1,152 E23000007 Northumbria 72,881 13,184 2,086 495 34,216 14,466 3,767 627 2,818 E12000001 147,846 27,661 3,942 898 69,875 29,489 6,907 North East Region 1,120 5,723 238 25,294 8,423 E23000006 Cheshire 53,229 11,672 1,182 2,788 288 2,380 E23000002 Cumbria 24,842 6,577 703 65 8,905 4,953 1,390 159 1,586 E23000005 Greater Manchester 200,432 41,176 4,970 3,534 101,017 29,872 6,424 1,264 9,166 E23000003 92.646 21.112 2.005 606 45,881 15,873 3.258 435 2,327 Lancashire 44,840 E23000004 Mersevside 97,244 18,587 1.991 1,079 16,224 8.423 675 4.058 North West Region E12000002 468,393 99,124 10,851 5,522 225,937 75,345 22,283 2,821 19,517 1,716 E23000012 Humberside 66,363 13,709 588 34,308 10,433 1,981 305 2,411 E23000009 7,366 1,054 146 16,831 5,097 2,085 230 North Yorkshire 34,617 1,238 E23000011 South Yorkshire 93,466 15,537 2,480 1,072 51,096 15,433 3,393 674 2,542 E23000010 West Yorkshire 157,872 28,214 4,132 1,866 86,812 23,306 4,996 769 5,150 E12000003 Yorkshire and the Humber Region 352,318 64,826 9,382 3,672 189,047 54,269 12,455 1,978 11,341 E23000018 51.701 10,035 1.253 26,748 2,674 353 1,218 Derbyshire 515 8.180 E23000021 Leicestershire 59,220 10,851 1,314 710 32.495 8.705 1,844 326 2,186 E23000020 Lincolnshire 35,274 6,069 923 190 18,899 5,313 1,630 272 1,349 1,843 45,930 11,303 21,357 1,290 E23000022 1,260 612 7,212 311 Northamptonshire 72,447 16,386 35,342 3,515 E23000019 Nottinghamshire 1,893 1,010 10,338 579 2,391 54,644 E12000004 **East Midlands Region** 264,572 6,643 3,037 134,841 39,748 11,506 1,841 8,434 E23000015 Staffordshire 60,861 16,934 1,901 554 26,041 9,452 2,545 420 1,827 E23000017 Warwickshire 27,294 4,904 706 232 15,131 4,120 1,111 147 634 E23000016 West Mercia 60,763 14,557 1,991 403 29,058 8,832 2,585 365 2,045 E23000014 West Midlands 176,280 36,407 3.640 4,888 90,410 24,475 5,836 1,214 7,101 E12000005 West Midlands Region 325,198 72,802 8,238 6,077 160,640 46,879 12,077 2,146 11,607 E23000026 Bedfordshire 39,105 9,156 839 550 19,470 5,456 1,262 305 1,514 E23000023 465 24,509 6,194 2,218 239 Cambridgeshire 46,321 9,135 1,223 1,703 E23000028 Essex 99,740 22,913 2,453 959 49,890 13,732 3,705 894 3,950 8,249 3,646 E23000027 Hertfordshire 56,598 11,562 1,196 439 27,488 310 2,392 E23000024 Norfolk 44,175 11,926 1,465 189 16.830 7,208 2,445 256 3,173 E23000025 Suffolk 38.000 8.234 172 16.890 6.677 1.892 258 1.178 1.927 E12000006 East of England Region 323,939 72,926 8,354 2,774 155,077 47,516 15,168 2,262 14,659 London, City of E23000034 5,318 691 59 38 3,497 207 414 28 210 42,575 E23000001 Metropolitan Police 707,364 162,339 14,538 21,907 355,586 59,048 4,248 38,017 E12000007 London Region 712,682 163,030 14,597 21,945 359,083 59,255 42,989 4,276 38,227 E23000030 28,531 3,330 689 47,126 646 7,383 Hampshire 111,836 16,883 5,346 E23000032 110,287 28,624 2,626 964 52,511 17,903 2,978 437 2,740 Kent 11,004 228 E23000031 Surrey 50,339 1,213 23,064 7,729 3,104 291 2,532 E23000033 22,008 2,442 602 40,579 13,301 660 Sussex 89,689 4,100 4,458 E23000029 Thames Valley 121,198 21,706 3,544 880 65,454 16,921 6,028 765 4,103 E1200008 South East Region 483,349 111,873 13,155 3,363 228,734 72,737 21,556 2,799 21,216 E23000036 Avon and Somerset 97,989 20,384 2,279 922 48,881 14,243 4,140 386 5,676 E23000035 **Devon and Cornwall** 80,415 21,862 2,586 381 31,490 13,629 4,080 518 4,669

England and Wales

| scellaneou mes again socie | st |
|---|---|
| 49 5 ¹ 1,22 2,2 3 | 17 22 |
| 96 50 3,00 <mark>1,14</mark> 1,36 6,9 9 |)4)9 <mark>19</mark> 67 |
| 91 57 1,23 2,62 5,34 | 70 39 27 |
| 72 78 62 74 99 3,8 7 | 39 29 42 93 |
| 1,18 30 92 2,30 4,7 3 |)9 27)9 |
| 55 63 1,24 1,31 68 77 5,20 | 35 <mark>14</mark> 16 33 72 |
| 17 9,10 9,28 | |
| 1,90 1,50 1,17 1,53 1,79 7,9 1 |)4 74 <mark>39</mark> 97 |
| 1,07 1,20 | |

| E23000039 | Dorset | 36,082 | 7,607 | 972 | 167 | 18,440 | 5,755 | 1,632 | 184 | 1,026 |
|-----------|--------------------------|-----------|---------|--------|--------|-----------|---------|---------|--------|---------|
| E23000037 | Gloucestershire | 29,247 | 5,101 | 674 | 281 | 16,454 | 4,679 | 978 | 119 | 629 |
| E23000038 | Wiltshire | 31,944 | 7,656 | 1,111 | 166 | 14,627 | 5,455 | 1,400 | 163 | 921 |
| E12000009 | South West Region | 275,677 | 62,610 | 7,622 | 1,917 | 129,892 | 43,761 | 12,230 | 1,370 | 12,921 |
| E92000001 | ENGLAND | 3,353,974 | 729,496 | 82,784 | 49,205 | 1,653,126 | 468,999 | 157,171 | 20,613 | 143,645 |
| W1500004 | Dyfed-Powys | 19,410 | 4,628 | 767 | 31 | 6,314 | 3,523 | 2,768 | 135 | 868 |
| W1500002 | Gwent | 36,490 | 8,259 | 781 | 150 | 16,586 | 6,714 | 1,762 | 153 | 1,544 |
| W15000001 | North Wales | 36,427 | 9,435 | 1,166 | 129 | 15,294 | 6,705 | 1,685 | 218 | 1,348 |
| W1500003 | South Wales | 89,388 | 20,399 | 1,685 | 374 | 41,928 | 13,269 | 4,311 | 414 | 5,540 |
| W9200004 | WALES | 181,715 | 42,721 | 4,399 | 684 | 80,122 | 30,211 | 10,526 | 920 | 9,300 |
| | British Transport Police | 44,949 | 6,810 | 1,036 | 347 | 22,188 | 4,632 | 2,267 | 371 | 6,583 |
| K04000001 | ENGLAND AND WALES | 3,580,638 | 779,027 | 88,219 | 50,236 | 1,755,436 | 503,842 | 169,964 | 21,904 | 159,528 |

1. Source: Police recorded crime, Home Office

2. Police recorded crime data are not designated as National Statistics.

3. When interpreting data for police force areas, users should be aware of recent changes to recording practices. For further information see the section on 'Accuracy of the statistics' in the introduction to the statistical bulletin.

4. Currently, offences of fraud are excluded from subnational breakdowns of police recorded crime. Action Fraud have taken over the recording of fraud offences on behalf of individual police forces. In the year ending March 2015 Action Fraud recorded 230,630

| 299 332 445 3,354 | |
|--|--|
| 48,935 | |
| 376 541 447 1,468 2,832 | |
| 715 | |
| 52,482 | |

Table P2: Police recorded crime by offence group and police force area, English regions and Wales, percentage change, year ending March 2014 compared with year ending March 2015^{1,2,3}

| | | | Victim-based crime | | | | | Other crimes against society | | | |
|------------------------|--|---|-----------------------------------|--------------------|------------|-------------------|---------------------------------|------------------------------|--------------------------------------|-----------------------------|-------------------|
| Area Codes | Area Name | Total recorded crime (excluding fraud⁴) | Violence against the person | Sexual offences | Robbery | Theft offences | Criminal damage and arson | Drug offences | Possession of weapons offences | Public order offences | Miscell crimes |
| | | | | | | Pe | rcentage change ⁵ | | | | |
| E23000013 | Cleveland | 8 | 30 | 51 | 12 | 1 | 6 | -13 | 2 | 30 | |
| E23000008 | Durham | 0 | 27 | 13 | 2 | -6 | -3 | 2 | 2 | -11 | |
| E23000007 | Northumbria | 4 | 27 | 79 | 9 | -3 | 5 | -18 | -9 | 4 | |
| E12000001 | North East Region | 4 | 28 | 51 | 9 | -3 | 3 | -13 | -5 | 7 | |
| E23000006 | Cheshire | -4 | 12 | 20 | -24 | -12 | -9 | 2 | 10 | 15 | |
| E23000002 | Cumbria | 4 | 25 | 66 | -3 | -10 | -5 | -9 | 8 | 44 | |
| E23000005 | Greater Manchester | 10 | 40 | 55 | -9 | 2 | 8 | -20 | 15 | 36 | |
| E23000003 | Lancashire | -3 | 5 | 7 | -16 | -5 | -6 | -10 | | -3 | |
| E23000004 | Merseyside | 4 | 44 | 39 | -10 | -2 | -3 | -17 | 0 | 20 | |
| E12000002 | North West Region | 4 | 27 | 37 | -11 | -3 | -1 | -14 | 5 | 24 | |
| E23000012 | Humberside | 1 | 13 | 29 | 5 | -2 | -4 | -20 | -12 | -3 | |
| E23000009 | North Yorkshire | 0 | 20 | 50 | 25 | -8 | -9 | 15 | 26 | -1 | |
| E23000011 | South Yorkshire | 2 | 28 | 61 | 2 | -5 | -1 | -16 | 17 | 26 | |
| E23000010 | West Yorkshire | -1 | 24 | 49 | 2 | -8 | -4 | -17 | 16 | 10 | |
| E12000003 | Yorkshire and the Humber Region | 0 | 22 | 48 | 3 | -6 | -4 | -13 | 12 | 9 | |
| E23000018 | Derbyshire | -2 | 9 | 39 | -18 | -5 | -7 | -5 | 17 | 12 | |
| E23000021 | Leicestershire | -3 | 0 | 16 | 1 | -3 | -5 | -11 | -6 | -6 | |
| E23000020 | Lincolnshire | -2 | 8 | 38 | 12 | -7 | -4 | -1 | 8 | 8 | |
| E23000022 | Northamptonshire | 12 | 53 | 64 | 1 | -1 | 3 | 1 | 23 | 40 | |
| E23000019 | Nottinghamshire | 6 | 21 | 72 | -6 | -2 | 2 | -5 | 3 | 40 | |
| E12000004 | East Midlands Region | 2 | 17 | 45 | -5 | -3 | -2 | -5 | 7 | 16 | |
| E23000015 | Staffordshire | 2 | 12 | 23 | 6 | 2 | -7 | -21 | 7 | -6 | |
| E23000017 | Warwickshire | -4 | 17 | 35 | -6 | -10 | -3 | -12 | | 5 | |
| E23000016 | West Mercia | 5 | 35 | 55 | 16 | -5 | -2 | -12 | | 7 | |
| E23000014 | West Midlands | 1 | 10 | 18 | -9 | -1 | -3 | -18 | 3 | 13 | |
| E12000005 | West Midlands Region | 2 | 15 | 28 | -6 | -2 | -4 | -17 | 6 | 8 | |
| E23000026 | Bedfordshire | 8 | 37 | 50 | -14 | 1 | 0 | -14 | 31 | 40 | |
| E23000023 | Cambridgeshire | 5 | 34 | 42 | 22 | -2 | 1 | -17 | | 32 | |
| E23000028 | Essex | 0 | 18 | 33 | -10 | -6 | -2 | -6 | | 7 | |
| E23000027 | Hertfordshire | 10 | 43 | 43 | 1 | 2 | 13 | -22 | | 17 | |
| E23000024 E23000025 | Norfolk Suffolk | 16 4 | 37 16 | 50 61 | 4 -16 | 2 -2 | 8 3 | -7 -3 | 16 5 | 79 4 | |
| E12000025 | East of England Region | 6 | 28 | 44 | -10 -4 | -2 | 3 | -3 -12 | | 25 | |
| F00000004 | Landar Ottart | 0 | | 0 | | | 40 | 0 | | 04 | |
| E23000034 E23000001 | London, City of Metropolitan Police | -2 1 | 14 26 | 2 31 | - -22 | -4 -8 | -16 6 | -6 -15 | | 31 37 | |
| E12000007 | London Region | 1 | 20 26 | 31 31 | -22 | -8 | 6 | -15 -15 | | 37 37 | |
| F0000000 | Llamachica | <u>^</u> | | - 1 | 0 | - | 0 | - | 10 | ~- | |
| E23000030 | Hampshire | 9 | 34 | 71 | 9 | -5 | 3 | -17 | | 67 | |
| E23000032 E23000031 | Kent | 1 | 11 24 | 18 75 | -9 | -1 | -1 | -26 | | -7 | |
| E23000031 E23000033 | Surrey Sussex | 4 | 24 45 | 75 46 | -9 -3 | -4 -8 | -6 1 | -9 -1 | 11 | 44 73 | |
| E23000029 | Thames Valley | -5 | 11 | 35 | -18 | -10 | -3 | -8 | | -15 | |
| E120000023 | South East Region | 3 | 23 | 43 | - 7 | -6 | -1 | -12 | | 28 | |
| E23000036 | Avon and Somerset | 1 | 20 | 22 | 26 | 0 | -3 | -35 | -25 | 8 | |
| E23000035 | Devon and Cornwall | -6 | 5 | 19 | 20 5 | -11 | -3 -6 | -35 | | -20 | |
| | | v v | | | | | | | | 23 | |

England and Wales

| - | |
|---|---|
| - | ellaneous es against society |
| | 28 -5 13 11 |
| | 22 29 40 11 35 30 |
| | 8 35 24 19 19 |
| | 3 2 6 44 25 15 |
| | 24 -5 14 2 8 |
| | -41 12 85 53 16 15 |
| | -17 21 20 |
| | 46 12 20 38 6 23 |
| | -41 10 |

| E23000039 E23000037 E23000038 E12000009 | Dorset Gloucestershire Wiltshire South West Region | -3 -1 -3 -2 | 29 19 12 14 | 61 16 46 27 | -18 44 30 18 | -13 -4 -10 -6 | -11 -3 -5 -5 | 10 -27 -15 -20 | 17 -11 31 -2 | 12 6 1 -5 | |
|---|--|-----------------------------|-----------------------------|-----------------------------|------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|---------------------------|--|
| E92000001 | ENGLAND | 2 | 23 | 38 | -13 | -5 | 0 | -14 | 6 | 20 | |
| W15000004 | Dyfed-Powys | 4 | 20 | 73 | - | 1 | 8 | -14 | -5 | -25 | |
| W15000002 | Gwent | 3 | 19 | 27 | -12 | -2 | 3 | -15 | -3 | 5 | |
| W15000001 | North Wales | 0 | 14 | 29 | -1 | -6 | -3 | -6 | 23 | -10 | |
| W15000003 | South Wales | 9 | 34 | 20 | 3 | 2 | -2 | -8 | 4 | 32 | |
| W9200004 | WALES | 5 | 24 | 31 | -2 | -1 | 0 | -11 | 5 | 12 | |
| | British Transport Police | -9 | 9 | 28 | -17 | -12 | 1 | -42 | 2 | -3 | |
| K04000001 | ENGLAND AND WALES | 2 | 23 | 37 | -13 | -5 | 0 | -14 | 6 | 19 | |

1. Source: Police recorded crime, Home Office

2. Police recorded crime data are not designated as National Statistics.

3. When interpreting data for police force areas, users should be aware of recent changes to recording practices. For further information see the section on 'Accuracy of the statistics' in the introduction to the statistical bulletin.

4. Currently, offences of fraud are excluded from subnational breakdowns of police recorded crime. Action Fraud have taken over the recording of fraud offences on behalf of individual police forces. In the year ending March 2015 Action Fraud recorded 230,630 offences of fraud against victims living in Endland or Wales. This represents a fall of 9% in the volume of offences recorded by Action Fraud compared with the previous year.

5. '-' indicates that the base number is fewer than 50.

| -19 -2 30 -15 | |
|----------------------------------|--|
| 16 | |
| 60 7 -4 38 25 | |
| -22 | |
| 15 | |

PNC Records v CRiME Records

Persons Circulated as wanted for arrest (WQU) on PNC are shown on CRiME as follows :

| Sub Div. | No Record on CRiME | FTA | LAT | WWT | WQU | Total |
|----------|--------------------|-----|-----|-----|-----|-------|
| FHQ | | | | 2 | 32 | 34 |
| East | | | | | 18 | 18 |
| South | | | | | 25 | 25 |
| TFL | 1 | 1 | | 1 | 51 | 54 |
| Midlands | | 3 | | | 7 | 10 |
| Pennine | 1 | 4 | | | 21 | 26 |
| Wales | | | | | 4 | 4 |
| Western | | 3 | | | 5 | 8 |
| Scotland | | | 1 | 1 | | 2 |
| Total | 2 | 11 | 1 | 4 | 163 | 181 |

Persons shown as wanted for arrest (WQU) on CRiME but not located on PNC list of wanted persons

| Sub Division | Total |
|--------------|-------|
| East | 5 |
| South | 13 |
| TFL | 10 |
| Midlands | 3 |
| Pennine | 12 |
| Wales | 1 |
| Western | 4 |
| Total | 48 |

Persons circulated as wanted on warrant (WWT) on PNC are shown on CRiME as follows:

| Sub Div. | No Record on CRiME | FTA | LAT | WQU | WWT | Total |
|----------|--------------------|-----|-----|-----|-----|-------|
| FHQ | 14 | | 2 | | 88 | 104 |
| East | 11 | | | | 76 | 87 |
| South | 13 | | | | 107 | 120 |
| TFL | 13 | 1 | | 1 | 188 | 203 |
| Midlands | 1 | | 1 | | 19 | 21 |
| Pennine | 9 | | | | 53 | 62 |
| Wales | | | | | 3 | 3 |
| Western | | | | | 9 | 9 |
| Scotland | 3 | | | | 17 | 20 |
| Total | 64 | 1 | 3 | 1 | 560 | 629 |

| Persons shown as wanted on warrant (WWT) on CRiME but |
|---|
| not located on PNC list of wanted persons |

| Sub Division | Total |
|--------------|-------|
| East | 210 |
| South | 63 |
| TFL | 58 |
| Midlands | 38 |
| Pennine | 71 |
| Wales | 6 |
| Western | 29 |
| Scotland | 13 |
| Total | 488 |

Persons circulated as wanted on warrant (WWT) on PNC for TOC warrants:

| Sub Div. | No Record on CRiME | LAT | WWT | Total |
|---------------------------|--------------------|-----|-----|-------|
| #N/A | | | 1 | 1 |
| TOC Mersey Rail | 66 | | 2 | 68 |
| TOC C2C | 1 | | | 1 |
| TOC First Great Western | 4 | | | 4 |
| TOC First Capital Connect | 29 | | | 29 |
| TOC London Midland | 2 | | | 2 |
| TOC South Eastern | 6 | | | 6 |
| TOC East Coast | 1 | | | 1 |
| Transport Investgations | 6 | | | 6 |
| TOC London Overground | 2 | | | 2 |
| TOC Northern Trains | 2 | | | 2 |
| Non Police Prosecution | 1 | | | 1 |
| TOC South West | 24 | 1 | | 25 |
| Total | 144 | 1 | 3 | 148 |

The lists of records circulated on PNC but not on CRiME does not mean they are not on crime. They have been searched by PNC, ID CRO Number or Crime Number - these may be missing from CRiME or entered incorrectly.

ALSO PLEASE NOTE - PERSON STILL SHOWN CIRCULATED ON PNC MAY HAVE AN ARREST REPORT ATTACHED, IN WHICH CASE THEY WOULD NOT BE ARRESTED AGAIN. CURRENTLY HOWEVER, THERE IS NO WAY TO OBTAIN DATA ON BTP WANTED PERSONS ARRESTED BY OTHER FORCES. UNTIL THAT DATA SOURCE CAN BE SECURED IT IMPORTANT THAT DIVISIONS CHECK THESE RECORDS TO ENSURE THE VULNERABILTY OF UNLAWFUL ARREST IS NOT PRESENT.

The PNC data download was taken on the 6th October so any changes to CRIME since that date will not be reflected in this report.

To view the detail of the actual records behind any of these figures, select the relevant figure then double left click with mouse. This will open up a new sheet with all the records listed.

If you want to delete the sheet that is produced (in order to declutter) right click on the tab and it will offer you the delete option. If you wish to view the sheet again click on the relevant figure again as above.

Bail Management Standards

1. Bails - Issued in last 7 days - Bail periods (Total days on Bail since Arrest)

| No. Persons | Division/Sub Division | | | | | | | |
|--------------------|-----------------------|-------|-----|---------|---------|-------|---------|-------|
| | В | | | С | | | | Total |
| Bail Period | East | South | TfL | Pennine | Midland | Wales | Western | |
| 28 days or less | 11 | 12 | 7 | 11 | 6 | 1 | 9 | 57 |
| 29 days - 3 months | 2 | 6 | 2 | 4 | | | 1 | 15 |
| Over 6 months | | 1 | | | | | | 1 |
| Total | 13 | 19 | 9 | 15 | 6 | 1 | 10 | 73 |

2. Bails - Issued in last 7 days - Authority level for Bails 29 days - 3 months (Insp required) and over 6 months

| No. Persons | Division/Sub Division | | | | | |
|-----------------------|-----------------------|-------|-----|---------|---------|-------|
| | В | | | C | | Total |
| Bail Authority | East | South | TfL | Pennine | Western | |
| Inspector | 1 | 5 | | 2 | 1 | 9 |
| Sergeant Constable | 1 | 2 | 2 | 1 | | 6 |
| Constable | | | | 1 | | 1 |
| Total | 2 | 7 | 2 | 4 | 1 | 16 |

3. Bails - CRiME showing Bail as Unanswered/Expired and no SID submitted

| No. Persons | Division/Sub Division | | | | | | |
|-------------------|-----------------------|-------|-----|----------|---------|-------|-------|
| | В | | | С | | | Total |
| Age of Bail | East | South | TfL | Midlands | Pennine | Wales | |
| Less than 3 weeks | 30 | 25 | 13 | 4 | 5 | 1 | 78 |
| Over 3 weeks | 11 | 1 | 8 | | | 1 | 21 |
| Total | 41 | 26 | 21 | 4 | 5 | 2 | 99 |

4. Bails - CRiME showing Bail as FTA/Unanswered/Expired and no SID submitted - Last updates on CRiME

| No. Persons | Division/Sub Division | | | | | | | |
|-----------------------|-----------------------|-------|-----|----------|---------|-------|---------|-------|
| | В | | | С | | | | Total |
| Last updated on CRiME | East | South | TfL | Midlands | Pennine | Wales | Western | |
| 0-14 Days | 53 | 44 | 33 | 13 | 15 | 2 | 6 | 166 |
| 15-31 Days | 11 | 13 | 9 | | 4 | 1 | | 38 |
| 31 Days + | 17 | 8 | 3 | 3 | | | 1 | 32 |
| Total | 81 | 65 | 45 | 16 | 19 | 3 | 7 | 236 |

5. Bails - CRiME showing Bail as Unanswered/Expired/FTA - By Crime Group

| No. Persons | |
|--|-------|
| Last updated on CRiME | Total |
| 01A - Violence Against the Person | 87 |
| 02A - Sexual Offences | 10 |
| 03A - Criminal Damage/ Malicious Mischief | 8 |
| 04B - Less Serious Line of Route Offences | 7 |
| 05A - Theft of Passenger Property | 6 |
| 06A - Motor Vehicle/ Cycle Offences | 14 |
| 07A - Robbery Offences | 1 |
| 08A - Theft of Railway/ Commercial Property & Bu | . 17 |
| 09A - Serious Public Disorder Offences | 19 |
| 09B - Less Serious Public Disorder Offences | 12 |
| 10A - Serious Fraud Offences | 18 |
| 10B - Less Serious Fraud Offences | 15 |
| 11A - Drug Offences | 11 |
| 12B - Other Less Serious Offences | 1 |
| 04A - Serious Line of Route Offences | 4 |
| 12A - Other Serious Offences | 6 |
| Total | 236 |

To view the detail of the actual records behind any of these figures, select the relevant figure then double left click with mouse. This will open up a new sheet with all the records listed.

If you want to delete the sheet that is produced (in order to de-clutter) right click on the tab and it will offer you the delete option. If you wish to view the sheet again click on the relevant figure again as above.

Wanted for Questioning (Person has been dealt with by BTP through Arrest or Reported for Summons and is circulated as wanted on PNC for questioning or charging)

6. Current Outstanding WQUs where a Suspect is wanted for Questioning

| No Arrest Records | Division/Sub-Division | | | | | | | |
|-------------------|-----------------------|-------|-----|----------|---------|-------|---------|-------|
| | В | | | C | | | | Total |
| Age of Record | East | South | TfL | Midlands | Pennine | Wales | Western | |
| 2 Months or less | | | | | | | | |
| Non-Summary | 3 | | 2 | 1 | 8 | | 1 | 15 |
| Summary | | | | 1 | 4 | 1 | | 6 |
| 3 Months | | | | | | | | |
| Non-Summary | | | 1 | 2 | 4 | | | 7 |
| Summary | | | | 3 | 2 | | | 5 |
| 4 Months | | | | | | | | |
| Non-Summary | | 4 | 7 | 1 | 4 | | 1 | 17 |
| Summary | | | 2 | 1 | | | | 3 |
| 5 Months | | | | | | | | |
| Non-Summary | 2 | | 4 | | 1 | | | 7 |
| Summary | 2 | | | | 1 | | | 3 |
| 6 Months | | | | | | | | |
| Non-Summary | 2 | 4 | | | 1 | 1 | 1 | 9 |
| 7-12 Months | | | | | | | | |
| Non-Summary | 9 | 2 | 6 | 5 | 6 | 3 | 3 | 34 |
| 13-18 Months | | | | | | | | |
| Non-Summary | 6 | 11 | 12 | | 5 | | | 34 |
| Summary | | | 3 | | | | | 3 |
| 19-24 Months | | | | | | | | |
| Non-Summary | 3 | 2 | 19 | | 1 | | 1 | 26 |
| Summary | 1 | | | | | | | 1 |
| 24 Months + | | | | | | | | |
| Non-Summary | 11 | 20 | 55 | 3 | 2 | | 2 | 93 |
| Summary | | 1 | 1 | | | | | 2 |
| Total | 39 | 44 | 112 | 17 | 39 | 5 | 9 | 265 |

7. Current Outstanding WQUs - Last Updated on CRiME

| No Arrest Records | Division/Sub-Division | | | C | | | | Tatal |
|-------------------|-----------------------|-------|-----|---------------|---------|-------|---------|-------|
| Last Update | в East | South | TfL | C Midlands | Pennine | Wales | Western | Total |
| 0-14 Days | | | | | | | | |
| Non-Summary | 9 | 8 | 8 | 6 | 21 | 1 | 4 | 57 |
| Summary | 1 | | 2 | 3 | 6 | 1 | | 13 |
| 15-31 Days | | | | | | | | |
| Non-Summary | 1 | 2 | 4 | 5 | 6 | | | 18 |
| 31 Days + | | | | | | | | |
| Non-Summary | 26 | 33 | 94 | 1 | 5 | 3 | 5 | 167 |
| Summary | 2 | 1 | 4 | 2 | 1 | | | 10 |
| Total | 39 | 44 | 112 | 17 | 39 | 5 | 9 | 265 |



6a. Current Outstanding Summary WQUs > 6 Months

| ence Type | (Multiple Items) | |
|----------------|------------------|-------|
| | | |
| Arrest Records | | |
| > 6 Months | | Total |
| В | | |
| East | | 1 |
| South | | 1 |
| TfL | | 4 |
| al | | 6 |

Reported for Summons (Current Outstanding Reported/Summons cases where summons has not been issued and the crime has not been updated from Reported)

8. Current Outstanding REPs where a Summons has not been issued

| No Arrest Records | Division/Sub-Division | | | | | | | |
|-------------------|-----------------------|-------|-----|----------|---------|-------|---------|-------|
| | В | | | C | | | | Total |
| Age of Record | East | South | TfL | Midlands | Pennine | Wales | Western | |
| 2 Months or less | | | | | | | | |
| Non-Summary | 23 | 34 | 14 | 31 | 64 | 3 | 15 | 184 |
| Summary | 103 | 115 | 74 | 95 | 246 | 52 | 34 | 719 |
| 3 Months | | | | | | | | |
| Non-Summary | 24 | 21 | 10 | 15 | 31 | 5 | 9 | 115 |
| Summary | 44 | 74 | 26 | 43 | 126 | 20 | 20 | 353 |
| 4 Months | | | | | | | | |
| Non-Summary | 24 | 32 | 7 | 15 | 45 | 3 | 5 | 131 |
| Summary | 25 | 54 | 22 | 32 | 92 | 22 | 17 | 264 |
| 5 Months | | | | | | | | |
| Non-Summary | 8 | 34 | 8 | 16 | 41 | 4 | 1 | 112 |
| Summary | 27 | 38 | 16 | 29 | 81 | 11 | 8 | 210 |
| 6 Months | | | | | | | | |
| Non-Summary | 7 | 4 | | 3 | 8 | 2 | 1 | 25 |
| Summary | 19 | 26 | 16 | 7 | 44 | 3 | | 115 |
| 7-12 Months | | | | | | | | |
| Non-Summary | 14 | 51 | 8 | 10 | 27 | 1 | 2 | 113 |
| Summary | 11 | 22 | 12 | 1 | 2 | | | 48 |
| 13-18 Months | | | | | | | | |
| Non-Summary | 1 | 4 | | 1 | 7 | | | 13 |
| 19-24 Months | | | | | | | | |
| Non-Summary | | 1 | | | 6 | | | 7 |
| Total | 330 | 510 | 213 | 298 | 820 | 126 | 112 | 2409 |

9. Current Outstanding REPs - Last Updated on CRiME

| No Arrest Records | Division/Sub-Division | | | | | | | |
|--------------------|-----------------------|-------|-----|----------|---------|-------|---------|-------|
| | В | | | С | | | | Total |
| Last Update | East | South | TfL | Midlands | Pennine | Wales | Western | |
| 0-14 Days | | | | | | | | |
| Non-Summary | 74 | 85 | 23 | 60 | 148 | 17 | 29 | 436 |
| Summary | 118 | 134 | 79 | 107 | 284 | 45 | 49 | 816 |
| 15-31 Days | | | | | | | | |
| Non-Summary | 13 | 41 | 12 | 23 | 40 | 1 | 2 | 132 |
| Summary | 46 | 44 | 19 | 51 | 98 | 13 | 12 | 283 |
| 31 Days + | | | | | | | | |
| Non-Summary | 14 | 55 | 12 | 8 | 41 | | 2 | 132 |
| Summary | 65 | 149 | 67 | 49 | 209 | 50 | 17 | 606 |
| No Update on CRiME | | | | | | | | |
| Summary | | 2 | 1 | | | | 1 | 4 |
| Total | 330 | 510 | 213 | 298 | 820 | 126 | 112 | 2409 |

8a. Current Outstanding Summary REPs > 6 Months

| Offence Type | Summary |
|-------------------|---------|
| No Arrest Records | |
| > 6 Months | Total |
| В | |
| East | 30 |
| South | 48 |
| TfL | 28 |
| C | |
| Midlands | 8 |
| Pennine | 46 |
| Wales | 46 3 |
| Total | 163 |

Appendix H: Contact Management

Proportion of incidents (April-September)

| Grade Of Response | 13-14 YTD | 14-15 YTD | 15-16 YTD |
|-------------------|-----------|-----------|-----------|
| Immediate | 10% | 10% | 12% |
| Priority | 16% | 17% | 17% |

Attendance times (April-September)

| Grade Of Response | 13-14 YTD | 14-15 YTD | 15-16 YTD |
|-----------------------------------|-----------|-----------|-----------|
| Immediate (attend within 20 mins) | 93% | 93% | 90% |
| Priority (attend within 60 mins) | 99% | 99% | 98% |

Number of Complaints Cases Recorded

| | Jan | Feb | Mar A | .pr M | ay J | un Ji | ul Aug | Sep | Oct | Nov | Dec | | TOTAL |
|------|-----|-----|-------|-------|------|-------|--------|-----|-----|-----|-----|----|-------|
| 2013 | 24 | | 28 | 29 | 48 | 39 | 32 | 35 | 43 | 46 | 43 | 32 | 431 |
| 2014 | 25 | 35 | 41 | 33 | 36 | 30 | 40 | 34 | 30 | 38 | 49 | 32 | 423 |
| 2015 | 24 | 35 | 38 | 32 | 39 | 41 | 31 | 20 | 31 | | | | 291 |

Appendix J – Organisational KPIs

| Department | Objective | Target | Current performance | April-August Performance |
|---------------------------|---|--------|---------------------|-----------------------------|
| Analysis & Performance | A&P products supporting a policing plan priority of emerging threat | | 85% | 86% |
| Analysis & Performance | A&P products having a positive outcome | | 95% | 90% |
| Contact | Emergency calls answered within 10 seconds | | 85% | 86% |
| Contact | Abandoned emergency calls | | 2% | 1% |
| Contact | Immediate incidents with assigned/deployed resources within 3 mins | | 80% | 80% |
| Contact | Priority incidents with assigned/deployed resources within 6 minutes | | 84% | 80% |
| Contact | Achieve Anti-Social Behaviour Incidents coding compliance | | 86% | 85% |
| Contact | Achieve repeat & vulnerable questioning compliance on calls for service | | 64% | 68% |
| Contact | Answer Non-Emergency calls to FCC 'One Stop Shop' within 40 secs. | | 58% | 57% |
| Corporate Services | Resolve maintenance incidents within SLA | | 80% | 87% |
| Corporate Services | Uniform order are delivered within 2 working days of order being placed | | 98% | 98% |
| Corporate Services | Reduction in CO2 tonnes produced (in comparison to 2014-2015) | | N/A | 1.33% |
| Corporate Services | MFD (printers etc.) reliability - up-time per quarter | | N/A | 99.83% |
| Corporate Services | | | Awaiting data | 4.42 days |
| Corporate Services | Undertake security penetration tests at major establishment sites | | 0 | 4 |
| Crime | MIU deployed hours against Policing Plan targets | | 94% | 96% |
| Crime | CIU deployed hours against Policing Plan targets | | 95% | 84% |

| Department | Objective | Target | Current performance | April-August Performance |
|-----------------|--|--------|---------------------|-----------------------------|
| Crime - Hi-Tech | Priority 1 electronic exhibits to be processed in 20 days | | 88% | 65% |
| Crime - Hi-Tech | Priority 2 electronic exhibits to be processed in 6 weeks | | 100% | 17% |
| Crime - Hi-Tech | Priority 3 electronic exhibits to be processed in 8 weeks | | 90% | 75% |
| Crime - Hi-Tech | Electronic mobile telephone exhibits to be examined within 4 days | | 100% | 63% |
| Crime - CCTV | Priority 1 evidence - download CCTV within 24 hours (B Division only) | | 100% | 100% |
| Crime - CCTV | Priority 2 evidence - download CCTV within 72 hours (B Division only) | | 78% | 75% |
| Crime - CCTV | Priority 3 evidence - download CCTV within 14 days (B Division only) | | 77% | 79% |
| Crime - CCTV | Assist with requests for AV support for pre-planned operations | | 100% | 100% |
| Crime - CCTV | C Division CCTV Staff - complete Post Production work within 7 days | | 100% | 94% |
| Crime - CCTV | D Division CCTV Staff - complete Post Production work within 7 days | | 100% | 96% |
| Crime - SSU | Priority 1 exhibits - process submissions within 4 days | | 100% | 93% |
| Crime - SSU | Priority 2 exhibits - process submissions within 10 days | | 82% | 88% |
| Crime - SSU | Priority 3 exhibits - process submissions within 20 days | | 85% | 79% |
| Finance | Finance report pack to be available 2 days prior to Finance Review | | Yes | 4 / 5 |
| Finance | Variances outside the tolerance level on each individual income and expenditure account (+/- 5%) | | 0 | 100% |
| Finance | Reduce number of credit notes received | | 0 | 0 |
| Finance | Reduce number of duplicate payments made | | 0% | 4% |
| Finance | Number of invoices paid within 30 days of invoice receipt | | 83% | 84% |
| Finance | Number of invoices paid within 60 days of invoice receipt | | 93% | 95% |
| Finance | Undisputed POs authorised within 2 working days | | 96% | 99% |
| Finance | Contracts to be in place prior to work commencing | | 100% | 100% |

| Department | Objective | Target | Current performance | April-August Performance |
|---------------------------|---|--------|---------------------|-----------------------------|
| HR - Recruitment | Incidents and tasks to be resolved within 4 days | | 94% | 77% |
| HR - Recruitment | Recruitment process for police staff to be no longer than 8 weeks | | 100% | 100% |
| HR - Recruitment | Recruitment process for PCs, PCSOs and Special Constables to be no longer than 15 weeks | | N/A | 100% |
| HR - Recruitment | Recruitment process for transferees to be no longer than 18 weeks | | N/A | N/A |
| HR - Payroll | Incidents and tasks to be resolved within 4 days | | 85% | 91% |
| HR - Payroll | Payroll errors not to exceed 0.1% | | 0.0006% | 0.0026% |
| HR - Payroll | Disputed establishment records on ORIGIN (Payroll and Establishment) should not exceed 0.1% | | 0.0002% | 0.0003% |
| HR - Service Desk | Incidents and tasks to be resolved within 4 days | | 92% | 94% |
| Information Management | DBS Requests - Escalation applications completed within 1 day | | Awaiting data | 97% |
| | DPA Requests - Insurance requests to be completed within 20 days | | 100% | 70% |
| | FOI Requests - acknowledged and transferred within 1 working day | | 88% | 72% |
| IM - Record Management | Issue 'barcodes' within 5 working days of request being received | | Awaiting data | 100% |
| IM - Record Management | Carry out audit of previously issued 'barcodes' within 5 working days of receipt of further 'barcode' | | 100% | 100% |
| Justice | Custody Directorate to complete 4 HMIC style internal inspections of Custody Suites at 3 month intervals | | 1 | 1 |
| Justice | ERG to achieve no higher than a 25% action plan rate from CPS | | 19% | 18% |
| Justice | PNC records are to updated/resulted within 72 hours of being received | | 97% | 99% |

| Department | Objective | Target | Current performance | April-August Performance |
|---------------------------|--|--------|---------------------|-----------------------------|
| Learning & Development | Delivery of all planned (internally facilitated) training courses | | 95% | 96% |
| Learning & Development | Delivery of all planned PST training courses | | 100% | 99% |
| Learning & Development | Delivery of all planned training courses for Special Police Officers | | 67% | 84% |
| Media & Marketing | Produce 15 proactive press releases/initiatives each month | | Awaiting data | 95 |
| Media & Marketing | Respond to enquiries with an initial response or holding line within 2 hours of being received | | Awaiting data | 94% |
| Media & Marketing | Provide full response to enquiries with deadline sit by enquirers or within 24 hours of being received | | Awaiting data | 95% |
| Professional Standards | Complaint and conduct cases finalised (to write off date) by PSD within 120 working days from date received in Force | | 80% | 88% |
| Professional Standards | Complainant and subject updates which have been sent every 28 days during the course of the investigation | | 100% | 99% |
| Professional Standards | Complaint appeals which haven't upheld (by the IPCC/PIRC and in Force) | | 83% | 73% |
| Professional Standards | RV vetting dip samples carried out of BTP employees (throughout year) | | 17 | 128 |
| Safety & Wellbeing | Acknowledge H&S queries that are sent via email to the central inbox within 2 working days | | 100% | 100% |
| Safety & Wellbeing | Responding to H&S queries within 5 working days | | 100% | 99% |
| Safety & Wellbeing | Conduct H&S site visits (including meetings) within 14 days | | 100% | 99% |

| Department | Objective | Target | Current performance | April-August Performance | |
|-----------------------------|--|----------|---|-----------------------------|--|
| Safety & Wellbeing | Provide advice for accident investigation and assessments within 5 working days | | 100% | 76% | |
| Occupational Health | First contact attempt within 24 hours of receipt of referral | | 83% | 74% | |
| Occupational Health | Reports written and delivered within 48 hours | | 12% | 62% | |
| Occupational Health | Reports delivered to line manager, HRBP/Adviser and Employee within 48 hours | | 12% | 62% | |
| SDD - Audit & Compliance | Undertake risk based audits and outcomes reported on within agreed timescales | | 100% | 100% | |
| SDD - PMO | To monitor PMO assurance scores for: | | Data not available due to reporting period cut-off dates | | |
| | Business Cases | | Awaiting data | 96% | |
| | Planning | | Awaiting data | 84% | |
| | Resources | | Awaiting data | 79% | |
| | Benefits | | Awaiting data | 83% | |
| | Finance | | Awaiting data | 91% | |
| | Scope | | Awaiting data | 89% | |
| | Risk and Issues | | Awaiting data | | |
| | Governance | | Awaiting data | 100% | |
| | Communications | | Awaiting data | 92% | |
| SDD - DfT | Ensure each forthcoming franchise and direct award has a bespoke BTP information document available to the bid teams as part of the bidding process to provide recommendations on crime, crime reduction and | On Track | | | |

| Department | Objective | Target | Current performance | April-August Performance |
|-----------------------------|--|--------|-------------------------------|--|
| Specialist Ops | Plan and conduct Force-wide multi-layered CT operations at key locations | | 2 | 11 |
| Specialist Ops | Conduct Force-wide Op. Griffin training days with external stakeholders | | 13 | 50 |
| Specialist Ops | Clear calls for unattended items within the M25 within 20 minutes of arrival on scene (CT) | | 67% (explanation supplied) | 89% |
| Technology | Unscheduled Downtime -Incidents should not exceed 8 p/yr. on P1 systems | | 0 | 0 |
| Technology | IT Service Desk - Incidents to be closed by IT service Desk - 1st time fix | | 71% | 69% |
| Territorial Policing | To lead on the implementation of the Volunteer Police Cadet scheme and establish fully functional initiatives by 31st March 2016 | | N/A | As of June 2015 0 – London 30 - Birmingham |
| Territorial Policing | To deliver fatality management workshops (4 per Sub-division) | | N/A | 0 |
| Territorial Policing | Lead on the co-ordination and implementation of joint operations (industry, BTP & Home Office Forces) to mitigate railway disruption and improve level crossing safety | | N/A | 2 |

Appendix J: Use of Force

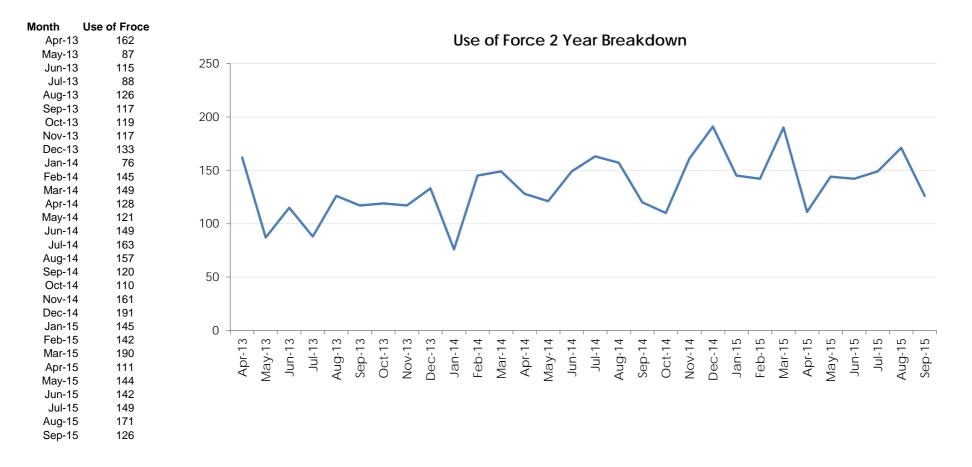




Table 1 Station confidence: Spring 2015 and Autumn 2014

| Station | Division | Subdivision | Spring | 2015 | Autumr | ו 2014 | Degree of | Percentage |
|-----------------------|----------|-------------|-------------|------------|-------------|------------|-----------------|---------------|
| Station | Division | Subdivision | Respondents | Confidence | Respondents | Confidence | improve/decline | points change |
| Edinburgh | D | D | 400 | 86.22% | 395 | 84.02% | + 2.62% | + 2.2 |
| Glasgow Central | D | D | 347 | 85.04% | 249 | 86.77% | - 2% | - 1.73 |
| Heathrow Airport T123 | В | E | 211 | 85.68% | 248 | 85.15% | + 0.62% | + 0.52 |
| Heathrow Terminal 5 | В | E | 227 | 92.77% | 257 | 91.35% | + 1.55% | + 1.42 |
| Leeds | С | Р | 330 | 81.68% | 348 | 80.47% | + 1.5% | + 1.21 |
| London Kings Cross | В | E | 1107 | 86.22% | 1135 | 84.97% | + 1.47% | + 1.25 |
| London Marylebone | В | E | 486 | 86.70% | 529 | 85.76% | + 1.09% | + 0.94 |
| London Paddington | В | E | 1238 | 83.49% | 1325 | 82.03% | + 1.78% | + 1.46 |
| London St Pancras | В | E | 557 | 81.08% | 516 | 83.93% | - 3.4% | - 2.86 |
| London Waterloo | В | S | 478 | 76.05% | 490 | 80.02% | - 4.97% | - 3.98 |
| Reading | С | G | 408 | 78.86% | 485 | 80.94% | - 2.57% | - 2.08 |
| York | С | Р | 264 | 89.44% | 265 | 85.35% | + 4.79% | + 4.09 |

NRPS Spring 2015 – Low Confidence Stations

| a | Divisi | on, Sub- | | | Spring | 2015 | Autumn 2014 | Degree of |
|--------------------------|--------|----------|-----------|-----------------|-------------------|------------|-------------|---------------------|
| Stations | | vision | Category* | National Target | No. of respondent | Confidence | Confidence | improvement/decline |
| Barking | В | E | 1 | Yes | 137 | 71.68% | 68.42% | 4.77% |
| Basildon | В | E | 2 | Yes | 54 | 49.51% | 53.47% | -7.39% |
| Birmingham International | С | М | 1 | | 111 | 73.66% | 74.19% | -0.72% |
| Birmingham New Street | С | М | 1 | Yes | 520 | 75.77% | 72.04% | 5.18% |
| Clapham Junction | В | S | 1 | Yes | 164 | 70.49% | 68.47% | 2.94% |
| Coventry | С | М | 1 | | 146 | 74.51% | 74.14% | 0.50% |
| Ealing Broadway | В | E | 1 | Yes | 87 | 69.14% | 67.89% | 1.84% |
| East Croydon | В | S | 1 | Yes | 317 | 67.24% | 67.11% | 0.19% |
| Exeter Central | С | G | | Yes | 57 | 71.00% | 72.82% | -2.49% |
| Finsbury Park | В | E | 2 | Yes | 32 | 60.71% | 66.99% | -9.37% |
| Gatwick Airport | В | S | 1 | | 307 | 81.24% | 77.09% | 5.38% |
| Grays | В | E | | Yes | 77 | 75.97% | 72.14% | 5.30% |
| Hayes And Harlington | В | E | 2 | Yes | 84 | 72.55% | 65.88% | 10.13% |
| Huddersfield | С | Р | 1 | | 152 | 74.81% | 77.39% | -3.34% |
| London Bridge | В | S | 1 | Yes | 452 | 62.50% | 68.81% | -9.18% |
| London Cannon Street | В | S | | Yes | 133 | 71.31% | 72.15% | -1.17% |
| London Charing Cross | В | S | 1 | Yes | 286 | 71.66% | 63.65% | 12.58% |
| London Euston | В | E | 1 | | 726 | 76.06% | 74.67% | 1.86% |
| London Liverpool Street | В | E | 1 | Yes | 719 | 74.36% | 72.64% | 2.37% |
| London Victoria | В | S | 1 | Yes | 1015 | 75.66% | 72.74% | 4.01% |
| Maidenhead | В | E | | Yes | 92 | 66.28% | 71.98% | -7.92% |
| Moorgate | В | E | 2 | Yes | 46 | 63.86% | 64.49% | -0.99% |
| Romford | В | E | 2 | Yes | 61 | 59.09% | 56.45% | 4.68% |
| Stratford (London) | В | E | 1 | Yes | 196 | 68.88% | 66.67% | 3.32% |
| Tottenham Hale | В | E | 2 | Yes | 82 | 79.17% | 66.41% | 19.22% |

*Category 1 = Lower confidence High weight, Category 2 = Lower confidence Low weight

| E | BTP Force Crime Group Data from 01 April 2015 00:00 to 30 September 2015 23:59:59 |
|---|---|
| | |

| | | | | 01A | Violence Ag | gainst the I | Person | | |] | | | | | 02A Sexu | al Offences | s | | | Ţ | | | | 03A Crin | ninal Damag | je/ Maliciou | s Mischief |
|--------------|-----------|-----------|--------|-----------|-------------|--------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|-----------|-------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|-------------|--------------|------------|
| Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | 5 Det 15/16 | i % Diff | Det Rate |
| East | 837 | 928 | 11% | 380 | 299 | -21% | 45% | 32% | -13% | East | 110 | 126 | 15% | 39 | 27 | -31% | 35% | 21% | -14% | East | 267 | 244 | -9% | 43 | 22 | -49% | 16% |
| Midlands | 298 | 349 | 17% | 152 | 127 | -16% | 51% | 36% | -15% | Midlands | 37 | 65 | 76% | 8 | 21 | 163% | 22% | 32% | 11% | Midlands | 156 | 174 | 12% | 24 | 18 | -25% | 15% |
| Pennine | 671 | 723 | 8% | 357 | 291 | -18% | 53% | 40% | -13% | Pennine | 84 | 94 | 12% | 29 | 34 | 17% | 35% | 36% | 2% | Pennine | 254 | 312 | 23% | 76 | 47 | -38% | 30% |
| Scotland | 212 | 231 | 9% | 138 | 157 | 14% | 65% | 68% | 3% | Scotland | 25 | 27 | 8% | 11 | 17 | 55% | 44% | 63% | 19% | Scotland | 106 | 151 | 42% | 23 | 13 | -43% | 22% |
| South | 1100 | 1325 | 20% | 451 | 366 | -19% | 41% | 28% | -13% | South | 138 | 179 | 30% | 38 | 37 | -3% | 28% | 21% | -7% | South | 455 | 564 | 24% | 48 | 43 | -10% | 11% |
| TFL | 1038 | 1171 | 13% | 371 | 230 | -38% | 36% | 20% | -16% | TFL | 299 | 427 | 43% | 100 | 75 | -25% | 33% | 18% | -16% | TFL | 245 | 354 | 44% | 109 | 13 | -88% | 44% |
| Wales | 111 | 158 | 42% | 53 | 65 | 23% | 48% | 41% | -7% | Wales | 10 | 14 | 40% | 6 | 7 | 17% | 60% | 50% | -10% | Wales | 40 | 55 | 38% | 9 | 5 | -44% | 23% |
| Western | 183 | 186 | 2% | 96 | 83 | -14% | 52% | 45% | -8% | Western | 33 | 24 | -27% | 20 | 7 | -65% | 61% | 29% | -31% | Western | 71 | 63 | -11% | 19 | 6 | -68% | 27% |
| Total | 4450 | 5071 | 14% | 1998 | 1618 | -19% | 45% | 32% | -13% | Total | 736 | 956 | 30% | 251 | 225 | -10% | 34% | 24% | -11% | Total | 1594 | 1917 | 20% | 351 | 167 | -52% | 22% |

| | | | | | | | | | | _ | | | | | | | | | | _ | | | | | | | |
|--------------|-----------|-----------|--------|-----------|-------------|------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|------------|------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|--------------|-------------|----------|
| | | | | 04A S | erious Line | of Route O | ffences | | |] | | | | 04B Less | Serious Li | ne of Rout | e Offences | | | | | | | 05A | Theft of Pas | ssenger Pro | perty |
| Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate |
| East | 86 | 67 | -22% | 15 | 18 | 20% | 17% | 27% | 9% | East | 536 | 527 | -2% | 147 | 80 | -46% | 27% | 15% | -12% | East | 1179 | 1140 | -3% | 63 | 53 | -16% | 5% |
| Midlands | 121 | 129 | 7% | 29 | 30 | 3% | 24% | 23% | -1% | Midlands | 758 | 808 | 7% | 108 | 68 | -37% | 14% | 8% | -6% | Midlands | 392 | 417 | 6% | 26 | 30 | 15% | 7% |
| Pennine | 174 | 201 | 16% | 39 | 27 | -31% | 22% | 13% | -9% | Pennine | 1353 | 1622 | 20% | 222 | 133 | -40% | 16% | 8% | -8% | Pennine | 762 | 713 | -6% | 63 | 41 | -35% | 8% |
| Scotland | 38 | 51 | 34% | 3 | 6 | 100% | 8% | 12% | 4% | Scotland | 624 | 756 | 21% | 124 | 122 | -2% | 20% | 16% | -4% | Scotland | 166 | 136 | -18% | 26 | 9 | -65% | 16% |
| South | 102 | 121 | 19% | 14 | 14 | 0% | 14% | 12% | -2% | South | 679 | 834 | 23% | 177 | 94 | -47% | 26% | 11% | -15% | South | 1237 | 1226 | -1% | 52 | 32 | -38% | 4% |
| TFL | 41 | 40 | -2% | 6 | 5 | -17% | 15% | 13% | -2% | TFL | 160 | 178 | 11% | 59 | 47 | -20% | 37% | 26% | -10% | TFL | 1945 | 1865 | -4% | 81 | 63 | -22% | 4% |
| Wales | 39 | 47 | 21% | 10 | 11 | 10% | 26% | 23% | -2% | Wales | 330 | 395 | 20% | 65 | 43 | -34% | 20% | 11% | -9% | Wales | 121 | 121 | 0% | 9 | 5 | -44% | 7% |
| Western | 32 | 40 | 25% | 8 | 11 | 38% | 25% | 28% | 3% | Western | 288 | 310 | 8% | 58 | 39 | -33% | 20% | 13% | -8% | Western | 280 | 241 | -14% | 25 | 13 | -48% | 9% |
| Total | 633 | 696 | 10% | 124 | 122 | -2% | 20% | 18% | -2% | Total | 4728 | 5430 | 15% | 960 | 626 | -35% | 20% | 12% | -9% | Total | 6082 | 5859 | -4% | 345 | 246 | -29% | 6% |

| | | | | | | | | | | - | | | | | | | | | | - | | | | | | | |
|--------------|-----------|-----------|--------|-----------|---------------|-------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|-----------|-------------|----------------|----------------|------|--------------|-----------|-----------|--------|-------------|------------|-------------|------------|
| | | | | 06A M | Notor Vehicle | e/ Cycle Of | fences | | | | | | | | 07A Robbe | ery Offence | S | | | | | | 08A | Theft of Ra | ilway/ Com | mercial Pro | perty & Bu |
| Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate |
| East | 1051 | 954 | -9% | 112 | 111 | -1% | 11% | 12% | 1% | East | 29 | 25 | -14% | 16 | 8 | -50% | 55% | 32% | -23% | East | 555 | 530 | -5% | 239 | 163 | -32% | 43% |
| Midlands | 508 | 384 | -24% | 68 | 42 | -38% | 13% | 11% | -2% | Midlands | 12 | 19 | 58% | 7 | 3 | -57% | 58% | 16% | -43% | Midlands | 175 | 209 | 19% | 49 | 73 | 49% | 28% |
| Pennine | 396 | 387 | -2% | 51 | 61 | 20% | 13% | 16% | 3% | Pennine | 23 | 13 | -43% | 9 | 5 | -44% | 39% | 38% | -1% | Pennine | 530 | 493 | -7% | 261 | 167 | -36% | 49% |
| Scotland | 78 | 82 | 5% | 11 | 16 | 45% | 14% | 20% | 5% | Scotland | 7 | 4 | -43% | 5 | 5 | 0% | 71% | 125% | 54% | Scotland | 112 | 142 | 27% | 49 | 67 | 37% | 44% |
| South | 1536 | 1373 | -11% | 290 | 200 | -31% | 19% | 15% | -4% | South | 70 | 49 | -30% | 34 | 8 | -76% | 49% | 16% | -32% | South | 433 | 408 | -6% | 158 | 102 | -35% | 36% |
| TFL | 168 | 245 | 46% | 6 | 5 | -17% | 4% | 2% | -2% | TFL | 27 | 35 | 30% | 9 | 3 | -67% | 33% | 9% | -25% | TFL | 111 | 97 | -13% | 25 | 19 | -24% | 23% |
| Wales | 76 | 70 | -8% | 13 | 6 | -54% | 17% | 9% | -9% | Wales | 4 | | -100% | 1 | 1 | 0% | 25% | 0 | -25% | Wales | 69 | 42 | -39% | 16 | 8 | -50% | 23% |
| Western | 249 | 270 | 8% | 12 | 22 | 83% | 5% | 8% | 3% | Western | 5 | 1 | -80% | | | -100% | 0 | 0 | 0 | Western | 76 | 77 | 1% | 10 | 16 | 60% | 13% |
| Total | 4062 | 3765 | -7% | 563 | 463 | -18% | 14% | 12% | -2% | Total | 177 | 146 | -18% | 81 | 33 | -59% | 46% | 23% | -23% | Total | 2061 | 1998 | -3% | 807 | 615 | -24% | 39% |

| | | | | 09A Sei | rious Public | Disorder | Offences | | | | | | | 09B Less \$ | Serious Pub | blic Disord | ler Offences | | | | | | | 10 | A Serious F | raud Offen | ces |
|-----------------|-----------|-----------|--------|-----------|--------------|----------|----------------|----------------|------|--------------|-----------|-----------|--------|-------------|-------------|-------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|-------------|------------|----------|
| Sub Division Re | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate |
| East | 355 | 374 | 5% | 172 | 121 | -30% | 48% | 32% | -16% | East | 812 | 596 | -27% | 295 | 161 | -45% | 36% | 27% | -9% | East | 48 | 49 | 2% | 33 | 22 | -33% | 69% |
| Midlands | 224 | 193 | -14% | 138 | 88 | -36% | 62% | 46% | -16% | Midlands | 471 | 364 | -23% | 173 | 118 | -32% | 37% | 32% | -4% | Midlands | 12 | 12 | 0% | 7 | 2 | -71% | 58% |
| Pennine | 470 | 435 | -7% | 313 | 221 | -29% | 67% | 51% | -16% | Pennine | 1218 | 836 | -31% | 711 | 370 | -48% | 58% | 44% | -14% | Pennine | 23 | 33 | 43% | 17 | 18 | 6% | 74% |
| Scotland | 5 | 1 | -80% | 3 | 2 | -33% | 60% | 200% | 140% | Scotland | 733 | 622 | -15% | 454 | 348 | -23% | 62% | 56% | -6% | Scotland | 18 | 20 | 11% | 6 | 9 | 50% | 33% |
| South | 587 | 493 | -16% | 214 | 143 | -33% | 36% | 29% | -7% | South | 1125 | 869 | -23% | 296 | 162 | -45% | 26% | 19% | -8% | South | 33 | 37 | 12% | 20 | 12 | -40% | 61% |
| (FL | 451 | 405 | -10% | 161 | 91 | -43% | 36% | 22% | -13% | TFL | 808 | 617 | -24% | 346 | 155 | -55% | 43% | 25% | -18% | TFL | 48 | 106 | 121% | 48 | 60 | 25% | 100% |
| Wales | 93 | 83 | -11% | 47 | 46 | -2% | 51% | 55% | 5% | Wales | 246 | 157 | -36% | 111 | 62 | -44% | 45% | 39% | -6% | Wales | 1 | 3 | 200% | 1 | | -100% | 100% |
| Western | 134 | 104 | -22% | 78 | 66 | -15% | 58% | 63% | 5% | Western | 216 | 189 | -13% | 78 | 73 | -6% | 36% | 39% | 3% | Western | 2 | 3 | 50% | 1 | 1 | 0% | 50% |
| Total | 2319 | 2088 | -10% | 1126 | 778 | -31% | 49% | 37% | -11% | Total | 5629 | 4250 | -24% | 2464 | 1449 | -41% | 44% | 34% | -10% | Total | 185 | 263 | 42% | 133 | 124 | -7% | 72% |

| | | | | | | | | | | - | | | | | | | | | | | | | | | | | |
|--------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|-----------|------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|-------------|--------------|----------|
| | | | | 10B | Less Seriou | s Fraud Off | ences | | | | | | | | 11A Drug | g Offences | | | | | | | | 12 | A Other Ser | rious Offene | ces |
| Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate |
| East | 479 | 291 | -39% | 239 | 88 | -63% | 50% | 30% | -20% | East | 184 | 150 | -18% | 190 | 100 | -47% | 103% | 67% | -37% | East | 88 | 89 | 1% | 36 | 20 | -44% | 41% |
| Midlands | 337 | 229 | -32% | 144 | 66 | -54% | 43% | 29% | -14% | Midlands | 79 | 79 | 0% | 66 | 62 | -6% | 84% | 78% | -5% | Midlands | 44 | 70 | 59% | 28 | 12 | -57% | 64% |
| Pennine | 984 | 398 | -60% | 765 | 195 | -75% | 78% | 49% | -29% | Pennine | 346 | 219 | -37% | 330 | 178 | -46% | 95% | 81% | -14% | Pennine | 93 | 87 | -6% | 43 | 24 | -44% | 46% |
| Scotland | 99 | 76 | -23% | 66 | 38 | -42% | 67% | 50% | -17% | Scotland | 50 | 50 | 0% | 50 | 48 | -4% | 100% | 96% | -4% | Scotland | 43 | 57 | 33% | 27 | 26 | -4% | 63% |
| South | 988 | 543 | -45% | 677 | 116 | -83% | 69% | 21% | -47% | South | 298 | 226 | -24% | 274 | 174 | -36% | 92% | 77% | -15% | South | 87 | 112 | 29% | 32 | 34 | 6% | 379 |
| TFL | 1106 | 237 | -79% | 938 | 91 | -90% | 85% | 38% | -46% | TFL | 211 | 100 | -53% | 209 | 78 | -63% | 99% | 78% | -21% | TFL | 33 | 43 | 30% | 20 | 14 | -30% | 619 |
| Wales | 63 | 74 | 17% | 31 | 24 | -23% | 49% | 32% | -17% | Wales | 43 | 33 | -23% | 34 | 22 | -35% | 79% | 67% | -12% | Wales | 16 | 15 | -6% | 13 | 2 | -85% | 819 |
| Western | 113 | 106 | -6% | 53 | 33 | -38% | 47% | 31% | -16% | Western | 66 | 48 | -27% | 65 | 35 | -46% | 98% | 73% | -26% | Western | 25 | 27 | 8% | 13 | 4 | -69% | 529 |
| Total | 4169 | 1954 | -53% | 2913 | 651 | -78% | 70% | 33% | -37% | Total | 1277 | 905 | -29% | 1218 | 697 | -43% | 95% | 77% | -18% | Total | 429 | 500 | 17% | 212 | 136 | -36% | 49% |

| | | | | 12B (| Other Less | Serious Offe | ences | | |
|--------------|-----------|-----------|--------|-----------|------------|--------------|----------------|----------------|------|
| Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| East | 400 | 502 | 26% | 270 | 233 | -14% | 68% | 46% | -21% |
| Midlands | 370 | 433 | 17% | 193 | 144 | -25% | 52% | 33% | -19% |
| Pennine | 717 | 631 | -12% | 487 | 329 | -32% | 68% | 52% | -16% |
| Scotland | 401 | 428 | 7% | 279 | 280 | 0% | 70% | 65% | -4% |
| South | 607 | 696 | 15% | 832 | 555 | -33% | 137% | 80% | -57% |
| TFL | 206 | 110 | -47% | 114 | 28 | -75% | 55% | 25% | -30% |
| Wales | 198 | 130 | -34% | 150 | 88 | -41% | 76% | 68% | -8% |
| Western | 140 | 132 | -6% | 76 | 63 | -17% | 54% | 48% | -7% |
| Total | 3039 | 3062 | 1% | 2401 | 1720 | -28% | 79% | 56% | -23% |

| | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | |
|--------------|-----------|-----------|--------|-----------|-------------|------------|----------------|----------------|------|--------------|-----------|-----------|--------|-----------|-------------|------------|----------------|----------------|--------|--------------|-----------|-----------|--------|-----------|-----------|---------|----------------|----------------|--------|
| | | | | Тс | tal Notifia | ble Offend | es | | | | | | | Tota | al Non-Noti | fiable Off | ences | | | | | | | | Total O | ffences | | | |
| Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sub Division | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| East | 4789 | 4676 | -2% | 1338 | 964 | -28% | 28% | 21% | -7% | East | 2227 | 1916 | -14% | 951 | 562 | -41% | 43% | 29% | -13% | East | 7016 | 6592 | -6% | 2289 | 1526 | -33% | 33% | 23% | -9.5% |
| Midlands | 2058 | 2100 | 2% | 602 | 508 | -16% | 29% | 24% | -5% | Midlands | 1936 | 1834 | -5% | 618 | 396 | -36% | 32% | 22% | -10% | Midlands | 3994 | 3934 | -2% | 1220 | 904 | -26% | 31% | 23% | -7.6% |
| Pennine | 3826 | 3710 | -3% | 1588 | 1114 | -30% | 42% | 30% | -11% | Pennine | 4272 | 3487 | -18% | 2185 | 1027 | -53% | 51% | 29% | -22% | Pennine | 8098 | 7197 | -11% | 3773 | 2141 | -43% | 47% | 30% | -16.8% |
| Scotland | 854 | 943 | 10% | 349 | 370 | 6% | 41% | 39% | -2% | Scotland | 1863 | 1891 | 2% | 926 | 793 | -14% | 50% | 42% | -8% | Scotland | 2717 | 2834 | 4% | 1275 | 1163 | -9% | 47% | 41% | -5.9% |
| South | 6076 | 6113 | 1% | 1625 | 1165 | -28% | 27% | 19% | -8% | South | 3399 | 2942 | -13% | 1982 | 927 | -53% | 58% | 32% | -27% | South | 9475 | 9055 | -4% | 3607 | 2092 | -42% | 38% | 23% | -15.0% |
| TFL | 4617 | 4888 | 6% | 1145 | 656 | -43% | 25% | 13% | -11% | TFL | 2280 | 1142 | -50% | 1457 | 321 | -78% | 64% | 28% | -36% | TFL | 6897 | 6030 | -13% | 2602 | 977 | -62% | 38% | 16% | -21.5% |
| Wales | 623 | 641 | 3% | 212 | 178 | -16% | 34% | 28% | -6% | Wales | 837 | 756 | -10% | 357 | 217 | -39% | 43% | 29% | -14% | Wales | 1460 | 1397 | -4% | 569 | 395 | -31% | 39% | 28% | -10.7% |
| Western | 1156 | 1084 | -6% | 347 | 264 | -24% | 30% | 24% | -6% | Western | 757 | 737 | -3% | 265 | 208 | -22% | 35% | 28% | -7% | Western | 1913 | 1821 | -5% | 612 | 472 | -23% | 32% | 26% | -6.1% |
| Total | 23999 | 24155 | 1% | 7206 | 5219 | -28% | 30% | 22% | -8% | Total | 17571 | 14705 | -16% | 8741 | 4451 | -49% | 50% | 30% | -19.5% | Total | 41570 | 38860 | -7% | 15947 | 9670 | -39% | 38% | 25% | -13.5% |

| chief | | |
|---------------------------------|---------------------------------|-------------------------------------|
| Rate 14/15 | Det Rate 15/16 | Diff |
| 16% | 9% | -7% |
| 15% | 10% | -5% |
| 30% | 15% | -15% |
| 22% | 9% | -13% |
| 11% | 8% | -3% |
| 44% | 4% | -41% |
| 23% | 9% | -13% |
| 27% | 10% | -17% |
| 22% | 9% | -13% |
| | | |
| Rate 14/15 | Det Rate 15/16 | Diff |
| 5% | Det Rate 15/16 5% | |
| | | -1% |
| 7% | 7% | 1% |
| 8% | 6% | -3% |
| 16% | 7% | -9% |
| 4% | 3% | -2% |
| 4% | 3% | -1% |
| 7% | 4% | -3% |
| 9% | 5% | -4% |
| 6% | 4% | -1% |
| | | |
| & Burglary | D. D. L. 45/40 | Diff |
| Rate 14/15 | Det Rate 15/16 | |
| 43% | 31% | -12% |
| 28% | 35% | 7% |
| 49% | 34% | -15% |
| 44% | 47% | 3% |
| 36% | 25% | -11% |
| 23% | 20% | -3% |
| 23% | 19% | -4% |
| 13% | 21% | 8% |
| 39% | 31% | -8% |
| | | |
| Rate 14/15 | Det Rate 15/16 | Diff |
| 69% | 45% | -24% |
| 58% | 17% | -42% |
| 74% | 55% | -19% |
| 33% | 45% | 12% |
| 61% | 32% | -28% |
| 100% | 57% | -28% |
| 100% | 0 | -43% |
| 50% | 33% | -100% |
| | | |
| 12% | 41% | -25% |
| 72% | 47% | -25% |
| Rate 14/15 | Det Rate 15/16 | Diff |
| | | -18% |
| 410/ | 220/ | -18% |
| 41% | 22% | |
| 64% | 17% | -46% |
| 64% 46% | 17% 28% | -46% -19% |
| 64% 46% 63% | 17% 28% 46% | -46% -19% -17% |
| 64% 46% 63% 37% | 17% 28% 46% 30% | -46% -19% -17% -6% |
| 64% 46% 63% | 17% 28% 46% | -46% -19% -17% |
| 64% 46% 63% 37% | 17% 28% 46% 30% | -46% -19% -17% -6% |
| 64% 46% 63% 37% 61% | 17% 28% 46% 30% 33% | -46% -19% -17% -6% -28% |

East (Sub Disivison) Data from 01 April 2015 00:00 to 30 September 2015 23:59:59

| | | | | | | | | | | East (Sub Disiviso | n) Data fi | rom 01 Ap | ril 2015 | 00:00 t | o 30 Septe | mber 20 | 15 23:59:59 | | | | | | | | | | | | |
|--|---|---|---|--|--|--|---|--|--|---|--|--|---|--|--|---|---|--|--|---|--|--|---|---|--|--|--|--|---|
| | | | | | | gainst the Pe | | | | | | | | | | al Offences | | | | | | | | | | e/ Malicious I | | | |
| Sector Cambridge | Rec 14/1 | 5 Rec 15 | 16 % Diff 4% | Det 14/15 24 | Det 15/16 | % Diff -46% | Det Rate 14/15 89% | Det Rate 15/16 46% | Diff -42% | Sector Cambridge | Rec 14/15 | Rec 15/16 | % Diff 133% | Det 14/1 | 5 Det 15/16 | % Diff 400% | Det Rate 14/15 33% | Det Rate 15/16 71% | Diff 38% | Sector Cambridge | Rec 14/15 | 5 Rec 15/16 | 6 % Diff -50% | | 5 Det 15/16 | % Diff -67% | Det Rate 14/15 30% | Det Rate 15/16 20% | Diff -10% |
| Colchester | 43 | 47 | 9% | 24 | 17 | -23% | 51% | 36% | -15% | Colchester | 5 | 5 | 0% | 2 | 5 | 150% | 40% | 100% | 60% | Colchester | 25 | 20 | -20% | | 1 | -67% | 12% | 5% | -7% |
| Euston | 89 | 74 | -17% | 47 | 31 | -34% | 53% | 42% | -11% | Euston | 8 | 10 | 25% | 1 | 3 | 200% | 13% | 30% | 18% | Euston Kings Cross | 15 | 14 | -7% | 2 | 1 | -50% | 13% 9% | 7% | -6% |
| Kings Cross Liverpool Street | 57 | 79 | 39% | 28 | 20 | -29% -33% | 49% 44% | 25% | -24% -17% | Kings Cross Liverpool Street | 18 | 25 | -11% | 3 | 6 | -33% | 33% | 25% | -8% -15% | Liverpool Street | 61 | 38 | -14% | - | - | -100% | 9% | 0 | -9% -18% |
| London Overground (North) | 104 | 113 | 9% | 54 | 33 | -39% | 52% | 29% | -23% | London Overground (North) | 21 | 16 | -24% | 5 | 1 | -80% | 24% | 6% | -18% | London Overground (North) | 11 | 17 | 55% | 3 | 1 | -67% | 27% | 6% | -21% |
| Marylebone | 22 | 17 | | 9 | 4 | -56% | 41% | 24% | -17% | Marylebone | 3 | 6 | 100% -67% | - 2 | 1 | -100% | 0 67% | 17% | 17% -67% | Marylebone Norwich | 4 | 16 | 300% | 2 | | -100% | 50% 0 | 0 | -50% 0 |
| Norwich Paddington | 17 | 15 | -12% | 7 32 | 28 | -43% -13% | 41% 41% | 27% | -15% | Norwich Paddington | 9 | 10 | -67% | 3 | 1 | -67% | 33% | 10% | -87% | Paddington | 15 | 20 | -30% | 2 | 2 | 0% | 13% | 10% | -3% |
| Southend | 76 | 98 | 29% | 33 | 25 | -24% | 43% | 26% | -18% | Southend | 9 | 9 | 0% | 7 | 1 | -86% | 78% | 11% | -67% | Southend | 36 | 29 | -19% | 3 | 4 | 33% | 8% | 14% | 5% |
| Stevenage | 20 | 54 | 170% | 1 | 27 | 2,600% | 5% | 50% | 45% | Stevenage | 3 | 10 | 233% | 2 | 2 | 0% | 67% 33% | 20% | -47% | Stevenage St Pancras | 8 | 13 | 63% -3% | 10 | 1 | -100% | 0 31% | 8% 35% | 8% 4% |
| St Pancras Stratford | 88 | 99 | 13% | 46 | 39 | -15% 27% | 52% 17% | 39% | -13% 5% | St Pancras Stratford | 7 | 12 | -42% | 4 | | -100% | 29% | 0 | -33% | Stratford | 19 | 18 | -5% | | <u> </u> | -100% | 11% | 0 | -11% |
| Total | 837 | 928 | 11% | 380 | 299 | -21% | 45% | 32% | -13% | Total | 110 | 126 | 15% | 39 | 27 | -31% | 35% | 21% | -14% | Total | 267 | 244 | | | 22 | -49% | 16% | 9% | -7% |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.1 | | e l e | | | Berious Line | of Route Off | ences Det Rate 14/15 | | 0.11 | Sector | Des 44/4E | Rec 15/16 | % Diff | | ss Serious Li | | Offences Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Des 44/4 | 5 Rec 15/16 | | | | senger Prope | arty Det Rate 14/15 | Dat Data 45/40 | Diff |
| Sector Cambridge | Rec 14/1 | 5 Rec 15 | 16 % Diff 25% | Det 14/15 | Det 15/16 | % Diff 100% | 25% | Det Rate 15/16 40% | Diff 15% | Cambridge | 29 | 19 | -34% | 10 | 4 | -60% | 34% | 21% | -13% | Cambridge | 38 | 36 | -5% | | 1 | 0% | 3% | 3% | 0% |
| Colchester | 12 | 9 | -25% | | 2 | -100% | 0 | 22% | 22% | Colchester | 42 | 46 | 10% | 11 | 6 | -45% | 26% | 13% | -13% | Colchester | 38 | 36 | -5% | 2 | 1 | -50% | 5% | 3% | -2% |
| Euston | 1 | 2 | 100% | 1 | | -100% | 100% | 0 | -100% | Euston | 17 | 19 | 12% | 6 | 3 | -50% | 35% | 16% 29% | -20% | Euston | 157 137 | 140 | -11% | | 7 | -67% 140% | 13% 4% | 5% 8% | -8% 5% |
| Kings Cross Liverpool Street | 13 | 12 | -63% | 4 | 1 4 | 0% | 13% | 33% | 21% | Kings Cross Liverpool Street | 35 | 34 92 | -3% | 9 | 10 | -42% | 33% | 12% | 4% | Kings Cross Liverpool Street | 137 | 146 | -5% | | 8 | 140% | 4% | 8% 6% | 1% |
| London Overground (North) | | 2 | 0% | 2 | 1 | -50% | 100% | 50% | -50% | London Overground (North) | 70 | 73 | 4% | 18 | 18 | 0% | 26% | 25% | -1% | London Overground (North) | 76 | 75 | -1% | | 1 | -67% | 4% | 1% | -3% |
| Marylebone | 2 | 5 | 150% | 1 | | -100% | 50% | 0 | -50% | Marylebone | 33 | 30 | -9% | 2 | | -50% | 6% | 3% | -3% | Marylebone | 29 | 32 | 10% | | 1 | 0% | 3% | 3% | -0% |
| Norwich Paddington | 9 | 4 | -56% | 2 | 3 | 50% -100% | 22% | 75% | 53% | Norwich Paddington | 25 40 | 16 | -36% -50% | 4 | 1 3 | -75% | 16% 23% | 6% 15% | -10% | Norwich Paddington | 27 | 23 | -15% | | 11 | -100% 175% | 0 | 0 | 0 |
| Southend | 12 | 14 | -43% | | 4 | -100% | 0 | 29% | 29% | Southend | 89 | 72 | -19% | 29 | 11 | -62% | 33% | 15% | -17% | Southend | 76 | 66 | -13% | | 1 | 0% | 1% | 2% | 0% |
| Stevenage | 5 | 2 | -60% | 1 | | -100% | 20% | 0 | -20% | Stevenage | 12 | 48 | 300% | 5 | 4 | -20% | 42% | 8% | -33% | Stevenage | 31 | 81 | 161% | | 2 | -100% | 0 | 2% | 2% |
| St Pancras Stratford | 4 | 4 | -75% | 1 | 1 | -100% | 25% 14% | 100% | -14% | St Pancras Stratford | 47 39 | 32 26 | -32% -33% | 7 | 4 4 | -43% -78% | 15% 46% | 13% | -2% -31% | St Pancras Stratford | 229 | 177 46 | -23% 15% | | 7 | -56% | 7% 5% | 4% 2% | -3% -3% |
| Stratford Total | 86 | 67 | | 1 | 18 | -100% 20% | 14% 17% | 27% | -14% 9% | Total | 39 536 | | -33% | | | -78% | 46% | 15% | -31% | Total | 40 | | | | | | 5% 5% | 2% 5% | -3% |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | le/ Cycle Offe | | | | | | | | | | ery Offence | | 1 | | | | | | | | | rty & Burglary | | |
| Sector | | 5 Rec 15 | | | | | | Det Rate 15/16 | | Sector | Rec 14/15 | Rec 15/16 | % Diff 0% | Det 14/1 | 5 Det 15/16 | % Diff 200% | Det Rate 14/15 100% | Det Rate 15/16 300% | Diff 200% | Sector Cambridge | Rec 14/15 | 5 Rec 15/16 | 5 % Diff | | 5 Det 15/16 | % Diff -100% | Det Rate 14/15 36% | 0 Det Rate 15/16 | Diff -36% |
| Cambridge Colchester | 145 | 41 | -72% | 12 | 3 47 | -75% 683% | 8% 4% | 7% | -1% 33% | Cambridge Colchester | 2 | 1 | -100% | 1 | 3 | -100% | 100% | 300% | 200% | Colchester | 11 | 11 | -55% 57% | | 1 | -100% | 36% | 0 9% | -36% 9% |
| Euston | 51 | 61 | 20% | 3 | 1 | -67% | 6% | 2% | -4% | Euston | 2 | | -100% | | | -100% | 0 | 0 | 0 | Euston | 124 | 58 | -53% | 70 | 17 | -76% | 56% | 29% | -27% |
| Kings Cross | 67 | 64 | -4% | 1 | 2 | 100% | 1% | 3% | 2% | Kings Cross | 2 | 3 | 50% -43% | 1 | - | -100% -86% | 50% 100% | 0 25% | -50% -75% | Kings Cross Liverpool Street | 55 81 | 89 | 62% -5% | | 41 29 | 105% | 36% 53% | 46% 38% | 10% -15% |
| Liverpool Street London Overground (North) | 96 | 97 | 1% | 5 | 13 | 160% -50% | 5% 5% | 13% 2% | -2% | Liverpool Street London Overground (North) | 7 | 4 | -43% 300% | 2 | + ' | -86% | 200% | 25% | -75% | Liverpool Street London Overground (North) | 81 | 16 | -5% | | 29 | -33% | 53% 11% | 38% | -15% |
| Marylebone | 23 | 28 | 22% | 4 | 4 | 0% | 17% | 14% | -3% | Marylebone | 2 | | -100% | 1 | | -100% | 50% | 0 | -50% | Marylebone | 15 | 6 | -60% | 7 | 3 | -57% | 47% | 50% | 3% |
| Norwich | 28 | 23 | -18% | 3 | | -100% | 11% | 0 | -11% | Norwich | 1 | - | -100% | - | | -100% | 0 | 0 | 0 | Norwich Reddination | 9 | 8 | -11% | | - | -100% | 78% | 0 | -78% |
| Paddington Southend | 78 | 68 | -13% | 16 24 | 3 | -81% -17% | 21% 14% | 4% | -16% | Paddington Southend | 3 | 2 | -33% 100% | 2 | 2 | -100% 0% | 67% 100% | 0 | -67% -50% | Paddington Southend | 42 | 22 | -48% 78% | | 5 | -62% -67% | 31% 33% | 23% 6% | -8% |
| Stevenage | 75 | 125 | 67% | 6 | 9 | 50% | 8% | 7% | -1% | Stevenage | | 2 | -100% | | 1 | -100% | 0 | 50% | 50% | Stevenage | 7 | 10 | 43% | | | -100% | 0 | 0 | 0 |
| St Pancras | 83 | 78 | -6% | 27 | 3 | -89% | 33% | 4% | -29% | St Pancras | 1 | 3 | 200% | | 1 | -100% | 0 | 33% | 33% | St Pancras | 167 | 205 | 23% | | 65 | -4% | 41% | 32% | -9% |
| Stratford Total | 36 | 40 | 11% -9% | 3 | 5 | 67% -1% | 8% 11% | 13% 12% | 4% | Stratford | 5 29 | 2 25 | -60% -14% | 16 | 8 | -100% -50% | 55% | 32% | 0 | Stratford Total | 10 | 7 530 | -30% | | 163 | -100% -32% | 20% 43% | 0 31% | -20% -12% |
| 1014 | 1001 | 004 | 570 | | 1 | 174 | 1176 | 1 12/2 | 1.74 | | | | | | | | | | | | | | | | | | | | |
| | | | | 09A S | erious Public | c Disorder Of | fences | | | | | | | 09B Les | is Serious Pu | blic Disord | er Offences | | | | | | | 1 | 0A Serious F | raud Offence | 5 | | |
| Sector | | 5 Rec 15 | | | Det 15/16 | | Det Rate 14/15 | | | Sector | | Rec 15/16 | | | | | Det Rate 14/15 | | | Sector | | 5 Rec 15/16 | | | 5 Det 15/16 | | Det Rate 14/15 | | Diff |
| Cambridge | 16 | 9 | -44% | 12 5 | 4 | -67% 120% | 75% 25% | 44% | -31% 9% | Cambridge Colchester | 50 39 | 20 40 | -60% 3% | 13 | 5 | -62% -8% | 26% | 25% 28% | -1% -3% | Euston Kings Cross | 2 | 4 | 100% -57% | | 1 | -50% | 100% | 25% 0 | -75% -14% |
| Colchester Euston | 33 | 35 | 6% | 20 | 14 | -30% | 61% | 40% | -21% | Euston | 64 | 72 | 13% | 48 | 22 | -54% | 75% | 31% | -44% | Liverpool Street | 4 | 5 | 25% | | 3 | 50% | 50% | 60% | 10% |
| Kings Cross | 26 | 33 | 27% | 14 | 11 | -21% | 54% | 33% | -21% | Kings Cross | 80 | 57 | -29% | 25 | | -12% | 31% | 39% | 7% | London Overground (North) | 4 | 1 | -75% | 3 | 1 | -67% | 75% | 100% | 25% |
| Liverpool Street | 47 | 62 | 32% | 19 | 18 | -5% | 40% | 29% | -11% | Liverpool Street London Overground (North) | 131 70 | 99 47 | -24% | 63 18 | 20 | -68% -56% | 48% | 20% | -28% -9% | Marylebone Norwich | 2 | 2 | -100% | | 2 | -100% | 0 | 100% | 100% |
| London Overground (North) Marylebone | 48 | 41 | -15% | 22 | 1 | -68% -86% | 46% 58% | 17% | -29% | Marylebone | 19 | 26 | 37% | 6 | 8 | 33% | 32% | 31% | -1% | Paddington | 3 | 6 | 100% | | + | -100% | 100% | 0 | -100% |
| Norwich | 9 | 13 | 44% | 6 | 7 | 17% | 67% | 54% | -13% | Norwich | 24 | 17 | -29% | 12 | 4 | -67% | 50% | 24% | -26% | Stevenage | | 3 | -100% | | | -100% | 0 | 0 | 0 |
| Paddington Southend | 43 | 31 40 | -28% | 27 | 13 | -52% 25% | 63% 29% | 42% | -21% -4% | Paddington Southend | 68 63 | 41 42 | -40% -33% | 23 | 11 | -52% -42% | 34% | 27% | -7% -2% | St Pancras Stratford | 26 | 20 | -23% -100% | | 13 | -41% | 85% | 65% 50% | -20% 50% |
| Stevenage | 10 | 40 | 90% | 3 | 8 | 167% | 30% | 42% | 12% | Stevenage | 34 | 42 | 21% | 9 | 8 | -42.76 | 26% | 20% | -2.% | Total | 48 | | | | | | 69% | 45% | -24% |
| St Pancras | 39 | 30 | -23% | 24 | 11 | -54% | 62% | 37% | -25% | St Pancras | 110 | 62 | -44% | 39 | | -23% | 35% | 48% | 13% | | | | | | | | | | |
| Stratford Total | 24 | 20 | -17% 5% | 5 | 6 | 20% | 21% 48% | 30% 32% | 9% -16% | Stratford Total | 60 812 | 32 596 | -47% -27% | 15 295 | | -67% -45% | 25% 36% | 16% 27% | -9% | | | | | | | | | | |
| 1014 | 000 | 0.4 | 0.0 | | | 0070 | 4070 | 02.0 | 10/4 | - Total | | 1 | | | 1 | | | | | I | | | | | | | | | |
| | | | | 10B | Less Seriou | is Fraud Offe | nces | | | | | | | | 11A Drug | Offences | | | | | | | | 1 | 2A Other Ser | rious Offence | s | | |
| Sector | | 5 Rec 15 | | | | | | Det Rate 15/16 | | Sector | | Rec 15/16 | | | | | | Det Rate 15/16 | | Sector | | | | | 5 Det 15/16 | | Det Rate 14/15 | | Diff |
| Cambridge Colchester | 7 | 11 | 57% | 4 | 2 | -50% | 14% | 18% | 4% -18% | Cambridge Colchester | 8 15 | 4 | -50% -60% | 8 | 3 | -63% -69% | 100% 87% | 75% | -25% -20% | Cambridge Colchester | 6 | 9 | 50% 75% | 3 | 1 | -100% 0% | 50% 25% | 0 14% | -50% -11% |
| Euston | 57 | 21 | -63% | 37 | 10 | -73% | 65% | 48% | -17% | Euston | 15 | 22 | 47% | 15 | 15 | 0% | 100% | 68% | -32% | Euston | 11 | 3 | -73% | | 3 | -25% | 36% | 100% | 64% |
| Kings Cross | 46 | 31 | -33% | 15 | 8 | -47% | 33% | 26% | -7% | Kings Cross | 8 | 23 | 188% | 10 | | -10% | 125% | 39% | -86% | Kings Cross Liverpool Street | 5 | 3 | -40% | | 1 | -75% | 80% | 33% | -47% |
| Liverpool Street London Overground (North) | 40 | 35 | -13% | 21 42 | 11 6 | -48% -86% | 53% | 31% 23% | -21% | Liverpool Street London Overground (North) | 31 | 16 | -48% -61% | 29 | 10 | -66% -78% | 94% 124% | 63% | -31% -56% | Liverpoor Street London Overground (North) | 9 | 16 | 78% | | 4 | -33% | 67% 25% | 25% 43% | -42% 18% |
| Marylebone | 17 | 5 | -71% | 7 | 1 | -86% | 41% | 20% | -21% | Marylebone | 3 | 5 | 67% | 3 | 4 | 33% | 100% | 80% | -20% | Marylebone | 2 | 3 | 50% | | | -100% | 0 | 0 | 0 |
| Norwich | 11 | 3 | -73% | 7 | 2 | -71% | 64% | 67% | 3% | Norwich | 4 | 4 | 0% | 3 | 4 | 33% | 75% 93% | 100% | 25% -18% | Norwich Paddington | 3 | 2 | -33% -25% | | | -100% -100% | 67% 50% | 0 | -67% -50% |
| Paddington Southend | 48 | 18 | -63% | 22 23 | 10 | -55% | 46% 47% | 56% 26% | -21% | Paddington Southend | 14 | 5 | -4.3% | | 3 | -54% | 93% | 60% | -18% | Southend | 7 | 11 | -25% | | 3 | -100% | 50% | 27% | -50% |
| Stevenage | 14 | 34 | 143% | 6 | 9 | 50% | 43% | 26% | -16% | Stevenage | 6 | 18 | 200% | 4 | | 300% | 67% | 89% | 22% | Stevenage | 4 | 11 | 175% | 1 | 4 | 300% | 25% | 36% | 11% |
| St Pancras | 84 | 50 | -40% | 27 | 12 | -56% | 32% | 24% | -8% | St Pancras | 15 12 | 17 | 13% -50% | 15 | 9 | -40% -50% | 100% 100% | 53% 100% | -47% | St Pancras Stratford | 14 | 11 | -21% | | 1 | -50% -100% | 14% 33% | 9% 0 | -5% |
| Stratford Total | 40 | 19 291 | -53% -39% | 27 239 | 8 | -70% -63% | 68% 50% | 42% | -25% -20% | Stratford Total | 12 | | | | | | 100% | 100% 67% | 0% -37% | Total | 3 88 | 89 | -100% | | 20 | | 33% 41% | 22% | -33% -18% |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | _ | - 1 | - | | | Serious Offe | | | | | | | | | | | | | | | | | | | | | | | |
| Sector Cambridge | Rec 14/1 48 | 5 Rec 15 | | | | | Det Rate 14/15 60% | Det Rate 15/16 29% | | | | | | | | | | | | | | | | | | | | | |
| Colchester | 48 | 52 | 102% | 29 24 | 28 | -3% -50% | 86% | 29% | -32% -63% | | | | | | | | | | | | | | | | | | | | |
| Euston | | 15 | -57% | 19 | 5 | -74% | 54% | 33% | -21% | | | | | | | | | | | | | | | | | | | | |
| | 35 | | | | | | | | -26% | | | | | | | | | | | | | | | | | | | | |
| Kings Cross | 28 | 10 | -64% | 10 | 1 | -90% | 36% | 10% | | | | | | | | | | | | | | | | | | | | | |
| Kings Cross Liverpool Street London Overground (North) | 28 76 | | -64% 66% | | | -90% 5% 7% | 36% 112% 82% | 10% 71% 76% | -20% -41% -6% | | | | | | | | | | | | | | | | | | | | |
| Liverpool Street London Overground (North) Marylebone | 28 76 33 11 | 10 126 38 8 | -64% 66% 15% -27% | 10 85 27 2 | 1 89 29 1 | 5% 7% -50% | 112% 82% 18% | 71% 76% 13% | -41% -6% -6% | | | | | | | | | | | | | | | | | | | | |
| Liverpool Street London Overground (North) Marylebone Norwich | 28 76 33 11 15 | 10 126 38 8 26 | -64% 66% 15% -27% 73% | 10 85 27 2 26 | 1 89 29 1 25 | 5% 7% -50% -4% | 112% 82% 18% 173% | 71% 76% 13% 96% | -41% -6% -6% -77% | | | | | | | | | | | | | | | | | | | | |
| Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend | 28 76 33 11 15 22 | 10 126 38 8 26 22 | -64% 66% 15% -27% 73% 0% | 10 85 27 2 | 1 89 29 1 | 5% 7% -50% -4% -50% | 112% 82% 18% | 71% 76% 13% 96% 27% | -41% -6% -6% -77% -27% | | | | | | | | | | | | | | | | | | | | |
| Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage | 28 76 33 11 15 22 22 22 19 | 10 126 38 8 26 22 27 33 | -64% 66% 15% -27% 73% 0% 23% 74% | 10 85 27 2 26 12 6 | 1 89 29 1 25 6 5 7 | 5% 7% -50% -4% -50% -17% -100% | 112% 82% 18% 173% 55% 27% 0 | 71% 76% 13% 96% 27% 19% 21% | -41% -6% -6% -77% -27% -9% 21% | | | | | | | | | | | | | | | | | | | | |
| Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage St Pancras | 28 76 33 11 15 22 22 22 19 49 | 10 126 38 8 26 22 27 33 40 | -64% 66% 15% -27% 73% 0% 23% 74% -18% | 10 85 27 2 26 12 6 26 26 | 1 89 29 1 25 6 5 7 22 | 5% 7% -50% -4% -50% -17% -100% -15% | 112% 82% 18% 173% 55% 27% 0 53% | 71% 76% 13% 96% 27% 19% 21% 55% | -41% -6% -6% -77% -27% -9% 21% 2% | | | | | | | | | | | | | | | | | | | | |
| Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage | 28 76 33 11 15 22 22 22 19 | 10 126 38 26 22 27 33 40 8 | -64% 66% 15% -27% 73% 0% 23% 74% -18% -43% | 10 85 27 2 26 12 6 26 26 4 | 1 89 29 1 25 6 5 7 22 3 | 5% 7% -50% -4% -50% -17% -100% -15% -25% | 112% 82% 18% 173% 55% 27% 0 | 71% 76% 13% 96% 27% 19% 21% | -41% -6% -6% -77% -27% -9% 21% | | | | | | | | | | | | | | | | | | | | |
| Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage St Pancras Stratford | 28 76 33 11 15 22 22 19 49 14 | 10 126 38 26 22 27 33 40 8 | -64% 66% 15% -27% 73% 0% 23% 74% -18% -43% | 10 85 27 2 26 12 6 26 26 4 | 1 89 29 1 25 6 5 7 22 | 5% 7% -50% -4% -50% -17% -100% -15% -25% | 112% 82% 18% 173% 55% 27% 0 53% 29% | 71% 76% 13% 96% 27% 19% 21% 55% 38% | -41% -6% -6% -77% -27% -9% 21% 2% 9% | | | | | | | | | | | | | | | | | | | | |
| Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage St Pancras Stratford | 28 76 33 11 15 22 22 19 49 14 400 | 10 126 38 8 26 22 27 33 40 8 502 | -64% 66% 15% -27% 73% 0% 23% 74% -18% -43% 26% | 10 85 27 2 26 12 6 26 4 270 | 1 89 29 1 25 6 5 7 22 3 233 otal Notifia | 5% 7% -50% -4% -50% -17% -100% -15% -25% -14% | 112% 82% 18% 173% 55% 27% 0 53% 29% 68% | 71% 76% 13% 96% 27% 19% 21% 55% 55% 38% 46% | -41% -6% -6% -77% -27% -9% 21% 2% 9% -21% | | | | | | tal Non-Noti | | | | 1 | | | | | | Total O | | | | 1 |
| Lverpool Street London Overground (North) Maryfebone Norwich Paddington Southand Stewangp Stratford Stratford Total Statford Statford | 28 76 33 111 15 22 22 19 49 14 400 Rec 14/1 | 10 126 38 8 22 27 33 40 8 5 Rec 15 | -64% 66% 15% -27% 73% 0% 23% 74% -18% -43% 26% | 10 85 27 2 26 12 6 26 4 270 26 4 270 | 1 89 29 1 25 6 5 7 22 3 233 otal Notifia | 5% 7% -50% -4% -50% -17% -100% -15% -25% -14% | 112% 82% 18% 173% 55% 27% 0 53% 29% 68% 88% 88 Det Rate 14/15 | 71% 76% 13% 96% 27% 19% 21% 55% 38% 46% | -41% -6% -6% -77% -27% -9% 21% 2% 9% -21% Diff | Sector Cambridge | | | | Det 14/15 | 5 Det 15/16 | % Ditt | Det Rate 14/15 | Det Rate 15/16 27% | | | | | | | Det 15/16 | % Diff | Det Rate 14/15 | | |
| Liverpool Street London Overground (North) Manylebone Norwich Paddington Southend Stevenage St Pancras Stratford Total | 28 76 33 11 15 22 22 19 49 14 400 | 10 126 38 8 26 22 27 33 40 8 502 | -64% 66% 15% -27% 73% 0% 23% 74% -18% -43% 26% | 10 85 27 2 26 12 6 26 4 270 | 1 89 29 1 25 6 5 7 22 3 233 otal Notifia | 5% 7% -50% -4% -50% -17% -100% -15% -25% -14% | 112% 82% 18% 173% 55% 27% 0 53% 29% 68% | 71% 76% 13% 96% 27% 19% 21% 55% 55% 38% 46% | -41% -6% -6% -77% -27% -9% 21% 2% 9% -21% | Sector Cambridge Colchester | Rec 14/15 134 120 | Rec 15/16 147 149 | % Ditt 10% 24% | | | | | Det Nate 15/16 27% 21% | -13% | Cambridge | 403 | 297 | -26% | 123 | Det 15/16 74 | % Diff 1 -40% | 31% | 25% | -5.6% |
| Lverpool Street Londron Overground (North) Marylebone Norwich Paddington Southend Stevenage St Panoras Stratford Total Cambridge Colchester Euston Euston | 28 76 33 11 15 22 22 19 49 14 400 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | 10 126 38 8 26 22 27 33 40 8 502 5 5 Rec 15 150 | -64% 66% -27% 73% 0% 23% 0% -27% 74% -18% -43% 26% -18% -44% -44% -44% -7% | 10 85 27 2 26 12 6 4 26 4 270 26 4 270 | 1 89 29 1 25 6 5 7 22 3 233 0tal Notifia 5 Det 15/16 35 | 5% 7% -50% -4% -50% -17% -100% -15% -25% -14% -14% -14% -50% -50% | 112% 82% 173% 173% 55% 27% 0 53% 29% 68% 173% 55% 29% 68% 17% 37% | 71% 76% 13% 96% 27% 19% 21% 55% 55% 38% 46% | -41% -8% -8% -27% -27% -21% 21% 21% 21% -21% -21% -21% -3% 13% -15% | Cambridge Colchester Euston | 134 | 147 | 10% 24% -27% | Det 14/15 53 | 5 Det 15/16 39 31 | % Diff -26% -39% -64% | Det Rate 14/15 40% 43% 64% | 27% 21% 31% | -13% -22% -32% | Cambridge Colchester Euston | | | | | Det 15/16 74 | % Diff | | | |
| Liverpool Street London Overground North) Marylebone Norwich Paddington Southend Stevenage Stratford Total Stratford Stratford Canbhidge Colchester Euston Heathrow Express | 28 76 33 11 15 22 22 19 49 49 449 449 440 8 8 8 6 269 326 508 | 10 126 38 26 22 27 33 40 8 5 75 150 302 423 | -64% 66% 15% -27% 73% 0% 23% 74% 23% 74% 23% 24% 6 % Dff -44% -4% -17% -17% -10% | 10 85 27 2 26 12 6 26 4 270 26 4 270 70 54 186 | 1 89 29 1 25 6 5 7 22 3 233 otal Notifia Det 15/16 35 90 93 | 5% 7% -50% -4% -50% -17% -10% -15% -15% -15% -15% -15% -15% -25% -14% -14% -50% 67% -50% -50% -10% | 112% 82% 18% 173% 55% 27% 0 53% 29% 68% 85 Det Rate 14/15 26% 17% 37% 0 | 71% 76% 13% 96% 27% 19% 21% 55% 38% 46% Det Rate 15/16 23% 30% 22% 0 | -41% -8% -6% -27% -27% -9% 21% 2% 9% -21% -21% -21% -3% 13% 13% 0 | Cambridge Colchester Euston Heathrow Express | 134 120 173 | 147 149 127 | 10% 24% -27% -100% | Det 14/15 53 51 110 | 5 Det 15/16 39 31 40 | % Diff -26% -39% -64% -100% | Det Rate 14/15 40% 43% 64% 0 | 27% 21% 31% 0 | -13% -22% -32% 0 | Cambridge Colchester Euston Heathrow Express | 403 446 681 | 297 451 550 | -26% 1% -19% -100% | 123 105 296 | Det 15/16 74 121 133 | % Diff -40% 15% -55% -100% | 31% 24% 43% 0 | 25% 27% 24% 0 | -5.6% 3.3% -19.3% 0 |
| Lverpool Street Londron Overground (North) Marylebone Norwich Paddington Southend Stevenage St Panoras Stratford Total Cambridge Colchester Euston Euston | 28 76 33 11 15 22 22 19 49 14 400 8 8 8 8 8 14 14 269 326 | 10 126 38 8 26 22 27 33 40 8 502 5 5 Rec 15 150 302 | -64% 66% 15% -27% 73% 0% 23% 74% -23% 23% 74% -43% 26% 16 % Diff -44% -7% -17% -10% | 10 85 27 2 26 12 6 26 4 270 70 70 54 | 1 89 29 1 25 6 5 7 22 3 233 233 otal Notifia 90 | 5% 7% -50% -4% -50% -17% -100% -15% -25% -14% -14% -14% -50% -50% | 112% 82% 173% 173% 55% 27% 0 53% 29% 68% 173% 52% 17% 37% | 71% 76% 13% 96% 27% 19% 21% 55% 55% 38% 46% | -41% -8% -8% -27% -27% -21% 21% 21% 21% -21% -21% -21% -21% - | Cambridge Colchester Euston | 134 120 | 147 149 | 10% 24% -27% | Det 14/15 53 51 | 5 Det 15/16 39 31 40 | % Diff -26% -39% -64% | Det Rate 14/15 40% 43% 64% | 27% 21% 31% | -13% -22% -32% 0 | Cambridge Colchester Euston | 403 446 681 592 | 297 451 550 605 | -26% 1% -19% -100% 2% | 123 105 296 | Det 15/16 74 121 133 140 | % Diff -40% 15% -55% | 31% 24% 43% | 25% 27% 24% 0 23% | -5.6% 3.3% -19.3% |
| Lverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage St Pancras Strand Total Sector Canbridge Colchester Euston Heathrow Express Liverpool Street | 28 76 33 11 15 22 22 19 49 14 400 80 269 326 508 326 508 | 10 126 38 8 26 27 33 40 8 5 150 302 423 473 | -64% 66% 15% -27% 73% 0% 23% 74% -48% -43% 26% -18% -43% -44% -7% -17% 17% | 10 85 27 2 26 12 6 4 26 4 270 26 4 270 70 54 186 90 | 1 89 29 1 25 6 5 7 22 3 3 233 otal Notifia 90 93 99 | 5% 7% -50% -4% -50% -17% -10% -15% -15% -15% -15% -25% -14% 67% 67% -50% -50% -100% | 112% 82% 18% 173% 55% 27% 0 53% 29% 68% 68% 58% 58% 26% 17% 33% 0 0 22% | 71% 76% 13% 96% 21% 21% 55% 38% 46% Det Rate 15/16 23% 30% 22% 0 0 | -41% -6% -6% -27% -27% -27% -27% -2% -9% -2% -9% -2% -9% -21% -3% 13% -15% 0 -1% | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) | 134 120 173 189 305 228 | 147 149 127 132 352 184 | 10% 24% -27% -100% -30% 15% -19% | Det 14/15 53 51 110 59 188 105 | 5 Det 15/16 39 31 40 41 131 61 | % Diff -26% -39% -64% -100% -31% -30% -42% | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% | 27% 21% 31% 0 31% 37% 33% | -13% -22% -32% 0 -0% -24% -13% | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) | 403 446 681 592 962 610 | 297 451 550 605 998 539 | -26% 1% -19% -100% 2% 4% -12% | 123 105 296 149 394 257 | Det 15/16 74 121 133 140 271 122 | % Diff -40% 15% -55% -100% -6% -31% -53% | 31% 24% 43% 0 25% 41% 42% | 25% 27% 24% 0 23% 27% 23% | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -19.5% |
| Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage Stratford Stratford Total Stationd Stratford Canbhidge Colchester Euston Heatfrow Express Kings Cross Liverpool Street London Overground (North) | 28 76 33 11 15 22 22 19 49 14 400 80 269 326 508 326 508 | 10 126 38 8 26 27 33 40 8 5 Rec 15: 150 302 423 473 646 | -64% 66% 15% -27% 73% -23% -23% -43% -43% -43% -44% -7% -10% 17% -10% -7% | 10 85 27 2 26 12 6 4 26 4 270 26 4 270 70 54 186 90 206 | 1 89 29 1 6 5 5 7 22 3 233 0tal Notifia Det 15/16 35 90 93 90 93 140 61 | 5% 7% -50% -4% -59% -17% -100% -15% -25% -14% -14% -50% -50% -50% -50% -100% -100% -100% -100% -32% | 112% 82% 18% 173% 55% 27% 0 53% 22% 53% 29% 68% Det Rate 14/15 22% 37% 0 22% 31% | 71% 76% 13% 96% 27% 19% 19% 46% 46% 46% 23% 0 0 21% 23% 0 0 21% | -41% -6% -6% -77% -27% -27% -27% 21% 21% 21% 21% -21% -3% 13% -15% 0 1-1% -10% | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Marylebone | 134 120 173 189 305 228 80 | 147 149 127 132 352 184 69 | 10% 24% -27% -100% -30% 15% -19% -14% | Det 14/15 53 51 110 59 188 105 17 | 5 Det 15/16 39 31 40 41 131 61 11 | % Diff -26% -39% -64% -100% -31% -30% -42% -35% | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% 21% | 27% 21% 31% 0 31% 37% 33% 16% | -13% -22% -32% 0 -0% -24% -13% -5% | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Marylebone | 403 446 681 592 962 610 199 | 297 451 550 605 998 539 198 | -26% 1% -19% -100% 2% 4% -12% -1% | 123 105 296 149 394 257 52 | Det 15/16 74 121 133 140 271 122 31 | % Diff -40% 15% -55% -100% -6% -31% -53% -40% | 31% 24% 43% 0 25% 41% 42% 26% | 25% 27% 24% 0 23% 27% 23% 16% | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -19.5% -10.5% |
| Liverpol Street London Overground (North) Marylebone Norwich Paddington Southend Streatford Stratford Total Stratford Canbridge Colohester Euton Heathrow Express Kings Cross Liverpool Street London Overground (North) Marylebone Norwich | 28 76 33 11 15 22 22 19 49 14 40 8 8 8 6 508 400 328 508 400 328 508 403 3657 403 8657 1382 | 10 126 38 8 22 27 33 40 8 5 150 302 423 473 646 355 129 9 | -64% -66% 15% -27% -27% -27% -23% -43% -43% -44% -44% -44% -44% -10% -10% -17% -2% -7% -3% -3% -17% -2% -17% -2% -2% -2% -2% -2% -2% -2% -2 | 10 85 27 2 6 6 4 226 4 226 4 226 4 226 4 226 4 270 70 54 186 90 206 152 35 32 | 1 89 29 1 25 6 5 7 22 3 233 0tal Notifia 90 93 99 140 61 20 18 | 5% 7% -50% -50% -17% -10% -15% -25% -25% -14% bble Offence % 50% -50% -50% -50% -32% -60% -43% | 112% 82% 18% 173% 27% 27% 68% 68% 8 Det Ran 1475 28% 0 0 22% 27% | 71% 76% 13% 96% 27% 19% 27% 46% 46% 46% 23% 46% 23% 23% 23% 23% 23% 23% 23% 19% 19% 19% 19% | -41% -6% -6% -77% -27% -27% -27% 21% 21% 22% 9% -21% -21% -3% 13% -15% 0 -1% -10% -23% | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Marylebone Norwich | 134 120 173 189 305 228 80 75 | 147 149 127 132 352 184 69 62 | 10% 24% -27% -100% -30% 15% -19% -14% -17% | Det 14/15 53 51 110 59 188 105 17 49 | 5 Det 15/16 39 31 40 41 131 61 11 32 | % Diff -26% -39% -64% -100% -31% -30% -42% -35% -35% | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% 21% 65% | 27% 21% 31% 0 31% 33% 33% 16% 52% | -13% -22% -32% 0 -0% -24% -13% -5% -14% | Cambridge Coichester Euston Heathrow Express Kings Cross Liverpol Street London Overground (North) Marylebone Norwich | 403 446 681 592 962 610 199 194 | 297 451 550 605 998 539 198 160 | -26% 1% -19% -100% 2% 4% -12% -1% -1% | 123 105 296 149 394 257 52 81 | Det 15/16 74 121 133 140 271 122 31 50 | % Diff -40% -40% 15% -55% - -100% -6% -6% - -53% - -40% - -31% - -33% - | 31% 24% 43% 0 25% 41% 42% 26% 42% | 25% 27% 24% 0 23% 27% 23% 23% 16% 31% | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -19.5% -10.5% -10.5% |
| Lverpool Street Londron Overground (North) Marylebone Norwich Southend Southend Southend Streenage St Panoras Stratord Total Cambridge Colchester Eustion Gambridge Lverpool Street Lverpool Street Londron Overground (North) Marylebone Norwich Paddingtion | 28 76 33 11 15 22 22 22 19 49 49 40 400 8657 403 657 1 326 508 403 403 403 119 119 | 10 126 38 8 22 27 33 400 8 5 150 302 423 4473 646 355 129 98 400 | -64% 66% -27% -27% -27% -27% -23% -44% -44% -44% -7% -7% -7% -7% -7% -7% -7% -10% -17% -2% -7% -3% -3% -3% -3% -3% -3% -3% -3 | 10 85 27 2 2 6 4 26 4 270 26 4 270 206 14/15 70 54 186 90 206 152 35 32 32 119 | 1 1 89 29 1 1 5 6 5 7 22 3 3 233 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 5% 7% -50% -50% -17% -10% -17% -17% -17% -15% -25% -14% -25% -14% -25% -50% -50% -50% -50% -60% -43% -44% -42% | 112% 82% 18% 173% 27% 27% 23% 29% 29% 53% 68% 86% 86% 86% 17% 37% 37% 37% 37% 37% 30% 22% 31% 31% 22% 22% | 715. 78%. 13%. 96%. 27%. 27%. 27%. 30%. 46%. 46%. 46%. 22%. 22%. 22%. 22%. 10%. 16%. 16%. | -41% -6% -6% -77% -27% -27% -21% 21% 21% 21% -21% -21% -21% -21% - | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Marylebone | 134 120 173 189 305 228 80 | 147 149 127 132 352 184 69 | 10% 24% -27% -100% -30% 15% -19% -14% | Det 14/15 53 51 110 59 188 105 17 | 5 Det 15/16 39 31 40 41 131 61 11 | % Diff -26% -39% -64% -100% -31% -30% -42% -35% | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% 21% | 27% 21% 31% 0 31% 37% 33% 16% | -13% -22% -32% 0 -0% -24% -13% -5% -14% | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Marylebone | 403 446 681 592 962 610 199 | 297 451 550 605 998 539 198 | -26% 1% -19% -100% 2% 4% -12% -1% | 123 105 296 149 394 257 52 81 | Det 15/16 74 121 133 140 271 122 31 50 99 | % Diff -40% 15% -55% -100% -6% -31% -53% -40% | 31% 24% 43% 0 25% 41% 42% 26% | 25% 27% 24% 0 23% 27% 23% 16% | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -19.5% -10.5% |
| Liverpol Street London Overground (North) Marylebone Norwich Norwich Southend Southend Streatord Stratford Total Stratford Canbridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend | 28 76 33 11 15 22 22 19 49 14 40 8 8 8 6 508 400 328 508 400 328 508 403 3657 403 8657 1382 | 10 126 38 8 22 27 33 40 8 5 150 302 423 473 646 355 129 9 | -64% -64% -65% -27% -27% -27% -27% -7% -48% -48% -44% -44% -44% -44% -17% -7% -7% -7% -7% -7% -7% -7% - | 10 85 27 2 6 6 4 226 4 226 4 226 4 226 4 226 4 270 70 54 186 90 206 152 35 32 | 1 89 29 1 25 6 5 7 22 3 233 0tal Notifia 90 93 99 140 61 20 18 | 5% 7% -50% -50% -17% -10% -15% -25% -25% -14% bble Offence % 50% -50% -50% -50% -32% -60% -43% | 112% 82% 18% 173% 27% 27% 68% 68% 8 Det Ran 1475 28% 0 0 22% 27% | 71% 76% 13% 96% 27% 19% 27% 46% 46% 46% 23% 46% 23% 23% 23% 23% 23% 23% 23% 19% 19% 19% 19% | -41% -6% -6% -77% -27% -27% -21% -21% -21% -21% -21% -21% -21% -3% -3% -3% -15% -0 -1% -10% -23% -23% | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Maryfebone Norwich Paddington Southend Stevenage | 134 120 173 189 305 228 80 75 178 223 79 | 147 149 127 132 352 184 69 62 101 168 156 | 10% 24% -27% -100% -30% 15% -19% -14% -17% -43% -25% 97% | Det 14/15 53 51 110 59 188 105 17 49 66 70 20 | 5 Det 15/16 39 31 40 41 131 61 11 32 30 30 28 | % Diff -26% -39% -64% -100% -31% -30% -42% -42% -35% -55% -55% -57% 40% | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% 21% 65% 37% 31% 25% | 27% 21% 31% 0 33% 33% 16% 52% 30% 18% 18% | -13% -22% -32% 0 -0% -24% -13% -5% -14% -7% -14% -7% | Cambridge Colchester Euston Healthrow Express Kings Cross Liverpool Street London Overground (North) Maryfebone Norwich Paddington Southend Stevenage | 403 446 681 592 962 610 199 194 640 660 248 | 297 451 550 605 998 539 198 160 505 613 504 | -26% 1% -19% -100% 2% 4% -12% -1% -1% -18% -21% -7% 103% | 123 105 296 149 394 257 52 81 185 170 38 | Det 15/16 74 121 133 140 271 122 31 50 99 104 98 | % Diff -40% 15% -55% -00% -8% -31% -33% -40% -38% -39% 158% | 31% 24% 43% 0 25% 41% 42% 26% 42% 26% 26% 15% | 25% 27% 24% 0 23% 23% 23% 16% 31% 20% 17% 19% | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -10.5% -10.5% -10.5% -9.3% -8.8% 4.1% |
| Lverpool Street Londron Overground (North) Marylebone Norwich Southend Southend Southend Streenage St Panoras Stratord Total Cambridge Colchester Eustion Gambridge Lverpool Street Lverpool Street Londron Overground (North) Marylebone Norwich Paddingtion | 28 76 33 11 15 22 19 49 40 14 400 8 8 8 6 508 508 508 508 403 326 508 508 10 8 508 10 119 119 403 119 403 | 10 126 338 26 227 33 40 8 5 150 302 423 443 646 355 129 98 404 445 | -64% -64% -65% -27% -27% -27% -27% -7% -48% -48% -44% -44% -44% -44% -17% -7% -7% -7% -7% -7% -7% -7% - | 10 85 27 2 6 26 4 270 26 4 270 1 1 1 1 1 1 1 1 1 1 | 1 1 89 29 1 1 25 6 5 7 22 3 233 233 0tal Notifia 0 90 93 90 90 140 61 20 18 69 74 | 5% 7% -50% -50% -17% -10% -17% -10% -15% -25% -14% -25% -50% -50% -50% -50% -50% -10% -32% -60% -43% -44% -42% -42% | 112% 82% 11% 17% 17% 27% 0 53% 28% 68% 68% 68% 0 7% 28% 28% 17% 31% 40% 22% 22% 22% 22% | 71% 78% 13% 96% 27% 19% 27% 19% 27% 19% 30% 30% 23% 46% 0 0 23% 23% 17% 16% 17% | -41% -6% -6% -77% -27% -27% -21% 21% 21% 21% 21% -3% -3% -3% -3% -3% -1% -1% -1% -1% -23% -23% -23% -23% -23% -23% -23% -23 | Cambridge Colchester Healthrow Express Kings Cross Liverpool Street London Overground (North) Marylebone Norwich Paddington Southand Stevenage St Pancras | 134 120 173 189 305 228 80 75 178 223 79 290 | 147 149 127 132 352 184 69 62 101 168 156 184 | 10% 24% -27% -100% -30% 15% -19% -14% -17% -43% -25% 97% -37% | Det 14/15 53 51 110 59 188 105 17 49 66 66 70 20 99 | 5 Det 15/16 39 31 40 41 131 61 11 32 30 30 28 68 | % Diff -26% -39% -64% -100% -31% -30% -42% -35% -35% -35% -35% -55% -55% -55% -55 | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% 21% 65% 37% 31% 31% 25% 34% | 27% 21% 31% 0 33% 33% 10% 52% 30% 18% 18% 18% | -13% -22% -32% 0 -0% -24% -13% -5% -14% -7% -14% -7% 3% | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage St Pancras | 403 446 681 592 962 610 199 194 640 660 248 1000 | 297 451 550 605 998 539 198 160 505 613 504 863 | -26% 1% -19% -100% 2% 4% -12% -1% -1% -18% -21% -7% 103% -14% | 123 105 296 149 394 257 52 81 185 170 38 334 | Det 15/16 74 121 133 140 271 122 31 50 99 104 98 229 | % Diff -40% 15% -55% -00% -8% -31% -53% -40% -38% -40% -38% -39% 158% -31% | 31% 24% 43% 0 25% 41% 26% 42% 26% 42% 29% 26% 33% | 25% 27% 24% 0 23% 23% 16% 31% 20% 17% 19% 27% | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -19.5% -10.5% -10.5% -0.5% -8.8% 4.1% -6.9% |
| Liverpool Street London Overground North) Marylebone Norwich Paddington Southend Southend Southend Street Stratford Streter Euton Heathrow Express Kngs Cross Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage St Panoras Stratford | 28 76 33 11 15 22 22 19 49 14 400 | 10 126 338 8 22 27 33 400 8 5 75 1500 1500 302 423 423 423 129 98 404 445 348 | | 10 85 27 2 6 12 26 4 270 70 T Det 14/15 70 54 54 186 90 206 152 35 32 119 100 18 | 1 1 8 9 29 1 1 25 6 5 7 22 3 3 233 0 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 5% 7% -50% -4% -17% -10% -17% -25% -17% -50% -7% -50% -7% -50% -7% -50% -67% -50% -100% -100% -10% -32% -43% -43% -43% -43% -33% -43% -33% -43% -33% -3 | 112% 12% 12% 15% 55% 55% 27% 20% 20% 66% 66% 17% 37% 0 22% 37% 0 22% 37% 0 22% 22% 22% 22% 22% 22% 22% | 71% 78% 13% 27% 27% 27% 27% 27% 30% 22% 30% 23% 22% 0 23% 22% 0 21% 22% 16% 16% 16% 17% 17% 22% | -41% -6% -6% -77% -9% -2% -2% -2% -2% -2% -2% -2% -2% -2% -2 | Cambridge Colchester Euston Heathrow Express Kings Cross Liverpool Street London Overground (North) Maryfebone Norwich Paddington Southend Stevenage | 134 120 173 189 305 228 80 75 178 223 79 | 147 149 127 132 352 184 69 62 101 168 156 | 10% 24% -27% -100% -30% 15% -19% -14% -17% -43% -25% 97% | Det 14/15 53 51 110 59 188 105 17 49 66 70 20 | 5 Det 15/16 39 31 40 41 131 61 11 32 30 30 28 | % Diff -26% -39% -64% -100% -31% -30% -42% -42% -35% -55% -55% -57% 40% | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% 21% 65% 37% 31% 25% | 27% 21% 31% 0 33% 33% 16% 52% 30% 18% 18% | -13% -22% -32% 0 -0% -24% -13% -5% -14% -7% -14% -7% -7% -3% -7% 3% -18% | Cambridge Colchester Euston Healthrow Express Kings Cross Liverpool Street London Overground (North) Maryfebone Norwich Paddington Southend Stevenage | 403 446 681 592 962 610 199 194 640 660 248 | 297 451 550 605 998 539 198 160 505 613 504 | -26% 1% -19% -100% 2% 4% -12% -1% -1% -18% -21% -7% 103% | 123 105 296 149 334 257 52 81 185 170 38 334 334 105 | Det 15/16 74 121 133 140 271 122 31 50 99 104 98 | % Diff -40% 15% -55% -00% -8% -31% -33% -40% -38% -39% 158% | 31% 24% 43% 0 25% 41% 42% 26% 42% 26% 26% 15% | 25% 27% 24% 0 23% 23% 23% 16% 31% 20% 17% 19% | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -10.5% -10.5% -10.5% -9.3% -8.8% 4.1% |
| Lverpool Street London Overground (North) Marylebone Norwich Stevenage Stratford Stratford Stratford Cambridge Colchester Cochester Euston Heathrow Express Liverpool Street London Overground (North) Marylebone Norwich Pastdington Southend Stevenage Stratford Stratfo | 28 76 1 111 15 22 22 22 24 9 49 400 8ec14/1 657 119 462 119 462 119 462 710 728 | 100 1266 38 8 8 222 27 27 27 33 30 222 27 27 27 27 27 27 27 27 2 | -64% -66% -27% -27% -27% -27% -23% -43% -43% -43% -43% -44% -44% -7% -10% -17% -10% -10% | 100 85 27 2 26 12 12 6 4 270 270 270 54 70 54 105 105 105 105 105 105 105 105 105 105 | 1 1 88 89 29 1 25 6 5 7 22 3 233 0tal Notifia Det 15/16 35 90 93 99 140 61 20 18 69 74 74 74 74 74 74 74 | 5% 7% -50% -4% -10% -15% -15% -25% -15% -25% -15% -25% -25% -25% -25% -25% -25% -25% -2 | 112% 25% 15% 27% 0 55% 55% 27% 68% 68% 68% 58% 28% 28% 28% 28% 28% 22% 31% 40% 22% 22% 22% 22% 22% 22% 22% 22% 22% 2 | 71% 78% 13% 96% 27% 19% 27% 19% 55% 38% 46% 46% 23% 23% 23% 23% 23% 23% 17% 19% 19% 19% 19% 19% 19% 10% 20% 22% | -41%, -6%, -6%, -77%, -9%, -2%, -9%, -2%, -9%, -2%, -9%, -2%, -3%, -1%, -1%, -1%, -1%, -1%, -1%, -1%, -1 | Cambridge Colchester Euston Heathrow Express Kinge Cross Liverpool Street London Overground (North) Marytekone Norwich Paddington Southend Streamage Stiverpage Streamage Streamage | 134 120 173 189 305 228 80 75 178 223 79 290 | 147 149 127 132 352 184 69 62 101 168 156 184 85 | 10% 24% -27% -100% -30% 15% -19% -14% -17% -43% 97% -25% 97% -37% -37% -44% | Det 14/15 53 51 110 59 188 105 17 49 66 70 20 99 64 | 5 Det 15/16 39 31 40 41 131 61 11 32 30 30 28 68 20 | % Diff -26% -39% -64% -100% -31% -31% -31% -33% -35% -55% -55% -55% -55% -55% -55 | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% 21% 65% 33% 31% 25% 34% 42% | 27% 21% 31% 0 33% 33% 16% 52% 30% 18% 18% 18% 24% | -13% -22% -32% 0 -0% -24% -13% -5% -14% -7% -14% -7% -7% -3% -7% 3% -18% | Cambridge Calchester Euston Heattrov Epress Kings Cross Lurepool Street London Overgound (North) Marylebone Norwich Paddington Southernd Stevenage St Paincras Strafford | 403 446 681 592 962 610 199 194 640 660 248 1000 | 297 451 550 998 539 198 160 505 613 504 863 309 | -26% 1% -19% -100% 2% 4% -12% -1% -18% -21% -21% -18% -14% -19% -14% -19% -100% | 123 105 296 149 394 257 52 81 185 170 38 334 105 | Det 15/16 74 121 133 140 271 122 31 50 99 104 98 229 54 | % Diff -40% 15% -55% -100% -8% -31% -53% -40% -38% -46% -39% 158% -46% -39% -46% -31% -49% | 31% 24% 43% 0 25% 41% 42% 28% 29% 29% 28% 15% 33% 28% | 25% 27% 24% 0 23% 23% 23% 31% 20% 17% 19% 27% 17% | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -19.5% -10.5% -10.5% -10.5% -3.3% -8.8% -4.1% -6.9% -10.1% |
| Liverpool Street London Overground North) Marylebone Norwich Paddington Southend Southend Southend Street Stratford Streter Euton Heathrow Express Kngs Cross Liverpool Street London Overground (North) Marylebone Norwich Paddington Southend Stevenage St Panoras Stratford | 28 76 33 11 15 22 19 49 14 400 269 326 508 508 508 508 508 508 508 508 508 508 | 100 1266 38 8 8 222 27 27 27 33 30 222 27 27 27 27 27 27 27 27 2 | -64% -66% -27% -27% -27% -27% -23% -43% -43% -43% -43% -44% -44% -7% -10% -17% -10% -10% | 10 85 27 2 26 4 270 28 4 270 28 4 270 70 54 186 90 206 152 35 32 35 32 119 100 18 28 12 12 12 12 12 12 12 12 12 12 | 1 1 88 89 29 1 25 6 5 7 22 3 233 0tal Notifia Det 15/16 35 90 93 99 140 61 20 18 69 74 74 74 74 74 74 74 | 5% 7% -50% -4% -10% -15% -15% -25% -15% -25% -15% -25% -25% -25% -25% -25% -25% -25% -2 | 112% 12% 12% 15% 55% 55% 27% 20% 20% 66% 66% 17% 37% 0 22% 37% 0 22% 37% 0 22% 22% 22% 22% 22% 22% 22% | 71% 78% 13% 27% 27% 27% 27% 27% 30% 22% 30% 23% 22% 0 23% 22% 0 21% 22% 16% 16% 16% 17% 17% 22% | -41% -6% -6% -77% -9% -2% -2% -2% -2% -2% -2% -2% -2% -2% -2 | Cambridge Colchester Euston Heathron Express Kings Cross Luespool Street Landon Overground (North) Marylebon Norwich Paddington Solumend Steverage Stratford Stratford Stratford | 134 120 173 189 305 228 80 75 178 223 79 290 153 | 147 149 127 132 352 184 69 62 101 168 156 184 85 | 10% 24% -27% -30% 15% -19% -14% -17% -43% -25% 97% -37% -37% -44% -44% -100% | Det 14/15 53 51 110 59 188 105 17 49 66 70 20 99 64 | 5 Det 15/16 39 31 40 41 131 61 11 32 30 30 28 68 68 68 | % Diff -26% -39% -64% -64% -31% -31% -30% -42% -35% -55% -55% -55% -55% -55% -55% -55% -55% -55% -64% | Det Rate 14/15 40% 43% 64% 0 31% 62% 46% 21% 65% 37% 33% 33% 33% 34% 42% 0 0 | 27% 21% 31% 31% 33% 33% 16% 52% 30% 18% 18% 18% 24% 0 | -13% -22% -32% 0 -0% -24% -13% -5% -14% -7% -14% -7% -14% -7% -14% 0 | Cambridge Ochbester Euston Heathone Dyseas Kings Coost Unerpool Streat Landon Overgeound (North) Manylebone Norwich Paddington Southend Stevenage Strafford Strafford Strafford | 403 446 681 592 962 610 199 194 640 640 248 1000 381 | 297 451 550 998 539 198 160 505 613 504 863 309 | -26% 1% -19% -100% 2% 4% -12% -1% -18% -21% -21% -18% -14% -19% -14% -19% -100% | 123 105 296 149 394 257 52 81 185 170 38 334 105 | Det 15/16 74 121 133 140 271 122 31 50 99 104 98 229 54 | % Diff -40% 15% -55% -100% -6% -31% -40% -38% -40% -38% -40% -38% -40% -38% -40% -39% 158% -31% -49% -31% -40% | 31% 24% 43% 0 25% 41% 42% 26% 42% 26% 42% 26% 26% 15% 33% 35% 28% 0 | 25% 27% 24% 0 23% 23% 16% 31% 20% 17% 19% 27% 19% 0 | -5.6% 3.3% -19.3% 0 -2.0% -13.8% -19.5% -10.5% -0.5% -9.3% -8.8% 4.1% -6.9% 0 |

| Midlands (Sub Disivison) Data from | 1 01 April 2015 00:00 t | o 30 September 2015 | 23:59:59 |
|------------------------------------|-------------------------|---------------------|----------|
|------------------------------------|-------------------------|---------------------|----------|

| | | | | 01A | Violence Ag | ainst the F | erson | | | 1 | | | | | 02A Sexua | al Offences | | | | | | | | 03A Crim | inal Damag | e/ Malicious | Mischief | | |
|---|------------------------------|------------------------------|---|----------------------------|---|---|---------------------------------|---|--|---|---|----------------------------------|---|---------------------------|--|--|---|--|--|---|---|---|---|---------------------------------|--------------|--|------------------------------|-------------------------------------|--|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Birmingham | 135 | 127 | -6% | 58 | 31 | -47% | 43% | 24% | -19% | Birmingham | 14 | 27 | 93% | 1 | 5 | -100% | 0 | 19% | 19% | Birmingham | 68 | 78 | 15% | 4 | 3 | -25% | 6% | 4% | -2% |
| Coventry | 22 | 27 | 23% | 9 | 11 | 22% | 41% | 41% | -0% | Coventry | 1 | 5 | 400% | 1 | 2 | 100% | 100% | 40% | -60% | Coventry | 23 | 20 | -13% | 5 | 4 | -20% | 22% | 20% | -2% |
| Derby | 9 | 18 | 100% | 2 | 6 | 200% | 22% | 33% | 11% | Derby | 2 | 4 | 100% | | 1 | -100% | 0 | 25% | 25% | Derby | 4 | 8 | 100% | 1 | 2 | 100% | 25% | 25% | 0% |
| Leicester | 16 | 17 | 6% | 13 | 15 | 15% | 81% | 88% | 7% | Leicester | 6 | 1 | -83% | 3 | 1 | -67% | 50% | 100% | 50% | Leicester | 12 | 10 | -17% | 3 | | -100% | 25% | 0 | -25% |
| Lincoln | 18 | 20 | 11% | 12 | 8 | -33% | 67% | 40% | -27% | Lincoln | 3 | 4 | 33% | 1 | 2 | 100% | 33% | 50% | 17% | Lincoln | 8 | 6 | -25% | 2 | 2 | 0% | 25% | 33% | 8% |
| Milton Keynes | 28 | 50 | 79% | 21 | 21 | 0% | 75% | 42% | -33% | Milton Keynes | 3 | 10 | 233% | 2 | 6 | 200% | 67% | 60% | -7% | Milton Keynes | 11 | 18 | 64% | 1 | 2 | 100% | 9% | 11% | 2% |
| Nottingham | 21 | 31 | 48% | 18 | 17 | -6% | 86% | 55% | -31% | Nottingham | 2 | 1 | -50% | | 2 | -100% | 0 | 200% | 200% | Nottingham | 9 | 11 | 22% | 3 | 1 | -67% | 33% | 9% | -24% |
| Peterborough | 13 | 20 | 54% | 7 | 5 | -29% | 54% | 25% | -29% | Peterborough | 2 | 2 | 0% | 1 | 1 | 0% | 50% | 50% | 0% | Peterborough | 7 | 6 | -14% | 1 | | -100% | 14% | 0 | -14% |
| Rugby | 11 | 4 | -64% | 1 | | -100% | 9% | 0 | -9% | Rugby | 2 | | -100% | | | -100% | 0 | 0 | 0 | Rugby | 3 | 3 | 0% | 2 | 1 | -50% | 67% | 33% | -33% |
| Wolverhampton | 25 | 35 | 40% | 11 | 13 | 18% | 44% | 37% | -7% | Wolverhampton | 2 | 11 | 450% | | 1 | -100% | 0 | 9% | 9% | Wolverhampton | 11 | 14 | 27% | 2 | 3 | 50% | 18% | 21% | 3% |
| Total | 298 | 349 | 17% | 152 | 127 | -16% | 51% | 36% | -15% | Total | 37 | 65 | 76% | 8 | 21 | 163% | 22% | 32% | 11% | Total | 156 | 174 | 12% | 24 | 18 | -25% | 15% | 10% | -5% |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 04A S | erious Line | of Route C | ffences | | | 1 | | | | 04B Les | Serious Li | ne of Route | Offences | | | | | | | 05A | Theft of Pas | ssenger Prop | perty | | |
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Dot 1E/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Birmingham | 41 | 37 | -10% | 10 | 0 | -10% | 24% | 24% | -0% | Dismission | 000 | | | | | | | | | Jector | | 1000 13/10 | 76 DIII | | 0013/10 | | | | |
| Coventry | 10 | | | | 9 | | | | -0% | Birmingham | 208 | 215 | 3% | 20 | 15 | -25% | 10% | 7% | -3% | Birmingham | 158 | 164 | 4% | 8 | 17 | 113% | 5% | 10% | 5% |
| | 1 10 | 11 | 10% | 2 | 1 | -50% | 20% | 9% | -0% | Coventry | 72 | 215 89 | 3% 24% | 20 | 15 9 | -25% -10% | 10% 14% | 1. 1. 1. 1 | | | | | | 8 | | | 5% 8% | | |
| Derby | 10 | 11 7 | 10% -13% | 2 | 1 2 | | 20% | | | | | | | | 15 9 9 | | | 7% | -3% | Birmingham | 158 | 164 | 4% | 8 3 2 | | 113% | | 10% | 5% |
| Derby Leicester | 8 | 11 7 16 | | 2 3 3 | 1 2 7 | -50% | | 9% | -11% | Coventry | 72 | 89 | 24% | 10 | 15 9 9 6 | -10% | 14% | 7% 10% | -3% -4% | Birmingham Coventry | 158 37 | 164 34 | 4% -8% | 8 3 2 4 | | 113% -33% | 8% | 10% 6% | 5% -2% |
| | 10 8 8 5 | 7 | -13% | 2 3 3 3 | 3 1 2 7 1 | -50% -33% | 38% | 9% 29% | -11% -9% | Coventry Derby | 72 45 | 89 52 | 24% 16% | 10 | 15 9 9 6 5 | -10% -10% | 14% 22% | 7% 10% 17% | -3% -4% -5% | Birmingham Coventry Derby | 158 37 19 | 164 34 19 | 4% -8% 0% | 8 3 2 4 5 | | 113% -33% 0% | 8% 11% | 10% 6% 11% | 5% -2% 0% |
| Leicester | 10 8 8 5 4 | 7 | -13% 100% | 2 3 3 3 1 | 3 1 2 7 1 3 | -50% -33% 133% | 38% 38% | 9% 29% 44% | -11% -9% 6% | Coventry Derby Leicester | 72 45 99 | 89 52 96 | 24% 16% -3% | 10 | 15 9 9 6 5 7 | -10% -10% -45% | 14% 22% 11% | 7% 10% 17% 6% | -3% -4% -5% -5% | Birmingham Coventry Derby Leicester | 158 37 19 25 | 164 34 19 25 | 4% -8% 0% 0% | 8 3 2 4 5 | | 113% -33% 0% -25% | 8% 11% 16% | 10% 6% 11% 12% | 5% -2% 0% -4% |
| Leicester Lincoln | 10 8 8 5 4 21 | 7 | -13% 100% -40% | 2 3 3 3 1 5 | 1 2 7 1 3 1 | -50% -33% 133% -67% | 38% 38% 60% | 9% 29% 44% 33% | -11% -9% 6% -27% | Coventry Derby Leicester Lincoln | 72 45 99 31 | 89 52 96 54 | 24% 16% -3% 74% | 10 | 15 9 6 5 7 9 | -10% -10% -45% 25% | 14% 22% 11% 13% | 7% 10% 17% 6% 9% | -3% -4% -5% -5% -4% | Birmingham Coventry Derby Leicester Lincoln | 158 37 19 25 15 | 164 34 19 25 26 | 4% -8% 0% 0% 73% | 8 3 2 4 5 2 | | 113% -33% 0% -25% -80% | 8% 11% 16% | 10% 6% 11% 12% 4% | 5% -2% 0% -4% -29% |
| Leicester Lincoln Milton Keynes | 8 8 5 4 | 7 16 3 5 | -13% 100% -40% 25% | 2 3 3 1 5 1 | 1 2 7 1 3 1 | -50% -33% 133% -67% 200% | 38% 38% 60% 25% | 9% 29% 44% 33% 60% | -11% -9% 6% -27% 35% | Coventry Derby Leicester Lincoln Milton Keynes | 72 45 99 31 80 | 89 52 96 54 94 | 24% 16% -3% 74% 18% | 10 10 11 4 11 | 15 9 9 6 5 7 9 | -10% -10% -45% 25% -36% | 14% 22% 11% 13% 14% | 7% 10% 17% 6% 9% 7% | -3% -4% -5% -5% -4% -6% | Birmingham Coventry Derby Leicester Lincoln Milton Keynes | 158 37 19 25 15 49 | 164 34 19 25 26 54 | 4% -8% 0% 0% 73% 10% | 8 3 2 4 5 2 | | 113% -33% 0% -25% -80% -100% | 8% 11% 16% 33% 0 | 10% 6% 11% 12% 4% 4% | 5% -2% 0% -4% -29% 4% |
| Leicester Lincoln Milton Keynes Nottingham | 8 8 5 4 | 7 16 3 5 | -13% 100% -40% 25% -10% | 2 3 3 1 5 1 | 3 1 2 7 1 3 1 3 3 | -50% -33% 133% -67% 200% -80% | 38% 38% 60% 25% 24% | 9% 29% 44% 33% 60% | -11% -9% 6% -27% 35% -19% | Coventry Derby Leicester Lincoln Miton Keynes Nottingham | 72 45 99 31 80 101 | 89 52 96 54 94 91 | 24% 16% -3% 74% 18% -10% | 10 10 11 4 11 | 15 9 9 6 5 7 9 1 | -10% -10% -45% 25% -36% -55% | 14% 22% 11% 13% 14% 20% | 7% 10% 17% 6% 9% 7% | -3% -4% -5% -5% -4% -6% -10% | Birmingham Coventry Derby Leicester Lincoln Miton Keynes Nottingham | 158 37 19 25 15 49 24 | 164 34 19 25 26 54 26 | 4% -8% 0% 0% 73% 10% 8% | 8 3 2 4 5 2 | | 113% -33% 0% -25% -80% -100% -50% | 8% 11% 16% 33% 0 | 10% 6% 11% 12% 4% 4% | 5% -2% 0% -4% -29% 4% -4% |
| Leicester Lincoln Milton Keynes Nottingham Peterborough | 8 8 5 4 21 3 | 7 16 3 5 19 3 | -13% 100% -40% 25% -10% 0% | 2 3 3 1 5 1 | 3 1 2 7 1 3 1 3 3 | -50% -33% 133% -67% 200% -80% -100% | 38% 38% 60% 25% 24% | 9% 29% 44% 33% 60% 5% 0 | -11% -9% 6% -27% 35% -19% -33% | Coventry Derby Leicester Lincoln Miton Keynes Nottingham Peterborough | 72 45 99 31 80 101 26 | 89 52 96 54 94 91 | 24% 16% -3% 74% 18% -10% 8% | 10 10 11 4 11 | 15 9 6 5 7 9 9 1 7 | -10% -10% -45% 25% -36% -55% -100% | 14% 22% 11% 13% 14% 20% 27% | 7% 10% 17% 6% 9% 7% 10% 0 | -3% -4% -5% -5% -4% -6% -10% -27% | Birmingham Coventry Derby Leicester Lincoln Miton Keynes Nottingham Peterborough | 158 37 19 25 15 49 24 | 164 34 19 25 26 54 26 | 4% -8% 0% 0% 73% 10% 8% -12% | 8 3 2 4 5 2 2 | | 113% -33% 0% -25% -80% -100% -50% -100% | 8% 11% 16% 33% 0 | 10% 6% 11% 12% 4% 4% | 5% -2% 0% -4% -29% 4% -4% 0 |

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|---------------|-----------|-----------|--------|-----------|-------------|--------------|----------------|----------------|------|---------------|-----------|-----------|--------|-----------|-----------|-------------|----------------|----------------|-------|---------------|-----------|-----------|--------|-------------|------------|-------------|------------------|----------------|
| | | | | 06A I | Motor Vehic | le/ Cycle Of | fences | | | | 1 | | | | 07A Robb | ery Offence | s | | | | | | 08A | Theft of Ra | ilway/ Com | mercial Pro | perty & Burglary | |
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | i % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 |
| Birmingham | 138 | 100 | -28% | 13 | 7 | -46% | 9% | 7% | -2% | Birmingham | 9 | 18 | 100% | 5 | 3 | -40% | 56% | 17% | -39% | Birmingham | 83 | 88 | 6% | 35 | 29 | -17% | 42% | 33% |
| Coventry | 45 | 45 | 0% | 2 | 5 | 150% | 4% | 11% | 7% | Coventry | 1 | | -100% | 1 | | -100% | 100% | 0 | -100% | Coventry | 12 | 11 | -8% | 2 | 1 | -50% | 17% | 9% |
| Derby | 16 | 12 | -25% | 5 | 1 | -80% | 31% | 8% | -23% | Peterborough | 1 | 1 | 0% | 1 | | -100% | 100% | 0 | -100% | Derby | 10 | 17 | 70% | | 4 | -100% | 0 | 24% |
| Leicester | 44 | 28 | -36% | 11 | 7 | -36% | 25% | 25% | 0% | Wolverhampton | 1 | | -100% | | | -100% | 0 | 0 | 0 | Leicester | 17 | 23 | 35% | 6 | 13 | 117% | 35% | 57% |
| Lincoln | 14 | 13 | -7% | 1 | 4 | 300% | 7% | 31% | 24% | Total | 12 | 19 | 58% | 7 | 3 | -57% | 58% | 16% | -43% | Lincoln | 11 | 8 | -27% | | | -100% | 0 | 0 |
| Milton Keynes | 113 | 74 | -35% | 6 | 8 | 33% | 5% | 11% | 6% | | | | | | | | | | | Milton Keynes | 6 | 6 | 0% | 1 | | -100% | 17% | 0 |
| Nottingham | 7 | 17 | 143% | 3 | | -100% | 43% | 0 | -43% |] | | | | | | | | | | Nottingham | 9 | 34 | 278% | 1 | 17 | 1,600% | 11% | 50% |
| Peterborough | 74 | 38 | -49% | 15 | 4 | -73% | 20% | 11% | -10% |] | | | | | | | | | | Peterborough | 8 | 4 | -50% | 3 | 1 | -67% | 38% | 25% |
| Rugby | 15 | 4 | -73% | 3 | | -100% | 20% | 0 | -20% |] | | | | | | | | | | Rugby | 4 | 4 | 0% | | 3 | -100% | 0 | 75% |
| Wolverhampton | 42 | 53 | 26% | 9 | 6 | -33% | 21% | 11% | -10% |] | | | | | | | | | | Wolverhampton | 15 | 14 | -7% | 1 | 5 | 400% | 7% | 36% |
| Total | 508 | 384 | -24% | 68 | 42 | -38% | 13% | 11% | -2% |] | | | | | | | | | | Total | 175 | 209 | 19% | 49 | 73 | 49% | 28% | 35% |

| | | | | 09A Se | erious Public | Disorder (| Offences | | | 1 | | | | 09B Less | s Serious Pu | blic Disord | er Offences | | |] | | | | 10 | A Serious F | raud Offend | ces | |
|---------------|-----------|-----------|--------|-----------|---------------|------------|----------------|----------------|------|---------------|-----------|-----------|--------|-----------|--------------|-------------|----------------|----------------|------|---------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | 5 Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 |
| Birmingham | 71 | 71 | 0% | 36 | 20 | -44% | 51% | 28% | -23% | Birmingham | 115 | 124 | 8% | 28 | 21 | -25% | 24% | 17% | -7% | Birmingham | 8 | 3 | -63% | 5 | 1 | -80% | 63% | 33% |
| Coventry | 15 | 22 | 47% | 5 | 6 | 20% | 33% | 27% | -6% | Coventry | 37 | 24 | -35% | 14 | 6 | -57% | 38% | 25% | -13% | Coventry | 1 | | -100% | | 1 | -100% | 0 | 0 |
| Derby | 17 | 12 | -29% | 12 | 6 | -50% | 71% | 50% | -21% | Derby | 40 | 22 | -45% | 17 | 6 | -65% | 43% | 27% | -15% | Derby | | 1 | -100% | | | -100% | 0 | 0 |
| Leicester | 18 | 11 | -39% | 13 | 6 | -54% | 72% | 55% | -18% | Leicester | 56 | 24 | -57% | 24 | 10 | -58% | 43% | 42% | -1% | Leicester | | 1 | -100% | | | -100% | 0 | 0 |
| Lincoln | 10 | 13 | 30% | 8 | 9 | 13% | 80% | 69% | -11% | Lincoln | 22 | 18 | -18% | 7 | 7 | 0% | 32% | 39% | 7% | Milton Keynes | 1 | 3 | 200% | 1 | | -100% | 100% | 0 |
| Milton Keynes | 21 | 23 | 10% | 14 | 13 | -7% | 67% | 57% | -10% | Milton Keynes | 31 | 39 | 26% | 4 | 15 | 275% | 13% | 38% | 26% | Nottingham | | 2 | -100% | | | -100% | 0 | 0 |
| Nottingham | 31 | 14 | -55% | 27 | 12 | -56% | 87% | 86% | -1% | Nottingham | 98 | 56 | -43% | 56 | 27 | -52% | 57% | 48% | -9% | Peterborough | 2 | 1 | -50% | 1 | | -100% | 50% | 0 |
| Peterborough | 17 | 6 | -65% | 14 | 2 | -86% | 82% | 33% | -49% | Peterborough | 24 | 15 | -38% | 10 | 12 | 20% | 42% | 80% | 38% | Wolverhampton | | 1 | -100% | | | -100% | 0 | 0 |
| Rugby | 5 | 9 | 80% | 2 | 5 | 150% | 40% | 56% | 16% | Rugby | 5 | 12 | 140% | | 5 | -100% | 0 | 42% | 42% | Total | 12 | 12 | 0% | 7 | 2 | -71% | 58% | 17% |
| Wolverhampton | 19 | 12 | -37% | 7 | 9 | 29% | 37% | 75% | 38% | Wolverhampton | 43 | 30 | -30% | 13 | 9 | -31% | 30% | 30% | -0% | | | | | | | | | |
| Total | 224 | 193 | -14% | 138 | 88 | -36% | 62% | 46% | -16% | Total | 471 | 364 | -23% | 173 | 118 | -32% | 37% | 32% | -4% | 1 | | | | | | | | |

| | | | | 10B | Less Seriou | us Fraud Off | fences | | | 7 | | | | | 11A Drug | Offences | | | | | | | | 12 | A Other Ser | ious Offenc | es | | |
|---------------|-----------|-----------|--------|-----------|-------------|--------------|----------------|----------------|------|---------------|-----------|-----------|--------|-----------|-----------|----------|----------------|----------------|------|---------------|-----------|-----------|----------|-----------|-------------|-------------|----------------|----------------|-------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | 6 % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Birmingham | 91 | 55 | -40% | 24 | 7 | -71% | 26% | 13% | -14% | Birmingham | 17 | 27 | 59% | 16 | 16 | 0% | 94% | 59% | -35% | Birmingham | 9 | 8 | -11% | 5 | 4 | -20% | 56% | 50% | -6% |
| Coventry | 35 | 9 | -74% | 10 | 2 | -80% | 29% | 22% | -6% | Coventry | 7 | 4 | -43% | 6 | 3 | -50% | 86% | 75% | -11% | Coventry | 3 | 4 | 33% | 1 | 1 | 0% | 33% | 25% | -8% |
| Derby | 37 | 30 | -19% | 23 | 12 | -48% | 62% | 40% | -22% | Derby | 8 | 11 | 38% | 5 | 8 | 60% | 63% | 73% | 10% | Derby | 3 | 4 | 33% | 1 | | -100% | 33% | 0 | -33% |
| Leicester | 52 | 33 | -37% | 36 | 15 | -58% | 69% | 45% | -24% | Leicester | 8 | 5 | -38% | 5 | 5 | 0% | 63% | 100% | 38% | Leicester | 5 | 9 | 80% | 5 | 2 | -60% | 100% | 22% | -78% |
| Lincoln | 18 | 13 | -28% | 6 | 4 | -33% | 33% | 31% | -3% | Lincoln | 2 | 3 | 50% | 1 | 2 | 100% | 50% | 67% | 17% | Lincoln | 3 | 20 | 567% | 2 | 1 | -50% | 67% | 5% | -62% |
| Milton Keynes | 25 | 24 | -4% | 12 | 4 | -67% | 48% | 17% | -31% | Milton Keynes | 4 | 6 | 50% | 3 | 4 | 33% | 75% | 67% | -8% | Milton Keynes | 4 | 5 | 25% | 1 | 1 | 0% | 25% | 20% | -5% |
| Nottingham | 20 | 16 | -20% | 17 | 5 | -71% | 85% | 31% | -54% | Nottingham | 12 | 7 | -42% | 12 | 10 | -17% | 100% | 143% | 43% | Nottingham | 4 | 4 | 0% | 3 | | -100% | 75% | 0 | -75% |
| Peterborough | 32 | 17 | -47% | 11 | 12 | 9% | 34% | 71% | 36% | Peterborough | 13 | 6 | -54% | 13 | 6 | -54% | 100% | 100% | 0% | Peterborough | 10 | 6 | -40% | 7 | 2 | -71% | 70% | 33% | -37% |
| Rugby | 3 | 16 | 433% | | 5 | -100% | 0 | 31% | 31% | Wolverhampton | 8 | 10 | 25% | 5 | 8 | 60% | 63% | 80% | 18% | Rugby | 1 | 1 | 0% | 1 | | -100% | 100% | 0 | -100% |
| Wolverhampton | 24 | 16 | -33% | 5 | | -100% | 21% | 0 | -21% | Total | 79 | 79 | 0% | 66 | 62 | -6% | 84% | 78% | -5% | Wolverhampton | 2 | 9 | 350% | 2 | 1 | -50% | 100% | 11% | -89% |
| Total | 337 | 229 | -32% | 144 | 66 | -54% | 43% | 29% | -14% | | | | | | | | | | | Total | 44 | 70 | 59% | 28 | 12 | -57% | 64% | 17% | -46% |

| | | | | 12B | Other Less | Serious Offe | ences | | |
|---------------|-----------|-----------|--------|-----------|------------|--------------|----------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Birmingham | 52 | 55 | 6% | 15 | 5 | -67% | 29% | 9% | -20% |
| Coventry | 23 | 23 | 0% | 5 | 1 | -80% | 22% | 4% | -17% |
| Derby | 43 | 23 | -47% | 34 | 6 | -82% | 79% | 26% | -53% |
| Leicester | 113 | 120 | 6% | 58 | 66 | 14% | 51% | 55% | 4% |
| Lincoln | 21 | 30 | 43% | 16 | 14 | -13% | 76% | 47% | -30% |
| Milton Keynes | 27 | 40 | 48% | | 1 | -100% | 0 | 3% | 3% |
| Nottingham | 36 | 42 | 17% | 27 | 15 | -44% | 75% | 36% | -39% |
| Peterborough | 33 | 82 | 148% | 24 | 29 | 21% | 73% | 35% | -37% |
| Rugby | 2 | 5 | 150% | 1 | 2 | 100% | 50% | 40% | -10% |
| Wolverhampton | 20 | 13 | -35% | 13 | 5 | -62% | 65% | 38% | -27% |
| Total | 370 | 433 | 17% | 193 | 144 | -25% | 52% | 33% | -19% |

| | | | | Т | otal Notifia | ble Offend | ces | | | | | | | Tota | I Non-Not | fiable Off | ences | | | | | | | | Total O | ffences | | | |
|---------------|-----------|-----------|--------|-----------|--------------|------------|----------------|----------------|------|---------------|-----------|-----------|--------|-----------|-----------|------------|----------------|----------------|--------|---------------|-----------|-----------|--------|-----------|-----------|---------|----------------|----------------|--------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | 6 Diff |
| Birmingham | 751 | 748 | -0% | 195 | 145 | -26% | 26% | 19% | -7% | Birmingham | 466 | 449 | -4% | 87 | 48 | -45% | 19% | 11% | -8% | Birmingham | 1217 | 1197 | -2% | 282 | 193 | -32% | 23% | 16% | -7.0% |
| Coventry | 177 | 183 | 3% | 37 | 37 | 0% | 21% | 20% | -1% | Coventry | 167 | 145 | -13% | 39 | 18 | -54% | 23% | 12% | -11% | Coventry | 344 | 328 | -5% | 76 | 55 | -28% | 22% | 17% | -5.3% |
| Derby | 96 | 113 | 18% | 31 | 32 | 3% | 32% | 28% | -4% | Derby | 165 | 127 | -23% | 84 | 33 | -61% | 51% | 26% | -25% | Derby | 261 | 240 | -8% | 115 | 65 | -43% | 44% | 27% | -17.0% |
| Leicester | 159 | 146 | -8% | 66 | 59 | -11% | 42% | 40% | -1% | Leicester | 320 | 273 | -15% | 129 | 97 | -25% | 40% | 36% | -5% | Leicester | 479 | 419 | -13% | 195 | 156 | -20% | 41% | 37% | -3.5% |
| Lincoln | 89 | 116 | 30% | 35 | 30 | -14% | 39% | 26% | -13% | Lincoln | 92 | 115 | 25% | 33 | 30 | -9% | 36% | 26% | -10% | Lincoln | 181 | 231 | 28% | 68 | 60 | -12% | 38% | 26% | -11.6% |
| Milton Keynes | 244 | 254 | 4% | 51 | 60 | 18% | 21% | 24% | 3% | Milton Keynes | 163 | 197 | 21% | 27 | 27 | 0% | 17% | 14% | -3% | Milton Keynes | 407 | 451 | 11% | 78 | 87 | 12% | 19% | 19% | 0.1% |
| Nottingham | 140 | 166 | 19% | 74 | 61 | -18% | 53% | 37% | -16% | Nottingham | 255 | 205 | -20% | 120 | 56 | -53% | 47% | 27% | -20% | Nottingham | 395 | 371 | -6% | 194 | 117 | -40% | 49% | 32% | -17.6% |
| Peterborough | 176 | 116 | -34% | 64 | 21 | -67% | 36% | 18% | -18% | Peterborough | 115 | 142 | 23% | 52 | 53 | 2% | 45% | 37% | -8% | Peterborough | 291 | 258 | -11% | 116 | 74 | -36% | 40% | 29% | -11.2% |
| Rugby | 54 | 40 | -26% | 9 | 12 | 33% | 17% | 30% | 13% | Rugby | 33 | 47 | 42% | 5 | 13 | 160% | 15% | 28% | 13% | Rugby | 87 | 87 | 0% | 14 | 25 | 79% | 16% | 29% | 12.6% |
| Wolverhampton | 172 | 218 | 27% | 40 | 51 | 28% | 23% | 23% | 0% | Wolverhampton | 160 | 134 | -16% | 42 | 21 | -50% | 26% | 16% | -11% | Wolverhampton | 332 | 352 | 6% | 82 | 72 | -12% | 25% | 20% | -4.2% |
| Total | 2058 | 2100 | 2% | 602 | 508 | -16% | 29% | 24% | -5% | Total | 1936 | 1834 | -5% | 618 | 396 | -36% | 32% | 22% | -10.3% | Total | 3994 | 3934 | -2% | 1220 | 904 | -26% | 31% | 23% | -7.6% |
| Total | 2058 | 2100 | 2% | 602 | 508 | -16% | 29% | 24% | -5% | Total | 1936 | 1834 | -5% | 618 | 396 | -36% | 32% | 22% | -10.3% | Total | 3994 | 3934 | -2% | 1220 | 904 | -26% | 31% | 23% | -7.6 |

| 16 | Diff |
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| | -9% |
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| 16 | Diff |
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| | -29% |
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| Image: proteine interview Im | | | Pennine (Sub Disi | vison) Data from 01 April 2015 00:00 to 30 September 2015 23:59:59 | | | | | |
|---|--------------------------|---|---|---|---------------------------------------|---------------------|-----------------------|--------------------------------|--------------------|
| No. S. S. S. N. N. N. N. N. </th <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> | | | | | | | | | |
| Description | Carlisle | 7 12 71% 6 11 83% | 86% 92% 6% Carlisle | 5 -100% 4 -100% 80% 0 -80% | Carlisle | 1 2 | 100% 1 | -100% 100% | 0 -100% |
| Image Image <th< td=""><td>Darlington/Middlesbrough</td><td>25 17 -32% 14 7 -50%</td><td>56% 41% -15% Darlington/Middlesbrough</td><td>3 5 67% 1 2 100% 33% 40% 7%</td><td>Darlington/Middlesbrough</td><td>7 19</td><td>171%</td><td>1 -100% 0</td><td>5% 5%</td></th<> | Darlington/Middlesbrough | 25 17 -32% 14 7 -50% | 56% 41% -15% Darlington/Middlesbrough | 3 5 67% 1 2 100% 33% 40% 7% | Darlington/Middlesbrough | 7 19 | 171% | 1 -100% 0 | 5% 5% |
| Set 0 Set 0 <th< td=""><td>Hull</td><td>15 28 87% 11 11 0%</td><td>73% 39% -34% Hull</td><td>3 -100% 3 -100% 100% 0 -100%</td><td>Hull</td><td>4 14</td><td>250% 2</td><td>1 -50% 50%</td><td>7% -43%</td></th<> | Hull | 15 28 87% 11 11 0% | 73% 39% -34% Hull | 3 -100% 3 -100% 100% 0 -100% | Hull | 4 14 | 250% 2 | 1 -50% 50% | 7% -43% |
| Norm Norm Norm Norm N | Leeds | 162 177 9% 90 70 -22% | 56% 40% -16% Leeds | 24 21 -13% 2 6 200% 8% 29% 20% | Leeds | 46 76 | 65% 15 1 | 12 -20% 33% | 16% -17% |
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| Ch C C C C C | | 40 50 25% 24 21 -13% | 60% 42% -18% Newcastle | | | | | | |
| C C C C C | Sheffield | 31 37 19% 16 9 -44% | 52% 24% -27% Sheffield | 6 2 -67% 3 1 -67% 50% 50% 0% | | 7 10 | 43% 6 | 1 -83% 86% | 10% -76% |
| | York | 30 32 7% 19 14 -26% | 63% 44% -20% York | 4 4 0% -100% 0 0 0 | Yark | 4 10 | 150% 1 0 | 6 500% 25% | 60% 35% |
| No. 0 No. 0 <t< td=""><td>I otal</td><td>6/1 /23 8% 35/ 291 -18%</td><td>53% 40% -13% I otal</td><td>04 34 127b 23 34 177b 337b 307b 27b</td><td>iotai</td><td>254 312</td><td></td><td></td><td>13% -13%</td></t<> | I otal | 6/1 /23 8% 35/ 291 -18% | 53% 40% -13% I otal | 04 34 127b 23 34 177b 337b 307b 27b | iotai | 254 312 | | | 13% -13% |
| Share Share <th< td=""><td>Sector</td><td></td><td></td><td>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff</td><td></td><td></td><td>% Diff Det 14/15 Det</td><td></td><td></td></th<> | Sector | | | Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff | | | % Diff Det 14/15 Det | | |
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| Matrix A A A A A A A B <td></td> <td></td> <td>43% 6% -37% Darlington/Middlesbrough</td> <td></td> <td>Darlington/Middlesbrough Doncaster</td> <td></td> <td></td> <td></td> <td></td> | | | 43% 6% -37% Darlington/Middlesbrough | | Darlington/Middlesbrough Doncaster | | | | |
| Math Math <th< td=""><td>Hull</td><td>4 4 0% 2 -100%</td><td>50% 0 -50% Hull</td><td></td><td>Hull</td><td></td><td></td><td></td><td>18% 6%</td></th<> | Hull | 4 4 0% 2 -100% | 50% 0 -50% Hull | | Hull | | | | 18% 6% |
| Norma A No | Leeds | 22 51 132% 4 5 25% | 18% 10% -8% Leeds | 185 332 79% 24 10 -58% 13% 3% -10% | Leeds | 199 142 | -29% 14 | 4 -71% 7% | 3% -4% |
| Bar All Bar All <t< td=""><td>Manchester</td><td>33 34 3% 8 2 -75%</td><td>24% 6% -18% Manchester</td><td>264 273 3% 46 24 -48% 17% 9% -9%</td><td>Manchester</td><td>176 178</td><td>1% 12</td><td>7 -42% 7%</td><td>4% -3%</td></t<> | Manchester | 33 34 3% 8 2 -75% | 24% 6% -18% Manchester | 264 273 3% 46 24 -48% 17% 9% -9% | Manchester | 176 178 | 1% 12 | 7 -42% 7% | 4% -3% |
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| No. 0 No. 0 <t< td=""><td></td><td>06A Motor Vehicle/ Cycle Offer</td><td>nces</td><td>07A Robberv Offences</td><td></td><td></td><td>08A Theft of Railway/</td><td>Commercial Property & Burnlary</td><td></td></t<> | | 06A Motor Vehicle/ Cycle Offer | nces | 07A Robberv Offences | | | 08A Theft of Railway/ | Commercial Property & Burnlary | |
| Shape Shape <th< td=""><td></td><td>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff</td><td>Det Rate 14/15 Det Rate 15/16 Diff Sector</td><td>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff</td><td></td><td></td><td>% Diff Det 14/15 Det</td><td>15/16 % Diff Det Rate 14/15</td><td></td></th<> | | Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff | Det Rate 14/15 Det Rate 15/16 Diff Sector | Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff | | | % Diff Det 14/15 Det | 15/16 % Diff Det Rate 14/15 | |
| | Crewe | 24 20 -17% 4 2 -50% | 17% 10% -7% Doncaster | 2 -100% 1 -100% 50% 0 -50% | Crewe | 15 16 | 7% 6 0 | 6 0% 40% | 38% -3% |
| | Doncaster | 39 32 -18% 3 6 100% | 8% 19% 11% Leeds | 10 1 -90% 4 -100% 40% 0 -40% | Doncaster | 24 31 | 29% 6 9 | 9 50% 25% | 29% 4% |
| Space Space <t< td=""><td>Lancaster</td><td>6 15 150% 1 -100%</td><td>17% 0 -17% Manchester</td><td>3 4 33% 1 -100% 0 25% 25%</td><td>Lancaster</td><td>4 4</td><td>0% 1</td><td>-100% 25%</td><td>0 -25%</td></t<> | Lancaster | 6 15 150% 1 -100% | 17% 0 -17% Manchester | 3 4 33% 1 -100% 0 25% 25% | Lancaster | 4 4 | 0% 1 | -100% 25% | 0 -25% |
| mark picture | Leeds | 88 67 -24% 12 25 108% | 14% 37% 24% Newcastle | 1 -100% -100% 0 0 0 | Liverpool | 57 55 | -4% 29 1 | 15 -48% 51% | 27% -24% |
| Note 1 0 0 0 0 | Manchester | 77 70 -9% 3 5 67% | 4% 7% 3% Wigan | | | | | | |
| | | 7 25 257% 1 3 200% | 14% 12% -2% | | | | 155% 1 0 | | 21% 12% |
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| Ab Ab< | | 09A Serious Public Disorder Offe | ences | 09B Less Serious Public Disorder Offences | | | 10A Seri | ious Fraud Offences | |
| Sec. Sec. <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<> | | | | | | | | | |
| mark ma b <td></td> <td></td> <td></td> <td>76 37 -51% 36 15 -58% 47% 41% -7%</td> <td></td> <td>1</td> <td>-100%</td> <td>2 -100% 0</td> <td></td> | | | | 76 37 -51% 36 15 -58% 47% 41% -7% | | 1 | -100% | 2 -100% 0 | |
| Image Image <th< td=""><td>Doncaster</td><td>26 29 12% 20 20 0%</td><td>77% 69% -8% Doncaster</td><td>65 57 -12% 45 24 -47% 69% 42% -27%</td><td>Leeds</td><td></td><td>0% 2 2</td><td>2 0% 67%</td><td>67% 0%</td></th<> | Doncaster | 26 29 12% 20 20 0% | 77% 69% -8% Doncaster | 65 57 -12% 45 24 -47% 69% 42% -27% | Leeds | | 0% 2 2 | 2 0% 67% | 67% 0% |
| image j di d | Lancaster | 9 4 -56% 8 6 -25% | 89% 150% 61% Lancaster | 22 13 -41% 14 8 -43% 64% 62% -2% | Manchester | | 250% 3 | 7 133% 50% | 33% -17% |
| Next 1 | Liverpool | 71 61 -14% 37 24 -35% | 52% 39% -13% Liverpool | 202 113 -44% 94 36 -62% 47% 32% -15% | Preston | 2 1 | -50% 2 | 1 -50% 100% | 100% 0% |
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| Image: marked by the probability of the probability | Wigan | 18 13 -28% 10 7 -30% | 56% 54% -2% Wigan | | · · · · · · · · · · · · · · · · · · · | | | | |
| Net NoN | | | | | | | | | |
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| Important < | Carlisle | 18 20 11% 13 11 -15% | 72% 55% -17% Carlisle | 5 1 -80% 7 2 -71% 140% 200% 60% | Carlisle | 2 3 | 50% 2 | 1 -50% 100% | 33% -67% |
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| Name j <td>Liverpool</td> <td>425 63 -85% 438 77 -82%</td> <td>103% 122% 19% Liverpool</td> <td>82 33 -60% 72 29 -60% 88% 88% 0%</td> <td>Liverpool</td> <td>12 7</td> <td>-42% 4 4</td> <td>4 0% 33%</td> <td>57% 24%</td> | Liverpool | 425 63 -85% 438 77 -82% | 103% 122% 19% Liverpool | 82 33 -60% 72 29 -60% 88% 88% 0% | Liverpool | 12 7 | -42% 4 4 | 4 0% 33% | 57% 24% |
| Specific | Newcastle | 29 20 -31% 18 13 -28% | 62% 65% 3% Newcastle | 19 10 -47% 19 5 -74% 100% 50% -50% | Newcastle | 11 6 | -45% 1 | -100% 9% | 0 -9% |
| max j | | 33 21 -36% 19 5 -74% | 58% 24% -34% Sheffield | 20 7 -65% 21 3 -86% 105% 43% -62% | Sheffield | 6 7 | 17% 1 | -100% 17% | 0 -17% |
| Normality Normality <t< td=""><td>York</td><td>32 13 -59% 14 5 -64%</td><td>44% 38% -5% York</td><td>13 3 -77% 13 5 -62% 100% 167% 67%</td><td>York</td><td>5 3</td><td>-40% 1</td><td>-100% 20%</td><td>0 -20%</td></t<> | York | 32 13 -59% 14 5 -64% | 44% 38% -5% York | 13 3 -77% 13 5 -62% 100% 167% 67% | York | 5 3 | -40% 1 | -100% 20% | 0 -20% |
| Setur Setur <t< td=""><td>Total</td><td>984 398 -60% 765 195 -75%</td><td>78% 49% -29% Total</td><td><u>346 219 -37% 330 178 -46% 95% 81% -14%</u></td><td>Total</td><td>93 87</td><td>-6% 43 2</td><td>24 -44% 46%</td><td>28% -19%</td></t<> | Total | 984 398 -60% 765 195 -75% | 78% 49% -29% Total | <u>346 219 -37% 330 178 -46% 95% 81% -14%</u> | Total | 93 87 | -6% 43 2 | 24 -44% 46% | 28% -19% |
| Cache 1 0 4.7 0 2.8 4.8 4.75 | Sector | | | | | | | | |
| Decisipant decision Second decision Secon | Carlisle | 21 10 -52% 13 2 -85% | 62% 20% -42% | | | | | | |
| <tb> Hat Main Set S</tb> | Darlington/Middlesbrough | 72 54 -25% 35 32 -9% | 49% 59% 11% | | | | | | |
| Lend 60 60 60 60 | Hull | 57 45 -21% 33 44 33% | 58% 98% 40% | | | | | | |
| Lumpool Bo Tot Boto | | 35 33 -6% 15 15 0% | | | | | | | |
| Newcolic 94 94 94 94 95 97. | Liverpool | 89 107 20% 62 39 -37% | 70% 36% -33% | | | | | | |
| Sector Sector State < | Newcastle | 34 50 47% 25 30 20% | 74% 60% -14% | | | | | | |
| Victor 49 51 44% 21 19 -10% 43% 37% 4% Cala 717 631 24% 437 52% 65% 52% 65% 52% 65% 52% 65% 52% 65% 52% 65% 52% 65% 52% 65% 52% 55% | Sheffield | 14 23 64% 12 11 -8% | 86% 48% -38% | | | | | | |
| Sector Rec 14/15 Sector Sect | York | 49 51 4% 21 19 -10% | 43% 37% -6% | | | | | | |
| Sector Rec 1415 < | Total | 717 631 -12% 487 329 -32% | 68% 52% -16% | | | | | | |
| Cardial 40 59 48% 25 28 4% 63% 4% 19% 78 33 32 40% 39% 49% 39% 19% 78% 19% 78% 19% 78% 19% 78% 19% 78% 14% 78% 12% 78% 14% 78% 14% 78% 14% 78% 14% 78% 14% 78% 14% 78% 14% 78% 14% 77% 14% 78% 14% 14% 78% 14% 17% 17% 78% 14% 17% 17% 78% 14% 17% 17% 18% 12% 12% 17% 17% 17% 12% 17% 17% 17% 12% 17% 17% 17% 17% 17% 12% 17% 17% 17% 12% 17% 17% 17% 17% 17% 17% 17% 17% 17% 17% 17% 17% 17% | Sector | | | Total Non-Notifiable Offences Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff | Sector | lec 14/15 Rec 15/16 | | | Det Rate 15/16 Di# |
| Daniform/Middlebrough 154 171 21% 73 34 39% 29% 47% Daniform/Middlebrough 164 178 Daniform/Middlebrough 164 178 Daniform/Middlebrough 164 178 Daniform/Middlebrough 468 18% 176 178 474 178 | Carlisle | 40 59 48% 25 26 4% | 63% 44% -18% Carlisle | 108 88 -19% 53 32 -40% 49% 36% -13% | Carlisle | 148 147 | -1% 78 5 | 8 -26% 53% | 39% -13.2% |
| Indiand 94 93 11% 94 93 11% 94 93 11% 94 93 11% 94 93 11% 93 930 11% 936 94% 936 11% 936 91% 91% 95% | Darlington/Middlesbrough | 154 121 -21% 53 34 -36% | 34% 28% -6% Darlington/Middlesbrough | 252 219 -13% 76 64 -16% 30% 29% -1% | Darlington/Middlesbrough | 406 340 | -16% 129 9 | 8 -24% 32% | 29% -2.9% |
| Lancaster 62 74 19% 27 28 4% 35% 4% 37% 37% 4% 33% 4% 10scaster 168 18 76 57 25% 4% 119% 25% 4% 10scaster 108 37% 4% 105% 14% Locaster 168 18% 76 57 25% 67% 37% 4% 37% 37% 16% 16% 16% 15% 16% 57% 67% 58% 16% 37% 47% 37% 16% 16% 16% 15% 16% 57% 67% 57% 67% 57% 67% 57% 67% 57% 67% 57% 67% 57% 67% 57% 67% 57% 67% <th< td=""><td>Hull</td><td>84 93 11% 34 30 -12%</td><td>40% 32% -8% Hull</td><td>97 112 15% 57 57 0% 59% 51% -8%</td><td>Hull</td><td>181 205</td><td>13% 91 8</td><td>7 -4% 50%</td><td>42% -7.8%</td></th<> | Hull | 84 93 11% 34 30 -12% | 40% 32% -8% Hull | 97 112 15% 57 57 0% 59% 51% -8% | Hull | 181 205 | 13% 91 8 | 7 -4% 50% | 42% -7.8% |
| Leepool 554 407 2.7% 2.28 118 4.9% 4.1% 2.9% 4.9% 6.21 198 -7.3% 17% 4.2% 2.9% 14.8 2.9% 4.9% 2.9% 4.9% 4.9% 4.9% 2.9% | | | 44% 35% -8% Lancaster | 104 94 -10% 49 31 -37% 47% 33% -14% 470 569 21% 181 105 -42% 39% 18% -20% | Lancaster Leeds | 166 168 | 1% 76 5 | 7 -25% 46% | |
| Newcastle 248 247 0% 113 67 44% 26% -16% Newcastle 248 28 37% 53% 31% 22% Newcastle 457 468 47% 46% 26% 49% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% 46% 27% Meastle 427% Meastle 428% 426% 427% 426% 426% | Liverpool | 554 407 -27% 228 118 -48% | 41% 29% -12% Liverpool | 869 398 -54% 621 168 -73% 71% 42% -29% | Liverpool | 1423 805 | -43% 849 28 | 36 -66% 60% | 36% -24.1% |
| Sheffield 179 10% 77 48 -39% 24% -19% Sheffield 16% 178 33 -58% 41% -26% Sheffield 24% 378 10% 155 81 48% 49% 21% -23.8% Wigan 106 126 19% 378 24% -13% Wigan 188 12 -35% 48 14% -25% 14% -25% 47% 47% 47% 47% 16% 128 141 -25% 14% -26% 53% 47% 47% 47% 45% 15% 13 31% 31 | Newcastle | 248 247 -0% 113 67 -41% | 46% 27% -18% Newcastle | 249 259 4% 132 80 -39% 53% 31% -22% | Newcastle | 497 506 | 2% 245 14 | 17 -40% 49% | 29% -20.2% |
| York 183 141 -23% 82 45 45% 45% 32% 1-3% Vork 203 184 -9% 108 86 -20% 53% 47% -6% York 386 325 1-6% 190 131 -31% 49% 40% -8.9% | Sheffield | 179 197 10% 77 48 -38% | 43% 24% -19% Sheffield | 164 181 10% 78 33 -58% 48% 18% -29% | Sheffield | 343 378 | 10% 155 8 | 1 -48% 45% | 21% -23.8% |
| | York | 183 141 -23% 82 45 -45% | 45% 32% -13% York | 203 184 -9% 108 86 -20% 53% 47% -6% | York | 386 325 | -16% 190 13 | 31 -31% 49% | 40% -8.9% |
| | Total | 3826 3710 -3% 1588 1114 -30% | 42% 30% -11% Total | 4272 3487 -18% 2185 1027 -53% 51% 29% -21.7% | Total | 8098 7197 | | 41 -43% 47% | 30% -16.8% |

| | | | | | | | | | Scotland (Sub Dis | ivison) Data | from 01 | April 201 | 5 00:00 t | to 30 Sep | otember 20 | 015 23:59:59 | l. | | | | | | | | | | |
|--|--|---|------------------------------|---|--|--|-------------------------------------|--|--|------------------|-------------|---------------------------|------------------|-----------|---------------------------|------------------------------|---------------------------|-------------------|--|-----------------------|----------------------------|---|-----------------------|---------------------|---|---|--------------------------------------|
| l | | | | 01A Viole | nce Against the | Person | | | | | | | | 02A Sexua | al Offences | | | | 1 | | | | 03A Crim | inal Damag | e/ Malicious I | Mischief | |
| Sector | Rec 14/15 Rec | : 15/16 9 | Diff De | t 14/15 Det | | | 5 Det Rate 15/16 | S Diff | Sector | Rec 14/15 | Rec 15/16 | 6 % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | | | | Det Rate 14/15 | Det Rate 15/16 |
| Aberdeen | 5 | | % | 4 | 2 -50% | | 40% | -40% | Dalmuir | 2 | 1 | -50% | | 1 | -100% | 0 | 100% | 100% | Aberdeen | 2 | 3 | 50% | 2 | | -100% | 100% | 0 |
| almuir | | | 3% | | 9 800% | | 53% | 36% | Dundee | | 1 | -100% | | | -100% | 0 | 0 | 0 | Dalmuir | 5 | 5 | 0% | 1 | 2 | 100% | 20% | 40% |
| undee | | | 0% | · . | 1 0% | 25% | 50% | 25% | Edinburgh | 4 | 7 | 75% | 1 | 6 | 500% | 25% | 86% | 61% | Dundee | 2 | 5 | 150% | <u> </u> | <u> </u> | -100% | 0 | 0 |
| dinburgh | · · · | | | | 1 0% | 75% | 93% | 18% | Falkirk/Stirling | | 1 | -100% | <u> </u> | | -100% | 0 | 0 | 0 | Edinburgh | 17 | 16 | -6% | | 2 | -100% | 0 | 13% |
| alkirk/Stirling | | | 9% 4% | | 3 -57% | | 93% | 18% | Glasgow | 14 | 8 | -43% | 7 | 4 | -43% | 50% | 50% | 0% | Falkirk/Stirling | 4 | 4 | -0% | | | -100% | 0 | 0 |
| | | | | | | | | | | 14 | 3 | -400% | - ' | -4 | -44-376 | 0 | 33% | 33% | Glasoow | 37 | 44 | 19% | 12 | \vdash | -100% | 32% | |
| lasgow | | | | | 15 13% | | 56% | -4% | Inverness | - | | | | · · | | - | | | | | | | 12 | | 0270 | | |
| verness | | | | - | 7 133% | | 88% | 38% | Kilwinning | 2 | 1 | -50% | | 2 | -100% | 0 | 200% | 200% | Inverness | 5 | 5 | 0% | <u> </u> | | -100% | 0 | 0 |
| lwinning | | | 3% | | 21 110% | | 88% | 32% | Kirkcaldy | 1 | 1 | 0% | 1 | 1 | 0% | 100% | 100% | 0% | Kilwinning | 8 | 19 | 138% | 4 | | -75% | 50% | 5% |
| rkcaldy | | | 9% | | 4 -67% | | 80% | 5% | Motherwell | 2 | 3 | 50% | 2 | 1 | -50% | 100% | 33% | -67% | Kirkcaldy | 6 | 6 | 0% | 1 | | 0% | 17% | 17% |
| otherwell | 11 ' | 12 | % | 9 | 6 -33% | 82% | 50% | -32% | Perth | | 1 | -100% | | 1 | -100% | 0 | 100% | 100% | Motherwell | 9 | 30 | 233% | | 3 | -100% | 0 | 10% |
| aisley | 7 | 18 1 | 7% | 5 | 2 140% | 71% | 67% | -5% | Total | 25 | 27 | 8% | 11 | 17 | 55% | 44% | 63% | 19% | Paisley | 9 | 11 | 22% | 3 | 1 | -67% | 33% | 9% |
| ərth | | 9 1 | 5% | 3 | 4 33% | 75% | 44% | -31% | | | | | | | | | | | Perth | 2 | 3 | 50% | | 2 | -100% | 0 | 67% |
| Total | 212 2 | 231 | 1% | 138 1 | 57 14% | 65% | 68% | 3% | | | | | | | | | | | Total | 106 | 151 | 42% | 23 | 13 | -43% | 22% | 9% |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D | 45/40 | D'# D | | Line of Route | | | | 0 | Dec 14/15 | Dee 45/46 | 0 D# | | | ne of Route (| | Det Dete 45/46 | Diff | Senter | Rec 14/15 | Dec 15/16 | 0 04 | | Det 15/16 | senger Prope | | Dat Date 15/10 |
| Sector | Rec 14/15 Rec | | | t 14/15 Det | | | 5 Det Rate 15/16 | | Sector | | Rec 15/16 | | | Det 15/16 | | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | | | | Det 14/15 | Det 15/16 | | Det Rate 14/15 | Det Rate 15/16 |
| erdeen | | | 00% | | -100% | | 0 | 0 | Aberdeen | 18 | 22 | 22% | 6 | 3 | -50% | 33% | 14% | -20% | Aberdeen | 9 | 10 | 11% | | \square | -100% | 0 | 0 |
| Imuir | 2 | 4 1 | 0% | | 1 -100% | 6 0 | 25% | 25% | Dalmuir | 28 | 20 | -29% | 7 | 3 | -57% | 25% | 15% | -10% | Dalmuir | 4 | 7 | 75% | 1 | | 0% | 25% | 14% |
| indee | | 1 | % | | -100% | | 0 | 0 | Dundee | 12 | 20 | 67% | 4 | 6 | 50% | 33% | 30% | -3% | Dundee | 5 | 5 | 0% | 1 | 1 | 0% | 20% | 20% |
| linburgh | 2 | 5 1 | 0% | | 2 -100% | 6 0 | 40% | 40% | Edinburgh | 81 | 121 | 49% | 15 | 36 | 140% | 19% | 30% | 11% | Edinburgh | 41 | 37 | -10% | 4 | 4 | 0% | 10% | 11% |
| Ikirk/Stirling | | 5 -1 | 00% | | -100% | 6 0 | 0 | 0 | Falkirk/Stirling | 26 | 22 | -15% | | 6 | -100% | 0 | 27% | 27% | Falkirk/Stirling | 4 | 2 | -50% | 1 | | -100% | 25% | 0 |
| asgow | 14 | | 4% | 2 | 1 -50% | | 8% | -6% | Glasgow | 169 | 171 | 1% | 39 | 26 | -33% | 23% | 15% | -8% | Glasgow | 65 | 42 | -35% | 13 | | -100% | 20% | 0 |
| emess | 2 | | 0% | | -100% | | 0 | 0 | Inverness | 60 | 84 | 40% | 9 | 2 | -78% | 15% | 2% | -13% | Inverness | 3 | 4 | 33% | 1 | $ \rightarrow$ | -100% | 0 | 0 |
| winning | | | 0% | | 2 -100% | | 20% | 20% | Kilwinning | 76 | 84 | 11% | 13 | 14 | 8% | 17% | 17% | -0% | Kilwinning | 9 | 14 | 56% | 2 | 2 | 0% | 22% | 14% |
| kcaldy | | | 0% | | -100% | | 20% | 0 | Kirkcaldy | 32 | 39 | 22% | 9 | 9 | 0% | 28% | 23% | -5% | Kirkcaldv | 12 | 5 | -58% | 1 | <u> </u> | -100% | 8% | 0 |
| | | | | | | | | | | | | | | | | | | | Motherwell | | 7 | | | \vdash | -100% | | |
| therwell | | | 0% | | -100% | | 0 | 0 | Motherwell | 73 | 109 | 49% | 15 | 12 | -20% | 21% | 11% | -10% | | 8 | | -13% | 3 | | | 38% | 14% |
| iisley | | | 5% | 1 | -100% | | 0 | -25% | Paisley | 36 | 45 | 25% | 6 | 3 | -50% | 17% | 7% | -10% | Paisley | 3 | 2 | -33% | | \vdash | -100% | 0 | 0 |
| Total | 38 | 51 : | 4% | 3 | 6 100% | 8% | 12% | 4% | Perth | 13 | 19 | 46% | 1 | 2 | 100% | 8% | 11% | 3% | Perth | 3 | 1 | -67% | | | -100% | 0 | 0 |
| | | | | | | | | | Total | 624 | 756 | 21% | 124 | 122 | -2% | 20% | 16% | -4% | Total | 166 | 136 | -18% | 26 | 9 | -65% | 16% | 7% |
| Sector | Rec 14/15 Rec | 45/40 0 | D:# D | 06A Motor t 14/15 Det | Vehicle/ Cycle | | 5 Det Rate 15/16 | S Diff | Sector | Por 14/15 | Pec 15/16 | 9/ D# | Det 14/15 | | ry Offences % Diff | | Det Rate 15/16 | Diff | Sector | Rec 14/15 | i Rec 15/16 | | | ilway/ Comn | | erty & Burglary | Det Rate 15/16 |
| | | | | t 14/15 Det | | | - | | | Nec 14/15 | INEC IS/IC | | Dec 14/13 | Dec 13/10 | | Del Itale 14/15 | Decidate 13/10 | 0 | Aberdeen | 6 | 1100 13/10 | | | Dec 13/10 | | | |
| erdeen | 2 | | 0% | | -100% | | 0 | 0 | Dalmuir | 1 | <u> </u> | -100% | | | -100% | U | 0 | | | | | -100% | 5 | ⊢ | -100% | 83% | 0 |
| Imuir | | | 0% | | 1 -100% | | 100% | 100% | Edinburgh | _ | 1 | -100% | | 1 | -100% | 0 | 100% | 100% | Dalmuir | 2 | 3 | 50% | 1 | <u> </u> | -100% | 50% | 0 |
| indee | | 1 -1 | 00% | | -100% | 6 0 | 0 | 0 | Glasgow | 2 | 2 | 0% | 3 | 2 | -33% | 150% | 100% | -50% | Dundee | 1 | 1 | 0% | | 1 | -100% | 0 | 100% |
| linburgh | | | 5% | | 1 -67% | 27% | 6% | -21% | Kilwinning | 1 | | -100% | 1 | | -100% | 100% | 0 | -100% | Edinburgh | 30 | 43 | 43% | 14 | 24 | 71% | 47% | 56% |
| alkirk/Stirling | 8 | 5 - | 8% | | 2 -100% | 6 0 | 40% | 40% | Kirkcaldy | 2 | | -100% | 1 | | -100% | 50% | 0 | -50% | Falkirk/Stirling | 5 | 3 | -40% | | | -100% | 0 | 0 |
| asgow | 28 2 | 28 | % | 2 | 7 250% | 7% | 25% | 18% | Motherwell | | 1 | -100% | | 1 | -100% | 0 | 100% | 100% | Glasgow | 49 | 64 | 31% | 22 | 39 | 77% | 45% | 61% |
| verness | 9 | 2 - | 8% | 2 | -100% | 5 22% | 0 | -22% | Paisley | 1 | | -100% | | 1 | -100% | 0 | 0 | 0 | Inverness | 2 | 5 | 150% | 1 | 2 | 100% | 50% | 40% |
| lwinning | 14 1 | 17 2 | 1% | 3 | 5 67% | 21% | 29% | 8% | Total | 7 | 4 | -43% | 5 | 5 | 0% | 71% | 125% | 54% | Kilwinning | 4 | 7 | 75% | 1 | | -100% | 25% | 0 |
| kcaldy | 1 | -1 | 00% | 1 | -100% | 5 100% | 0 | -100% | | | | | | | | | | | Kirkcaldy | 2 | 3 | 50% | | | -100% | 0 | 0 |
| otherwell | 3 | 6 1 | 0% | | -100% | 6 0 | 0 | 0 | | | | | | | | | | | Motherwell | 6 | 11 | 83% | 2 | | -100% | 33% | 0 |
| aisley | 2 | | 0% | | -100% | | 0 | 0 | | | | | | | | | | | Paisley | 4 | 1 | -75% | 2 | 1 | -50% | 50% | 100% |
| arth | | | 00% | | -100% | | 0 | 0 | | | | | | | | | | | Perth | 1 | 1 | 0% | 1 | | -100% | 100% | 0 |
| Total | 78 | 82 | 5% | 11 | 16 45% | 14% | 20% | 5% | | | | | | | | | | | Total | 112 | 142 | 27% | 49 | 67 | 37% | 44% | 47% |
| | | - 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| [| | | | | Public Disorde | | | | | | | | | | blic Disorder | | | | | | 1 | | | | raud Offence | | |
| Sector | Rec 14/15 Rec | | | t 14/15 Det | 15/16 % Diff | | 5 Det Rate 15/16 | | Sector | | Rec 15/16 | | Det 14/15 | | | Det Rate 14/15 | | Diff | Sector | | 6 Rec 15/16 | | Liet 14/15 | Det 15/16 | | Det Rate 14/15 | |
| Imuir | | | 00% | | 1 -100% | | 100% | 100% | Aberdeen | 28 | 20 | -29% | 19 | 13 | -32% | 68% | 65% | -3% | Aberdeen | 1 | 1 | 0% | | \square | -100% | 0 | 0 |
| linburgh | | | 0% | | 1 -100% | | 0 | 0 | Dalmuir | 27 | 28 | 4% | 13 | 11 | -15% | 48% | 39% | -9% | Dalmuir | 2 | | -100% | | \vdash | -100% | 0 | 0 |
| lkirk/Stirling | 1 | -1 | 0% | 1 | -100% | | 0 | -100% | Dundee | 25 | 25 | 0% | 12 | 6 | -50% | 48% | 24% | -24% | Dundee | 1 | | -100% | | | -100% | 0 | 0 |
| asgow | 4 | -1 | 00% | 2 | -100% | 50% | 0 | -50% | Edinburgh | 169 | 121 | -28% | 122 | 94 | -23% | 72% | 78% | 5% | Edinburgh | 4 | 5 | 25% | 2 | 3 | 50% | 50% | 60% |
| Total | 5 | 1 - | 0% | 3 | 2 -33% | 60% | 200% | 140% | Falkirk/Stirling | 27 | 21 | -22% | 13 | 8 | -38% | 48% | 38% | -10% | Glasgow | 8 | 11 | 38% | 2 | 3 | 50% | 25% | 27% |
| | | | | | | | | | Glasgow | 256 | 228 | -11% | 173 | 146 | -16% | 68% | 64% | -4% | Inverness | 1 | 1 | 0% | | | -100% | 0 | 0 |
| | | | | | | | | | Inverness | 18 | 16 | -11% | 9 | 12 | 33% | 50% | 75% | 25% | Kilwinning | | 1 | -100% | | 2 | -100% | 0 | 200% |
| | | | | | | | | | Kilwinning | 63 | 56 | -11% | 31 | 24 | -23% | 49% | 43% | -6% | Kirkcaldy | 1 | 1 | -100% | 1 | | -100% | 0 | 0 |
| | | | | | | | | | Kirkcaldy | 30 | 15 | -50% | 14 | 10 | -29% | 47% | 67% | 20% | Motherwell | 1 | 1 | -100% | 1 | $ \rightarrow$ | -100% | 100% | 0 |
| | | | | | | | | | Motherwell | 43 | 49 | 14% | 14 | 10 | -35% | 40% | 22% | -17% | Paisley | - · | 1 | -100% | <u> </u> | | -100% | 0 | 100% |
| | | | | | | | | | | 43 | 49 | 0% | 17 | 11 | -35% | 40% | 30% | -17% | Total | 18 | 20 | -100% | 6 | 9 | -100% 50% | 33% | 45% |
| | | | | | | | | | Paisley | | 10 | | 19 | | | | 30% | -27% | | 10 | 20 | 1170 | 0 | | 30% | 33% | 43% |
| | | | | | | | | | Perth | 14 | | -29% | | 3 | -75% | 86% | | | | | | | | | | | |
| | | | | | | | | | Total | 733 | 622 | -15% | 454 | 348 | -23% | 62% | 56% | -6% | 1 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10B or - | Serious Fraud | Offences | | | | | | | | 114 Dr | Offences | | | | 1 | | | | | A Other Ser | ious Offence | • | |
| г | Bee 14/15 | 45/40 - | D:# 1 5 | | | | Det Det det | S Diff | Sector | Rec 14/45 | Rec 15/44 | 0 (Di# | Det 14/15 | 11A Drug | | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/45 | Rec 15/44 | 9, 044 | | | | s Det Rate 14/15 | Dot Rote 15/16 |
| Caster | | | | | | f Det Rate 14/15 | | | | | | 150% | | | % Diff 150% | 100% | 100% | | | | 1000 13/16 | -100% | L/0L 14/15 | Jer 13/10 | % Diff | | |
| Sector | | | 5% | 3 | 1 -67% | | 100% | 25% | Aberdeen | 4 | 10 | | 4 | 10 | 10070 | | | 0% | Aberdeen | 1 | | | | $ \longrightarrow $ | | 0 | 0 |
| erdeen | 4 | 8 1 | 7% | 3 | -100% | 5 100% | 0 | -100% | Dalmuir | _ | 1 | -100% | | 1 | -100% | 0 | 100% | 100% | Dalmuir | 3 | 4 | 33% | 2 | 2 | 0% | 67% | 50% |
| erdeen | 4 3 | 0 1 | 0% | | 1 -100% | | 25% | 25% | Dundee | 2 | | -100% | 2 | | -100% | 100% | 0 | -100% | Dundee | | 2 | -100% | | 1 7 3 | -100% | 0 | 50% |
| erdeen Imuir ndee | 4 3 2 | 4 1 | | | 0 -47% | 70% | 83% | 13% | Edinburgh | 19 | | -11% | 18 | 16 | -11% | 95% | 94% | | Edinburgh | 9 | | 89% | 4 | 7 | 75% | 44% | 41% |
| erdeen Imuir ndee | 4 3 2 27 | 4 1 12 - | | 19 | | | 40% | -27% | Glasgow | 11 | 18 | 64% | 11 | 17 | 55% | 100% | 94% | -6% | Falkirk/Stirling | 1 | 4 | 300% | 1 | 3 | 200% | 100% | 75% |
| erdeen Imuir ndee inburgh | 4 3 2 27 | 4 1 12 - | 6% | | 2 0% | 67% | | | | | | | | | -100% | 100% | 0 | 1009/ | | | | | | | | 10070 1 | |
| erdeen Imuir Indee inburgh Ikirk/Stirling | 4 3 2 27 3 | 4 1 12 - 5 6 | 6% 7% | 2 | 2 0% | | 71% | | | 4 | 1 | -100% | 4 | | -100/6 1 | | | -100% | Glasgow | 19 | 22 | 10% | 12 | 11 | -8% | 63% | 50% |
| erdeen Imuir Indee Inburgh Ikirk/Stirling asgow | 4 3 2 27 3 12 | 4 1 12 - 5 6 17 4 | 6% 7% 2% | 8 | 2 0% 12 50% | 67% | 71% | 4% | Kilwinning | 4 | | | | | | | 0 | | | 19 | | | | 11 | -8% | | 50% 0 |
| erdeen Imuir Indee Iinburgh Ikirk/Stirfing asgow ermess | 4 3 2 27 3 12 3 | 4 11 12 5 6 17 4 -1 | 6% 7% 2% 10% | 2 8 2 | 2 0% 2 50% -100% | 67% 67% | 71% | 4% -67% | Kilwinning Kirkcaldy | 1 | i — | -100% | 2 | 2 | -100% | 200% | 0 | -200% | Inverness | | 2 | -100% | 1 | 11 | -8% -100% | 63% 0 | 0 |
| erdeen Imuir ndee Inburgh kirk/Stirling ssgow erness winning | 4 3 2 27 3 12 3 21 | 4 1 12 -4 5 6 17 4 -1 18 | 6% 7% 2% 00% 4% | 2 8 2 9 | 2 0% 12 50% -100% 8 -11% | 67% 67% 43% | 71% 0 44% | 4% -67% 2% | Kilwinning Kirkcaldy Motherwell | 1 2 | 2 | -100% 0% | 2 | 2 | -100% 0% | 200% 100% | 0 100% | -200% 0% | Inverness Kilwinning | 4 | 2 | -100% -75% | 3 | 11 | -8% -100% -67% | 63% 0 75% | 0 100% |
| ardeen muir muir ndee nburgh kirk/Stirling sgow emess kiral kcaldy | 4 3 2 27 3 12 3 21 | 4 1 12 | 6% 7% 2% 00% 4% 00% | 2 8 2 9 1 | 2 0% 12 50% -100% 8 -11% 1 0% | 67% 67% 43% 100% | 71% 0 44% 0 | 4% -67% 2% -100% | Kilwinning Kirkcaldy Motherwell Paisley | 1 2 6 | 2 | -100% 0% -83% | 2 2 6 | 1 | -100% 0% -83% | 200% 100% 100% | 0 100% 100% | -200% 0% 0% | Inverness Kilwinning Kirkcaldy | 4 | 2 | -100% -75% -100% | 3 | 11 | -8% -100% -67% -100% | 63% 0 75% 200% | 0 100% 0 |
| erdeen imuir indue inburgh ixitx/Stitling sigow erness winning kcaldy therwell | 4 3 2 3 12 3 21 1 1 3 3 21 3 3 | 4 1 12 -4 5 6 17 4 -1 -1 18 -1 -1 -1 4 -3 | 6% 2% 2% 4% 00% 3% | 2 8 7 2 9 1 1 2 2 1 2 2 1 2 2 2 2 2 2 2 2 2 2 | 2 0% 12 50% -100% 8 -11% 1 0% -100% | 67% 67% 43% 100% 667% | 71% 0 44% 0 0 | 4% -67% 2% -100% -67% | Kilwinning Kirkcaldy Motherwell Paisley Perth | 1 2 6 1 | 2 1 1 | -100% 0% -83% 0% | 2 2 6 1 | 1 | -100% 0% -83% 0% | 200% 100% 100% 100% | 0 100% 100% 100% | -200% 0% 0% | Inverness Kilwinning Kirkcaldy Motherwell | 4 1 2 | 2 1 1 | -100% -75% -100% -50% | 3 2 1 | 11 1 | -8% -100% -67% -100% -100% | 63% 0 75% 200% 50% | 0 100% 0 0 |
| erdeen Imuir ndee nihurgh kirk/Stirling Isgow erness winning kealdy therwell Isley | 4 3 27 3 12 3 21 1 3 13 | 4 1 12 -4 5 6 17 4 -1 18 -1 4 -3 5 -4 | 6% 7% 2% 00% 4% 00% 3% 2% | 2 8 9 9 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 2 0% 12 50% -100% 8 -11% 1 0% -100% 1 -91% | 67% 67% 43% 100% 667% 85% | 71% 0 44% 0 0 20% | 4% -67% 2% -100% -67% -65% | Kilwinning Kirkcaldy Motherwell Paisley Perth | 1 2 6 1 | 2 1 1 | -100% 0% -83% 0% | 2 2 6 | 1 | -100% 0% -83% | 200% 100% 100% | 0 100% 100% | -200% 0% 0% | Inverness Kilwinning Kirkcaldy Motherwell Paisley | 4 1 2 1 | 2 1 1 1 | -100% -75% -100% -50% 0% | 3 2 1 1 | 11 1 | -8% -100% -67% -100% -100% -100% | 63% 0 75% 200% 50% 100% | 0 100% 0 0 0 |
| erdeen imuir imuir ndee inburgh kirk/Stirling sgow erness winning kcaldy therwell isley th | 4 3 2 27 3 12 3 211 1 3 13 7 | 4 1 12 -1 5 6 17 4 18 -1 4 -3 5 -4 2 -1 | 6% 7% 2% 00% 4% 00% 3% 2% 1% | 2 8 9 1 2 11 6 | 2 0% 12 50% -100% 8 -11% 1 0% -100% 1 -91% 2 -67% | 67% 67% 43% 100% 667% 85% 885% | 71% 0 44% 0 20% 100% | 4% -67% 2% -100% -67% -65% 14% | Kilwinning Kirkcaldy Motherwell Paisley Perth Total | 1 2 6 1 | 2 1 1 | -100% 0% -83% 0% | 2 2 6 1 | 1 | -100% 0% -83% 0% | 200% 100% 100% 100% | 0 100% 100% 100% | -200% 0% 0% | Inverness Kilvinning Kirkcaldy Motherwell Paisley Perth | 4 1 2 1 2 | 2 1 1 1 1 3 | -100% -75% -100% -50% 0% 50% | 3 2 1 1 1 | 11 1 1 1 | -8% -100% -67% -100% -100% -100% 0% | 63% 0 75% 200% 50% 100% 50% | 0 100% 0 0 0 0 33% |
| Sector erdeen imuir imuir indee indree kirk/Stifing asgow ermess segow kcady therwell isley Total | 4 3 2 27 3 12 3 211 1 3 13 7 | 4 1 12 -1 5 6 17 4 18 -1 4 -3 5 -4 2 -1 | 6% 7% 2% 00% 4% 00% 3% 2% 1% | 2 8 9 1 2 11 6 | 2 0% 12 50% -100% 8 -11% 1 0% -100% 1 -91% | 67% 67% 43% 100% 667% 85% 885% | 71% 0 44% 0 0 20% | 4% -67% 2% -100% -67% -65% | Kilwinning Kirkcaldy Motherwell Paisley Perth Total | 1 2 6 1 | 2 1 1 | -100% 0% -83% 0% | 2 2 6 1 | 1 | -100% 0% -83% 0% | 200% 100% 100% 100% | 0 100% 100% 100% | -200% 0% 0% | Inverness Kilwinning Kirkcaldy Motherwell Paisley | 4 1 2 1 2 | 2 1 1 1 1 3 | -100% -75% -100% -50% 0% 50% | 3 2 1 1 1 | 11 1 | -8% -100% -67% -100% -100% -100% 0% | 63% 0 75% 200% 50% 100% | 0 100% 0 0 0 |

| Total | 401 | 428 | 7% | 279 | 280 | 0% | 70% | 65% | -4% |
|------------------|-----------|-----------|--------|-----------|-----------|--------|----------------|----------------|------|
| Perth | 7 | 11 | 57% | 3 | 4 | 33% | 43% | 36% | -6% |
| Paisley | 16 | 10 | -38% | 10 | 3 | -70% | 63% | 30% | -33% |
| Motherwell | 69 | 73 | 6% | 32 | 52 | 63% | 46% | 71% | 25% |
| Kirkcaldy | 13 | 19 | 46% | 9 | 13 | 44% | 69% | 68% | -1% |
| Kilwinning | 21 | 28 | 33% | 9 | 19 | 111% | 43% | 68% | 25% |
| Inverness | 45 | 40 | -11% | 21 | 21 | 0% | 47% | 53% | 6% |
| Glasgow | 82 | 101 | 23% | 59 | 63 | 7% | 72% | 62% | -10% |
| Falkirk/Stirling | 15 | 17 | 13% | 12 | 9 | -25% | 80% | 53% | -27% |
| Edinburgh | 88 | 51 | -42% | 97 | 45 | -54% | 110% | 88% | -22% |
| Dundee | 9 | 35 | 289% | 8 | 25 | 213% | 89% | 71% | -17% |
| Dalmuir | 6 | 10 | 67% | 1 | 4 | 300% | 17% | 40% | 23% |
| Aberdeen | 30 | 33 | 10% | 18 | 22 | 22% | 60% | 67% | 7% |
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |

| | | | | T | otal Notifia | ble Offend | ces | | | 1 | | | | Tota | I Non-Not | ifiable Off | ences | | | | | | | | Total O | ffences | | | |
|------------------|-----------|-----------|--------|-----------|--------------|------------|----------------|----------------|------|------------------|-----------|-----------|--------|-----------|-----------|-------------|----------------|----------------|-------|------------------|-----------|-----------|--------|-----------|-----------|---------|----------------|----------------|--------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Aberdeen | 29 | 34 | 17% | 15 | 12 | -20% | 52% | 35% | -16% | Aberdeen | 81 | 76 | -6% | 46 | 39 | -15% | 57% | 51% | -5% | Aberdeen | 110 | 110 | 0% | 61 | 51 | -16% | 55% | 46% | -9.1% |
| Dalmuir | 27 | 44 | 63% | 6 | 19 | 217% | 22% | 43% | 21% | Dalmuir | 64 | 66 | 3% | 24 | 18 | -25% | 38% | 27% | -10% | Dalmuir | 91 | 110 | 21% | 30 | 37 | 23% | 33% | 34% | 0.7% |
| Dundee | 16 | 18 | 13% | 4 | 4 | 0% | 25% | 22% | -3% | Dundee | 48 | 84 | 75% | 24 | 38 | 58% | 50% | 45% | -5% | Dundee | 64 | 102 | 59% | 28 | 42 | 50% | 44% | 41% | -2.6% |
| Edinburgh | 193 | 208 | 8% | 89 | 107 | 20% | 46% | 51% | 5% | Edinburgh | 366 | 307 | -16% | 253 | 188 | -26% | 69% | 61% | -8% | Edinburgh | 559 | 515 | -8% | 342 | 295 | -14% | 61% | 57% | -3.9% |
| Falkirk/Stirling | 33 | 27 | -18% | 9 | 7 | -22% | 27% | 26% | -1% | Falkirk/Stirling | 72 | 66 | -8% | 28 | 26 | -7% | 39% | 39% | 1% | Falkirk/Stirling | 105 | 93 | -11% | 37 | 33 | -11% | 35% | 35% | 0.2% |
| Glasgow | 316 | 329 | 4% | 126 | 129 | 2% | 40% | 39% | -1% | Glasgow | 521 | 520 | -0% | 281 | 248 | -12% | 54% | 48% | -6% | Glasgow | 837 | 849 | 1% | 407 | 377 | -7% | 49% | 44% | -4.2% |
| Inverness | 27 | 30 | 11% | 6 | 10 | 67% | 22% | 33% | 11% | Inverness | 127 | 140 | 10% | 41 | 35 | -15% | 32% | 25% | -7% | Inverness | 154 | 170 | 10% | 47 | 45 | -4% | 31% | 26% | -4.0% |
| Kilwinning | 66 | 93 | 41% | 28 | 36 | 29% | 42% | 39% | -4% | Kilwinning | 181 | 187 | 3% | 62 | 65 | 5% | 34% | 35% | 1% | Kilwinning | 247 | 280 | 13% | 90 | 101 | 12% | 36% | 36% | -0.4% |
| Kirkcaldy | 43 | 22 | -49% | 22 | 6 | -73% | 51% | 27% | -24% | Kirkcaldy | 76 | 73 | -4% | 33 | 33 | 0% | 43% | 45% | 2% | Kirkcaldy | 119 | 95 | -20% | 55 | 39 | -29% | 46% | 41% | -5.2% |
| Motherwell | 54 | 79 | 46% | 20 | 14 | -30% | 37% | 18% | -19% | Motherwell | 188 | 235 | 25% | 66 | 75 | 14% | 35% | 32% | -3% | Motherwell | 242 | 314 | 30% | 86 | 89 | 3% | 36% | 28% | -7.2% |
| Paisley | 37 | 40 | 8% | 18 | 17 | -6% | 49% | 43% | -6% | Paisley | 98 | 94 | -4% | 46 | 17 | -63% | 47% | 18% | -29% | Paisley | 135 | 134 | -1% | 64 | 34 | -47% | 47% | 25% | -22.0% |
| Perth | 13 | 19 | 46% | 6 | 9 | 50% | 46% | 47% | 1% | Perth | 41 | 43 | 5% | 22 | 11 | -50% | 54% | 26% | -28% | Perth | 54 | 62 | 15% | 28 | 20 | -29% | 52% | 32% | -19.6% |
| Total | 854 | 943 | 10% | 349 | 370 | 6% | 41% | 39% | -2% | Total | 1863 | 1891 | 2% | 926 | 793 | -14% | 50% | 42% | -7.8% | Total | 2717 | 2834 | 4% | 1275 | 1163 | -9% | 47% | 41% | -5.9% |

| South (Sub Disiviso | 1) Data from 01 April 2015 | 5 00:00 to 30 September 2015 23:59:59 |
|---------------------|----------------------------|---------------------------------------|
|---------------------|----------------------------|---------------------------------------|

| | | | | | | | | | | South (Sub Disivi | son) Data f | from 01 A | oril 2015 | 5 00:00 to | 30 Sept | ember 20 | 15 23:59:59 | | | | | | | | | | | | |
|----------------------|-----------|-----------|--------|----------|-------------|-------------|----------------|----------------|------|----------------------|-------------|-----------|-----------|------------|-----------|-------------|----------------|----------------|------|----------------------|-----------|-----------|--------|-----------|------------|--------------|----------------|----------------|------|
| | | | | | | | | | | - | | | | | | | | | | - | | | | | | | | | |
| | | | | 01/ | Violence Ag | ainst the F | Person | | | | | | | | 02A Sexua | al Offences | | | | | | | | 03A Crim | inal Damag | e/ Malicious | s Mischief | | |
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/1 | 5 Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Ashford/Maidstone | 180 | 172 | -4% | 56 | 27 | -52% | 31% | 16% | -15% | Ashford/Maidstone | 17 | 4 | -76% | 1 | 2 | 100% | 6% | 50% | 44% | Ashford/Maidstone | 124 | 156 | 26% | 14 | 10 | -29% | 11% | 6% | -5% |
| Brighton | 116 | 167 | 44% | 54 | 35 | -35% | 47% | 21% | -26% | Brighton | 9 | 14 | 56% | 2 | 7 | 250% | 22% | 50% | 28% | Brighton | 50 | 65 | 30% | 5 | 7 | 40% | 10% | 11% | 1% |
| Croydon | 102 | 163 | 60% | 39 | 53 | 36% | 38% | 33% | -6% | Croydon | 17 | 26 | 53% | 4 | 9 | 125% | 24% | 35% | 11% | Croydon | 39 | 51 | 31% | 2 | 1 | -100% | 5% | 0 | -5% |
| Inner London (South) | 589 | 648 | 10% | 259 | 195 | -25% | 44% | 30% | -14% | Inner London (South) | 80 | 113 | 41% | 27 | 16 | -41% | 34% | 14% | -20% | Inner London (South) | 171 | 229 | 34% | 16 | 18 | 13% | 9% | 8% | -1% |
| South West Quadrant | 113 | 175 | 55% | 43 | 56 | 30% | 38% | 32% | -6% | South West Quadrant | 15 | 22 | 47% | 4 | 3 | -25% | 27% | 14% | -13% | South West Quadrant | 71 | 63 | -11% | 11 | 8 | -27% | 15% | 13% | -3% |
| Total | 1100 | 1325 | 20% | 451 | 366 | -19% | 41% | 28% | -13% | Total | 138 | 179 | 30% | 38 | 37 | -3% | 28% | 21% | -7% | Total | 455 | 564 | 24% | 48 | 43 | -10% | 11% | 8% | -3% |

| | | | | 04A S | Serious Line | e of Route | Offences | | | | | | | 04B Less | s Serious Li | ne of Route | e Offences | | | | | | | 05A 1 | Theft of Pas | ssenger Pro | operty | | |
|----------------------|-----------|-----------|--------|-----------|--------------|------------|----------------|----------------|------|----------------------|-----------|-----------|--------|-----------|--------------|-------------|----------------|----------------|------|----------------------|-----------|-----------|--------|-----------|--------------|-------------|----------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Ashford/Maidstone | 19 | 29 | 53% | 3 | 1 | -67% | 16% | 3% | -12% | Ashford/Maidstone | 117 | 142 | 21% | 36 | 9 | -75% | 31% | 6% | -24% | Ashford/Maidstone | 136 | 132 | -3% | 7 | 5 | -29% | 5% | 4% | -1% |
| Brighton | 11 | 8 | -27% | | 1 | -100% | 0 | 13% | 13% | Brighton | 73 | 103 | 41% | 20 | 13 | -35% | 27% | 13% | -15% | Brighton | 134 | 160 | 19% | 5 | 5 | 0% | 4% | 3% | -1% |
| Croydon | 21 | 9 | -57% | 3 | 1 | -67% | 14% | 11% | -3% | Croydon | 52 | 77 | 48% | 14 | 6 | -57% | 27% | 8% | -19% | Croydon | 91 | 107 | 18% | 4 | 2 | -50% | 4% | 2% | -3% |
| Inner London (South) | 31 | 38 | 23% | 6 | 5 | -17% | 19% | 13% | -6% | Inner London (South) | 240 | 314 | 31% | 66 | 39 | -41% | 28% | 12% | -15% | Inner London (South) | 688 | 685 | -0% | 28 | 16 | -43% | 4% | 2% | -2% |
| South West Quadrant | 20 | 37 | 85% | 2 | 6 | 200% | 10% | 16% | 6% | South West Quadrant | 197 | 198 | 1% | 41 | 27 | -34% | 21% | 14% | -7% | South West Quadrant | 188 | 142 | -24% | 8 | 4 | -50% | 4% | 3% | -1% |
| Total | 102 | 121 | 19% | 14 | 14 | 0% | 14% | 12% | -2% | Total | 679 | 834 | 23% | 177 | 94 | -47% | 26% | 11% | -15% | Total | 1237 | 1226 | -1% | 52 | 32 | -38% | 4% | 3% | -2% |

| | | | | 06A | Motor Vehic | le/ Cycle Of | fences | | | 1 | | | | | 07A Robbe | ry Offences | | | | | | | 08A | Theft of Rai | way/ Comn | nercial Prop | erty & Burglary | | |
|----------------------|-----------|-----------|--------|-----------|-------------|--------------|----------------|----------------|------|----------------------|-----------|-----------|--------|-----------|-----------|-------------|----------------|----------------|------|----------------------|-----------|-----------|--------|--------------|-----------|--------------|-----------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Ashford/Maidstone | 294 | 234 | -20% | 41 | 30 | -27% | 14% | 13% | -1% | Ashford/Maidstone | 5 | 5 | 0% | 2 | 2 | 0% | 40% | 40% | 0% | Ashford/Maidstone | 40 | 20 | -50% | 3 | 1 | -67% | 8% | 5% | -3% |
| Brighton | 238 | 156 | -34% | 36 | 29 | -19% | 15% | 19% | 3% | Brighton | 4 | 3 | -25% | 3 | | -100% | 75% | 0 | -75% | Brighton | 24 | 32 | 33% | 2 | 1 | -50% | 8% | 3% | -5% |
| Croydon | 98 | 91 | -7% | 15 | 12 | -20% | 15% | 13% | -2% | Croydon | 15 | 5 | -67% | 5 | | -100% | 33% | 0 | -33% | Croydon | 30 | 20 | -33% | 1 | 1 | 0% | 3% | 5% | 2% |
| Inner London (South) | 451 | 468 | 4% | 116 | 49 | -58% | 26% | 10% | -15% | Inner London (South) | 39 | 28 | -28% | 21 | 6 | -71% | 54% | 21% | -32% | Inner London (South) | 283 | 246 | -13% | 129 | 76 | -41% | 46% | 31% | -15% |
| South West Quadrant | 455 | 424 | -7% | 82 | 80 | -2% | 18% | 19% | 1% | South West Quadrant | 7 | 8 | 14% | 3 | | -100% | 43% | 0 | -43% | South West Quadrant | 56 | 90 | 61% | 23 | 23 | 0% | 41% | 26% | -16% |
| Total | 1536 | 1373 | -11% | 290 | 200 | -31% | 19% | 15% | -4% | Total | 70 | 49 | -30% | 34 | 8 | -76% | 49% | 16% | -32% | Total | 433 | 408 | -6% | 158 | 102 | -35% | 36% | 25% | -11% |

| | | | | 09A Se | erious Publ | ic Disorder | Offences | | | | | | | 09B Less | Serious Pu | blic Disord | er Offences | | |] | | | | 10 | A Serious F | raud Offend | es | | |
|----------------------|-----------|-------------|--------|-----------|-------------|-------------|----------------|----------------|------|----------------------|-----------|-----------|--------|-----------|------------|-------------|----------------|----------------|------|----------------------|-----------|-------------|--------|-----------|-------------|-------------|----------------|----------------|------|
| Sector | Rec 14/15 | 5 Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | 6 Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Ashford/Maidstone | 108 | 79 | -27% | 35 | 17 | -51% | 32% | 22% | -11% | Ashford/Maidstone | 169 | 140 | -17% | 49 | 22 | -55% | 29% | 16% | -13% | Ashford/Maidstone | 5 | 3 | -40% | 2 | | -100% | 40% | 0 | -40% |
| Brighton | 88 | 74 | -16% | 34 | 16 | -53% | 39% | 22% | -17% | Brighton | 132 | 99 | -25% | 31 | 18 | -42% | 23% | 18% | -5% | Brighton | 2 | | -100% | 1 | | -100% | 50% | 0 | -50% |
| Croydon | 55 | 62 | 13% | 17 | 20 | 18% | 31% | 32% | 1% | Croydon | 122 | 88 | -28% | 28 | 13 | -54% | 23% | 15% | -8% | Croydon | 2 | 1 | -50% | 2 | 1 | -50% | 100% | 100% | 0% |
| Inner London (South) | 266 | 184 | -31% | 105 | 58 | -45% | 39% | 32% | -8% | Inner London (South) | 549 | 402 | -27% | 163 | 85 | -48% | 30% | 21% | -9% | Inner London (South) | 24 | 29 | 21% | 14 | 10 | -29% | 58% | 34% | -24% |
| South West Quadrant | 70 | 94 | 34% | 23 | 32 | 39% | 33% | 34% | 1% | South West Quadrant | 153 | 140 | -8% | 25 | 24 | -4% | 16% | 17% | 1% | South West Quadrant | | 4 | -100% | 1 | 1 | 0% | 0 | 25% | 25% |
| Total | 587 | 493 | -16% | 214 | 143 | -33% | 36% | 29% | -7% | Total | 1125 | 869 | -23% | 296 | 162 | -45% | 26% | 19% | -8% | Total | 33 | 37 | 12% | 20 | 12 | -40% | 61% | 32% | -28% |

| | | | | 108 | Less Serio | us Fraud O | ffences | | |] | | | | | 11A Drug | Offences | | | |] | | | | 12 | A Other Seri | ious Offend | es | | |
|----------------------|-----------|-----------|--------|-----------|-------------|------------|----------------|----------------|------|----------------------|-----------|-----------|--------|-----------|-----------|----------|----------------|----------------|------|----------------------|-----------|-----------|--------|-----------|--------------|-------------|----------------|----------------|--------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | 5 Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | 6 Diff |
| Ashford/Maidstone | 146 | 71 | -51% | 88 | 15 | -83% | 60% | 21% | -39% | Ashford/Maidstone | 40 | 24 | -40% | 31 | 11 | -65% | 78% | 46% | -32% | Ashford/Maidstone | 14 | 23 | 64% | 6 | 3 | -50% | 43% | 13% | -30% |
| Brighton | 55 | 78 | 42% | 22 | 11 | -50% | 40% | 14% | -26% | Brighton | 33 | 21 | -36% | 27 | 17 | -37% | 82% | 81% | -1% | Brighton | 10 | 16 | 60% | 4 | 1 | -75% | 40% | 6% | -34% |
| Croydon | 132 | 65 | -51% | 115 | 14 | -88% | 87% | 22% | -66% | Croydon | 37 | 38 | 3% | 45 | 24 | -47% | 122% | 63% | -58% | Croydon | 10 | 7 | -30% | 5 | 4 | -20% | 50% | 57% | 7% |
| Inner London (South) | 554 | 236 | -57% | 422 | 58 | -86% | 76% | 25% | -52% | Inner London (South) | 171 | 122 | -29% | 160 | 106 | -34% | 94% | 87% | -7% | Inner London (South) | 41 | 40 | -2% | 16 | 20 | 25% | 39% | 50% | 11% |
| South West Quadrant | 101 | 93 | -8% | 30 | 18 | -40% | 30% | 19% | -10% | South West Quadrant | 17 | 21 | 24% | 11 | 16 | 45% | 65% | 76% | 11% | South West Quadrant | 12 | 26 | 117% | 1 | 6 | 500% | 8% | 23% | 15% |
| Total | 988 | 543 | -45% | 677 | 116 | -83% | 69% | 21% | -47% | Total | 298 | 226 | -24% | 274 | 174 | -36% | 92% | 77% | -15% | Total | 87 | 112 | 29% | 32 | 34 | 6% | 37% | 30% | -6% |
| | | • | • | | | | | • | • | | | • | • | | • | | • | | | | • | | • | • | | | | | |

| | | | | 12B (| Other Less \$ | Serious Offe | ences | | |
|----------------------|-----------|-----------|--------|-----------|---------------|--------------|----------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Ashford/Maidstone | 95 | 83 | -13% | 122 | 74 | -39% | 128% | 89% | -39% |
| Brighton | 110 | 70 | -36% | 209 | 141 | -33% | 190% | 201% | 11% |
| Croydon | 73 | 40 | -45% | 124 | 43 | -65% | 170% | 108% | -62% |
| Inner London (South) | 207 | 274 | 32% | 266 | 151 | -43% | 129% | 55% | -73% |
| South West Quadrant | 122 | 229 | 88% | 111 | 146 | 32% | 91% | 64% | -27% |
| Total | 607 | 696 | 15% | 832 | 555 | -33% | 137% | 80% | -57% |

| | | | | Тс | otal Notifia | ble Offen | ces | | | | | | | Tota | al Non-Noti | fiable Offe | ences | | | | | | | | Total Of | fences | | | |
|----------------------|-----------|-----------|--------|-----------|--------------|-----------|----------------|----------------|------|----------------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|--------|----------------------|-----------|-----------|--------|-----------|-----------|--------|----------------|----------------|--------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Ashford/Maidstone | 982 | 881 | -10% | 201 | 109 | -46% | 20% | 12% | -8% | Ashford/Maidstone | 527 | 436 | -17% | 295 | 120 | -59% | 56% | 28% | -28% | Ashford/Maidstone | 1509 | 1317 | -13% | 496 | 229 | -54% | 33% | 17% | -15.5% |
| Brighton | 719 | 716 | -0% | 173 | 119 | -31% | 24% | 17% | -7% | Brighton | 370 | 350 | -5% | 282 | 183 | -35% | 76% | 52% | -24% | Brighton | 1089 | 1066 | -2% | 455 | 302 | -34% | 42% | 28% | -13.5% |
| Croydon | 517 | 580 | 12% | 142 | 127 | -11% | 27% | 22% | -6% | Croydon | 379 | 270 | -29% | 281 | 76 | -73% | 74% | 28% | -46% | Croydon | 896 | 850 | -5% | 423 | 203 | -52% | 47% | 24% | -23.3% |
| Inner London (South) | 2834 | 2830 | -0% | 897 | 575 | -36% | 32% | 20% | -11% | Inner London (South) | 1550 | 1226 | -21% | 917 | 333 | -64% | 59% | 27% | -32% | Inner London (South) | 4384 | 4056 | -7% | 1814 | 908 | -50% | 41% | 22% | -19.0% |
| South West Quadrant | 1024 | 1106 | 8% | 212 | 235 | 11% | 21% | 21% | 1% | South West Quadrant | 573 | 660 | 15% | 207 | 215 | 4% | 36% | 33% | -4% | South West Quadrant | 1597 | 1766 | 11% | 419 | 450 | 7% | 26% | 25% | -0.8% |
| Total | 6076 | 6113 | 1% | 1625 | 1165 | -28% | 27% | 19% | -8% | Total | 3399 | 2942 | -13% | 1982 | 927 | -53% | 58% | 32% | -26.8% | Total | 9475 | 9055 | -4% | 3607 | 2092 | -42% | 38% | 23% | -15.0% |

TFL (Sub Disivison) Data from 01 April 2015 00:00 to 30 September 2015 23:59:59

| | | | | 01A Violence | Against | the Persor | n | | | | | | | | 02A Sex | ual Offences | | | | 1 | | | | 03A Crimi | nal Damag | e/ Malicious | Mischief | | |
|--|--|---|---|---|---|--|---|--|---|--|---|---|---|---|---|--|---|---|---|---|--|---|--|--|--|---|--|--|--|
| Sector | Rec 14/15 F | Rec 15/16 | % Diff | | - | | | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/ | 16 % | Diff Det 1 | | | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | 6 % Diff | | Det 15/16 | | | Det Rate 15/16 | Diff |
| Bakerloo Line | 59 | 68 | 15% | 25 14 | _ | | 42% | 21% | -22% | Bakerloo Line | 18 | 17 | | | | -73% | 61% | 18% | -43% | Bakerloo Line | 14 | 25 | 79% | 9 | 2 | -78% | 64% | 8% | -56% |
| Central Line | 145 | 167 | 15% | 49 39 | -20 | 0% | 34% | 23% | | Central Line | 69 | 101 | 46 | % 22 | 2 12 | -45% | 32% | 12% | -20% | Central Line | 51 | 51 | 0% | 22 | 2 | -91% | 43% | 4% | -39% |
| Circle Line | | 118 | | | | | 39% | 19% | -21% | Circle Line | 19 | 29 | 53 | % 8 | 3 | -63% | 42% | 10% | -32% | Circle Line | 15 | 13 | -13% | 12 | | -100% | 80% | 0 | -80% |
| | 80 | 98 | 23% | | -42 | 2% | 33% | 15% | -17% | | 27 | 18 | -33 | % 7 | 7 | 0% | 26% | 39% | 13% | District Line | 31 | 79 | 155% | 24 | 2 | -92% | 77% | 3% | -75% |
| DLR | 52 | 81 | 56% | 24 15 | | | 46% | 19% | -28% | DLR | 13 | 20 | | | 3 | -40% | 38% | 15% | -23% | DLR | 18 | 7 | -61% | | | -100% | 0 | 0 | 0 |
| Jubliee Line & Stratford Hub | | | | | _ | | | | | Jubliee Line & Stratford Hub | 36 | 61 | _ | | 4 10 | -29% | 39% | 16% | -22% | Jubliee Line & Stratford Hub | 12 | 19 | 58% | 3 | | -100% | 25% | 0 | -25% |
| Metropolitan Line | | | | | | | | | | Metropolitan Line | 13 | 23 | 77 | % 2 | 14 | 600% | 15% | 61% | 45% | Metropolitan Line | 33 | 29 | -12% | 19 | 3 | -84% | 58% | 10% | -47% |
| Northern Line | | | | | | | | | | Northern Line | 35 | 62 | 77 | % 9 | 12 | 33% | 26% | 19% | | Northern Line | 20 | 38 | 90% | 8 | 2 | -75% | 40% | 5% | -35% |
| Piccadilly Line | | | 31% | | | | 28% | | -8% | Piccadilly Line | 32 | | | | | | 34% | | | Piccadilly Line | 40 | 58 | 45% | 11 | 1 | -91% | 28% | 2% | -26% |
| Victoria Line | 117 | 117 | 0% | 31 18 | -42 | 2% | 26% | 15% | -11% | Victoria Line | 37 | 46 | | | 1 4 | -64% | 30% | 9% | -21% | Victoria Line | 11 | 35 | 218% | 1 | 1 | 0% | 9% | 3% | -6% |
| Waterloo & City Line | | 1 | -100% | | _ | | 0 | 0 | 0 | Total | 299 | 427 | 43 | % 10 | 0 75 | -25% | 33% | 18% | -16% | Total | 245 | 354 | 44% | 109 | 13 | -88% | 44% | 4% | -41% |
| Total | 1038 | 1171 | | 371 230 | | | 36% | 20% | | | | | | | | | | | | | | | | | | | | | |
| | 1 1 | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| ſ | | | | 04A Serious Li | no of Por | uto Offense | | | | 1 | | | | 048 | Loss Serious | ine of Pout | o Offensee | | | 1 | | | | 05 4 7 | hoft of Dag | senger Prop | orby | | |
| | | 0. 15/10 | AL 5.11 | | | | | D . D | D." | | Reg 14/15 | Reg 15/ | 46 9/1 | | | | | Dat Rate 15/16 | D# | Sector | Reg 14/15 | Boo 15/16 | i % Diff | Det 14/15 | | | Det Rate 14/15 | Dat Rate 15/16 | Diff |
| | | | | Det 14/15 Det 15/ | - | | et Rate 14/15 | | | | | | | | | | | | | | | | | 8 | | | | | |
| | | | | | | | 0 | - | | | | | | | · · | | | | | | | 142 | 9% | | 3 6 | -63% | 6% | 2% | -4% |
| | | - | | 1 1 | | | | | | | | | | | | | | | | | | 282 | -14% 4% | 8 | 9 | -25% 125% | 2% 2% | 2% 5% | -0% |
| | | | | | | | - | - | | | | | _ | | _ | | | | | | | | | 4 | - | -63% | | | 3% |
| | | | | 3 | | | | | | | | | _ | | | | | | | | | 158 | -7% | 8 | 3 | | 5% | 2% | -3% |
| | | | | 1 | | | | | | | | | | | | | | | | | | 59 | -5% | | 2 | 100% | 2% | 3% | 2% |
| | | | | 1 | _ | | | | | | | | | | | | | | | | | 214 | 4% | 9 | 10 | 11% | 4% | 5% | 0% |
| | | | | 1 | | | | - | | | | | | | | | | | | · · · · · · · · · · · · · · · · · · · | | 56 | -28% | 11 | 2 | -82% | 14% | 4% | -11% |
| | | | | 1 | | | | - | | | | | | | | | | | | | | 257 | -3% | 8 | 9 | 13% | 3% | 4% | 0% |
| | | | | | | | | | | | | | | | | | | 1 | | · · · · · · · · · · · · · · · · · · · | | 266 | -10% | 16 | 13 | -19% | 5% | 5% | -0% |
| Total | 41 | 40 | -2% | 6 5 | -13 | 1% | 15% | 13% | -2% | | | | | | | | | | | | | 241 | 7% | 8 | 6 | -25% | 4% | 2% | -1% |
| | | | | | | | | | | Total | 160 | 178 | 11 | % 59 | 9 47 | -20% | 37% | 26% | -10% | · | | 3 | -50% | | | -100% | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | | | Total | 1945 | 1865 | -4% | 81 | 63 | -22% | 4% | 3% | -1% |
| , | | | | | | | | | | I | | | | | AN | • | | | | 1 | | | | | 16 | | | | |
| | | | | | | | | | 1 | | L | 1.0 | | | | | - | | e | | | | | | | | erty & Burglary | B . B | |
| | | | | Det 14/15 Det 15/ | _ | | et Rate 14/15 | | | | | | | | | | | Det Rate 15/16 | | | | | | Det 14/15 | Det 15/16 | | Det Rate 14/15 | | |
| Bakerloo Line | 1 | 5 | 400% | | | | 0 | 0 | | Bakerloo Line | | | | | | | | 0 | | | | 8 | 100% | L | 1 | -100% | 0 | 13% | 13% |
| Central Line | 35 | 55 | 57% | | | | 0 | 0 | 0 | Central Line | 3 | 5 | | | 1 | -50% | | 20% | | | 8 | 17 | 113% | 1 | 2 | 100% | 13% | 12% | -1% |
| Circle Line | | 1 | -100% | | | | 0 | 0 | 0 | Circle Line | 2 | | | | _ | -100% | 0 | 0 | 0 | Circle Line | 6 | 16 | 167% | 2 | 7 | 250% | 33% | 44% | 10% |
| District Line | 6 | 9 | 50% | 2 | | | 0 | 22% | 22% | District Line | 6 | 5 | | | 1 | -50% | 33% | 20% | -13% | District Line | 7 | 11 | 57% | 1 | 3 | 200% | 14% | 27% | 13% |
| DLR | 12 | 15 | 25% | | _ | | 0 | 0 | 0 | DLR | 3 | 7 | | | | -100% | 0 | 0 | 0 | DLR | 19 | 2 | -89% | 12 | | -100% | 63% | 0 | -63% |
| Jubliee Line & Stratford Hub | 18 | 23 | 28% | 1 | _ | | 0 | 4% | 4% | Jubliee Line & Stratford Hub | 1 | 1 | _ | | | -100% | 100% | 0 | -100% | Jubliee Line & Stratford Hub | 21 | 12 | -43% | 3 | 3 | 0% | 14% | 25% | 11% |
| Metropolitan Line | 40 | 62 | 55% | 1 2 | 10 | 0% | 3% | 3% | 1% | Metropolitan Line | 2 | 2 | 09 | 6 | | -100% | 0 | 0 | 0 | Metropolitan Line | 24 | 14 | -42% | 4 | 1 | -75% | 17% | 7% | -10% |
| Northern Line | 19 | 27 | 42% | 1 | -10 | 0% | 5% | 0 | -5% | Northern Line | 3 | 3 | 0 | 6 1 | 1 | 0% | 33% | 33% | 0% | Northern Line | 10 | 3 | -70% | 1 | | -100% | 10% | 0 | -10% |
| Piccadilly Line | 26 | 33 | 27% | 4 | -10 | 0% | 15% | 0 | -15% | Piccadilly Line | 2 | 6 | 200 | 1% 1 | | -100% | 50% | 0 | -50% | Piccadilly Line | 7 | 13 | 86% | | 2 | -100% | 0 | 15% | 15% |
| Victoria Line | 11 | 15 | 36% | | -10 | 0% | 0 | 0 | 0 | Victoria Line | 1 | 4 | 300 | 1% | | -100% | 0 | 0 | 0 | Victoria Line | 5 | 1 | -80% | 1 | | -100% | 20% | 0 | -20% |
| Total | 168 | 245 | 46% | 6 5 | -17 | 7% | 4% | 2% | -2% | Total | 27 | 35 | 30 | % 9 | 3 | -67% | 33% | 9% | -25% | Total | 111 | 97 | -13% | 25 | 19 | -24% | 23% | 20% | -3% |
| | | | | | | | | | | | | | | ~ ~ | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I | | | | 09A Serious Pul | olic Diso | rder Offen | nces | | | | | | | | | ublic Disord | er Offences | | | | | | | 10/ | Serious F | raud Offenc | es | | |
| Sector | Rec 14/15 F | Rec 15/16 | % Diff | | | | | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/ | 16 % | 09B L | ess Serious P | | | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | | | | es Det Rate 14/15 | Det Rate 15/16 | Diff |
| Sector Bakerloo Line | Rec 14/15 F | Rec 15/16 25 | % Diff -17% | | 16 % | Diff De | | Det Rate 15/16 20% | Diff -13% | Sector Bakerloo Line | Rec 14/15 46 | Rec 15/ 35 | | 09B L Diff Det 1 | ess Serious P 4/15 Det 15/1 | | | Det Rate 15/16 | Diff -16% | Sector Bakerloo Line | Rec 14/15 | Rec 15/16 | 6 % Diff 350% | | | | | Det Rate 15/16 22% | Diff -78% |
| | | | | Det 14/15 Det 15/ | -50 | Diff De | et Rate 14/15 | | | | | | -24 | 09B L Diff Det 1 % 22 | ess Serious P 4/15 Det 15/1 2 11 | 6 % Diff | Det Rate 14/15 | | | | | | | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | | |
| Bakerloo Line | 30 | 25 | -17% | Det 14/15 Det 15/ 10 5 | 16 % -50 | Diff De 0% | et Rate 14/15 33% | 20% | -13% | Bakerloo Line | 46 | 35 | -24 | 09B L Diff Det 1 % 22 % 39 | Less Serious P 4/15 Det 15/1 2 11 3 16 | 6 % Diff -50% | Det Rate 14/15 48% | 31% | -16% | Bakerloo Line | 2 8 8 | 9 9 28 | 350% | Det 14/15 2 | Det 15/16 2 3 20 | % Diff 0% | Det Rate 14/15 100% | 22% | -78% -54% -16% |
| Bakerloo Line Central Line | 30 84 | 25 61 | -17% -27% | Det 14/15 Det 15/ 10 5 35 9 | 16 % 1 -50 -74 -33 | Diff De 0% 4% 3% | et Rate 14/15 33% 42% | 20% 15% | -13% -27% | Bakerloo Line Central Line | 46 107 | 35 82 | -24 -23 -25 | 09B L Diff Det 1 % 22 % 39 % 29 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 | 6 % Diff -50% -59% | Det Rate 14/15 48% 36% | 31% 20% | -16% -17% | Bakerloo Line Central Line | 2 | 9 9 | 350% 13% | Det 14/15 2 7 | Det 15/16 2 3 | % Diff 0% -57% | Det Rate 14/15 100% 88% | 22% 33% | -78% -54% |
| Bakerloo Line Central Line Circle Line | 30 84 36 55 23 | 25 61 46 47 19 | -17% -27% 28% -15% -17% | Det 14/15 Det 15/ 10 5 35 9 15 10 | 16 % 1 -50 -74 -33 -21 | Diff De 0% 4% 3% 1% | let Rate 14/15 33% 42% 42% | 20% 15% 22% | -13% -27% -20% | Bakerloo Line Central Line Circle Line | 46 107 68 101 39 | 35 82 51 89 29 | -24 -23 -25 -12 -26 | 09B L Diff Det 1 % 22 % 36 % 25 % 46 % 14 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 6 20 4 4 | 6 % Diff -50% -59% -38% -57% -71% | Det Rate 14/15 48% 36% 43% 46% 36% | 31% 20% 35% 22% 14% | -16% -17% -7% -23% -22% | Bakerloo Line Central Line Circle Line District Line DLR | 2 8 8 10 1 | 9 9 28 14 1 | 350% 13% 250% 40% 0% | Det 14/15 2 7 7 9 1 | Det 15/16 2 3 20 10 1 | % Diff 0% -57% 186% 11% 0% | Det Rate 14/15 100% 88% 88% 90% 100% | 22% 33% 71% 71% 100% | -78% -54% -16% -19% 0% |
| Bakerloo Line Central Line Circle Line District Line | 30 84 36 55 | 25 61 46 47 | -17% -27% 28% -15% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 | 16 %1 -50 -74 -33 -21 -80 | Diff De 0% 4% 3% 1% 0% | let Rate 14/15 33% 42% 42% 35% | 20% 15% 22% 32% | -13% -27% -20% -3% | Bakerloo Line Central Line Circle Line District Line | 46 107 68 101 | 35 82 51 89 | -24 -23 -25 -12 -26 -25 | 09B L Diff Det 1 % 22 % 35 % 25 % 46 % 14 % 53 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 6 20 4 4 | 6 % Diff -50% -59% -38% -57% | Det Rate 14/15 48% 36% 43% 46% | 31% 20% 35% 22% | -16% -17% -7% -23% | Bakerloo Line Central Line Circle Line District Line | 2 8 8 10 | 9 9 28 | 350% 13% 250% 40% | Det 14/15 2 7 7 | Det 15/16 2 3 20 10 | % Diff 0% -57% 186% 11% | Det Rate 14/15 100% 88% 88% 90% | 22% 33% 71% 71% | -78% -54% -16% -19% 0% -32% |
| Bakerloo Line Central Line Circle Line District Line DLR | 30 84 36 55 23 | 25 61 46 47 19 | -17% -27% 28% -15% -17% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 15 3 | 16 %1 -50 -74 -33 -21 -80 -39 | Diff De 0% 4% 3% 1% 0% 9% | let Rate 14/15 33% 42% 42% 35% 65% | 20% 15% 22% 32% 16% | -13% -27% -20% -3% -49% | Bakerloo Line Central Line Circle Line District Line DLR | 46 107 68 101 39 | 35 82 51 89 29 | -24 -23 -25 -12 -26 -25 | 09B L Diff Det 1 % 22 % 35 % 25 % 46 % 14 % 53 | Less Serious P 4/15 Det 15/1 2 11 3 16 3 20 4 4 3 20 | 6 % Diff -50% -59% -38% -57% -71% | Det Rate 14/15 48% 36% 43% 46% 36% | 31% 20% 35% 22% 14% | -16% -17% -7% -23% -22% | Bakerloo Line Central Line Circle Line District Line DLR | 2 8 8 10 1 | 9 9 28 14 1 | 350% 13% 250% 40% 0% | Det 14/15 2 7 7 9 1 | Det 15/16 2 3 20 10 1 | % Diff 0% -57% 186% 11% 0% | Det Rate 14/15 100% 88% 88% 90% 100% | 22% 33% 71% 71% 100% | -78% -54% -16% -19% 0% |
| Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub | 30 84 36 55 23 62 | 25 61 46 47 19 39 | -17% -27% 28% -15% -17% -37% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 15 3 18 11 | 16 % 1 -50 -74 -33 -21 -80 -35 -50 | Diff De 0% 4% 3% 1% 0% 3% 0% | let Rate 14/15 33% 42% 42% 35% 65% 29% | 20% 15% 22% 32% 16% 28% | -13% -27% -20% -3% -49% -1% | Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub | 46 107 68 101 39 108 | 35 82 51 89 29 81 | -24 -23 -25 -12 -26 -26 -26 | 09B L Diff Det 1 % 22 % 39 % 29 % 46 % 14 % 53 % 37 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 6 20 4 4 3 20 7 12 | 6 % Diff -50% -59% -38% -57% -71% -62% | Det Rate 14/15 48% 36% 43% 46% 36% 49% | 31% 20% 35% 22% 14% 25% | -16% -17% -7% -23% -22% -24% | Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub | 2 8 10 1 10 | 9 9 28 14 1 19 | 350% 13% 250% 40% 0% 90% | Det 14/15 2 7 7 9 1 10 | Det 15/16 2 3 20 10 1 13 | % Diff 0% -57% 186% 11% 0% 30% | Det Rate 14/15 100% 88% 88% 90% 100% 100% | 22% 33% 71% 71% 100% 68% | -78% -54% -16% -19% 0% -32% |
| Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line | 30 84 36 55 23 62 19 9 | 25 61 46 47 19 39 22 | -17% -27% 28% -15% -17% -37% 16% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 15 3 18 11 10 5 | 16 % 1 -50 -74 -33 -21 -80 -39 -50 -50 -29 | Diff De 0% 4% 3% 1% 0% 9% 0% 9% | let Rate 14/15 33% 42% 42% 35% 65% 29% 53% | 20% 15% 22% 32% 16% 28% 23% | -13% -27% -20% -3% -49% -1% -30% | Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line | 46 107 68 101 39 108 66 | 35 82 51 89 29 81 49 78 | -24 -23 -25 -12 -26 -26 -26 -14 | 09B L Diff Det 1 % 22 % 39 % 29 % 46 % 14 % 53 % 37 % 43 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 6 20 4 4 3 20 7 12 3 21 | 6 % Diff -50% -59% -38% -57% -71% -62% -68% | Det Rate 14/15 48% 36% 43% 46% 36% 49% 56% | 31% 20% 35% 22% 14% 25% 24% | -16% -17% -23% -22% -22% -24% -32% | Bakertoo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line | 2 8 10 1 10 2 | 9 9 28 14 1 19 4 | 350% 13% 250% 40% 0% 90% 100% | Det 14/15 2 7 9 1 10 5 | Det 15/16 2 3 20 10 1 1 3 2 | % Diff 0% -57% 186% 11% 0% 30% -60% | Det Rate 14/15 100% 88% 88% 90% 100% 100% 250% | 22% 33% 71% 71% 100% 68% 50% | -78% -54% -16% -19% 0% -32% -200% |
| Bakerloo Line Central Line District Line DLR Jublice Line & Stratford Hub Metropolitan Line Northern Line | 30 84 36 55 23 62 19 55 | 25 61 46 47 19 39 22 49 | -17% -27% 28% -15% -17% -37% 16% -11% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 18 11 10 5 17 12 | 16 % 1 -50 -74 -33 -21 -80 -35 -50 -25 -25 -25 | Diff De 0% 4% 3% 1% 0% 9% 9% 9% 9% 1% | et Rate 14/15 33% 42% 42% 35% 65% 29% 53% 31% | 20% 15% 22% 32% 16% 28% 23% 23% | -13% -27% -20% -3% -49% -1% -30% -6% | Bakerloo Line Central Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line | 46 107 68 101 39 108 66 91 | 35 82 51 89 29 81 49 78 | -24 -23 -25 -12 -26 -26 -26 -26 -26 -26 -14 -14 | 09B L Diff Det 1 % 22 % 36 % 25 % 46 % 46 % 14 % 53 % 43 % 37 % 43 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 6 20 4 4 3 20 4 4 3 20 4 3 2 12 3 21 3 17 | 6 % Diff -50% -59% -38% -57% -71% -62% -68% -51% -55% -36% | Det Rate 14/15 48% 36% 43% 46% 36% 49% 56% 47% | 31% 20% 35% 22% 14% 25% 24% 27% | -16% -17% -23% -22% -22% -24% -32% -20% | Bakerloo Line Central Line Cintral Line District Line District Line DLR Jublies Line & Stratford Hub Metropolitan Line Northern Line Piccastilly Line Victoria Line | 2 8 10 1 2 3 2 2 | 9 9 28 14 1 19 4 4 4 11 7 | 350% 13% 250% 40% 0% 90% 100% 33% 450% 250% | Det 14/15 2 7 9 1 10 5 3 2 2 | Det 15/16 2 3 20 10 1 13 2 3 3 3 3 3 | % Diff 0% -57% 186% 11% 0% 30% -60% 0% 50% | Det Rate 14/15 100% 88% 88% 90% 100% 100% 250% 100% 100% 100% | 22% 33% 71% 71% 100% 68% 50% 75% 27% 43% | -78% -54% -16% -19% 0% -32% -200% -25% -73% -57% |
| Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadily Line | 30 84 36 55 23 62 19 55 53 | 25 61 46 47 19 39 22 49 62 | -17% -27% 28% -15% -17% -37% 16% -11% 17% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 15 3 18 11 107 12 9 13 | 16 % 1 -50 -74 -33 -21 -80 -50 -50 -25 -25 -25 -25 -25 -25 -25 -25 -25 -25 | Diff De 0% 4% 3% 1% 0% 9% 9% 9% 9% 9% 9% 9% 3% 1% 1% 0% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% | tet Rate 14/15 33% 42% 42% 35% 65% 29% 53% 31% 17% | 20% 15% 22% 32% 16% 28% 23% 23% 24% 21% | -13% -27% -20% -3% -49% -1% -1% -6% 4% | Bakerloo Line Central Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadilly Line | 46 107 68 101 39 108 66 91 118 63 1 | 35 82 51 89 29 81 49 78 70 52 1 | -24 -22 -25 -12 -26 -26 -26 -26 -14 -14 -17 -0° | 09B L Diff Det 1 % 22 % 35 % 25 % 46 % 14 % 55 % 42 % 37 % 42 % 38 % 32 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 6 20 7 12 3 20 7 12 3 17 5 16 | 6 % Diff -50% -59% -38% -57% -71% -62% -68% -51% -55% -36% -100% -100% | Det Rate 14/15 48% 36% 46% 36% 46% 56% 47% 47% 32% 40% 0 | 31% 20% 35% 22% 14% 25% 24% 27% 24% 31% 0 | -16% -17% -23% -22% -24% -32% -32% -20% -8% -9% 0 | Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadily Line | 2 8 10 1 10 2 3 2 | 9 9 28 14 1 19 4 4 4 11 | 350% 13% 250% 40% 0% 90% 100% 33% 450% | Det 14/15 2 7 9 1 10 5 3 2 | Det 15/16 2 3 20 10 1 13 2 3 3 3 | % Diff 0% -57% 186% 11% 0% 30% -60% 0% 50% | Det Rate 14/15 100% 88% 88% 90% 100% 100% 250% 100% 100% | 22% 33% 71% 100% 68% 50% 75% 27% | -78% -54% -16% -19% 0% -32% -200% -25% -73% |
| Bakerloo Line Central Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadily Line Victoria Line | 30 84 36 55 23 62 19 55 53 34 | 25 61 46 47 19 39 22 49 62 35 | -17% -27% 28% -15% -17% -37% 16% -11% 17% 3% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 15 3 18 11 10 5 17 12 9 13 13 8 | 16 % 1 -50 -74 -33 -21 -80 -50 -50 -25 -25 -25 -25 -25 -25 -25 -25 -25 -25 | Diff De 0% 4% 3% 1% 0% 9% 9% 9% 9% 9% 9% 9% 3% 1% 1% 0% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% | et Rate 14/15 33% 42% 42% 35% 65% 29% 53% 31% 17% 38% | 20% 15% 22% 32% 16% 28% 23% 24% 21% 21% 23% | -13% -27% -20% -3% -49% -1% -30% -6% 4% -15% | Bakerloo Line Central Line Oirde Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadilly Line Victoria Line | 46 107 68 101 39 108 66 91 118 | 35 82 51 89 29 81 49 78 70 52 1 | -24 -22 -25 -12 -26 -26 -26 -26 -14 -14 -17 -0° | 09B L Diff Det 1 % 22 % 35 % 25 % 46 % 14 % 55 % 42 % 37 % 42 % 38 % 32 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 6 20 7 12 3 21 3 17 5 16 | 6 % Diff -50% -59% -38% -57% -71% -62% -68% -51% -55% -36% | Det Rate 14/15 48% 36% 43% 46% 36% 49% 56% 47% 32% 40% | 31% 20% 35% 22% 14% 25% 24% 27% 24% 31% | -16% -17% -23% -22% -24% -32% -20% -8% -9% | Bakerloo Line Central Line Cintral Line District Line District Line DLR Jublies Line & Stratford Hub Metropolitan Line Northern Line Piccastilly Line Victoria Line | 2 8 10 1 2 3 2 2 | 9 9 28 14 1 19 4 4 4 11 7 | 350% 13% 250% 40% 0% 90% 100% 33% 450% 250% | Det 14/15 2 7 9 1 10 5 3 2 2 | Det 15/16 2 3 20 10 1 13 2 3 3 3 3 3 | % Diff 0% -57% 186% 11% 0% 30% -60% 0% 50% | Det Rate 14/15 100% 88% 88% 90% 100% 100% 250% 100% 100% 100% | 22% 33% 71% 71% 100% 68% 50% 75% 27% 43% | -78% -54% -16% -19% 0% -32% -200% -25% -73% -57% |
| Bakerloo Line Central Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadily Line Victoria Line | 30 84 36 55 23 62 19 55 53 34 | 25 61 46 47 19 39 22 49 62 35 | -17% -27% 28% -15% -17% -37% 16% -11% 17% 3% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 16 3 17 12 9 13 13 8 161 91 | 16 % -50 -74 -33 -21 -80 -35 -50 -25 44 -38 -44 | Diff De 0% - 4% - 3% - 1% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - | et Rate 14/15 33% 42% 42% 65% 29% 53% 31% 17% 38% 38% 36% | 20% 15% 22% 32% 16% 28% 23% 24% 21% 21% 23% | -13% -27% -20% -3% -49% -1% -30% -6% 4% -15% | Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadilly Line Victoria Line Waterloo & City Line | 46 107 68 101 39 108 66 91 118 63 1 | 35 82 51 89 29 81 49 78 70 52 1 | -24 -22 -25 -12 -26 -26 -26 -26 -14 -14 -17 -0° | 09B L Diff Det 1 % 22 % 35 % 25 % 46 % 14 % 55 % 42 % 37 % 42 % 38 % 32 | Less Serious P 4/15 Det 15/1 2 11 9 16 9 18 5 20 4 4 3 20 4 4 3 20 4 4 3 20 4 4 3 20 4 5 16 15 6 155 | 6 % Diff -50% -59% -38% -57% -71% -62% -68% -51% -55% -36% -100% -55% | Det Rate 14/15 48% 36% 46% 36% 46% 56% 47% 47% 32% 40% 0 | 31% 20% 35% 22% 14% 25% 24% 27% 24% 31% 0 | -16% -17% -23% -22% -24% -32% -32% -20% -8% -9% 0 | Bakerloo Line Central Line Cintral Line District Line District Line DLR Jublies Line & Stratford Hub Metropolitan Line Northern Line Piccastilly Line Victoria Line | 2 8 10 1 2 3 2 2 | 9 9 28 14 1 19 4 4 4 11 7 | 350% 13% 250% 40% 0% 90% 100% 33% 450% 250% | Det 14/15 2 7 9 1 10 5 3 2 2 48 | Det 15/16 2 3 20 10 1 1 3 2 3 3 3 3 60 | % Diff 0% -57% 186% 11% 0% 30% -60% 0% 50% 50% 50% 25% | Det Rate 14/15 100% 88% 88% 90% 100% 100% 100% 100% 100% 100% 100% | 22% 33% 71% 71% 100% 68% 50% 75% 27% 43% | -78% -54% -16% -19% 0% -32% -200% -25% -73% -57% |
| Bakerloo Line Central Line District Line DLR Jublies Line & Stratford Hub Metropolitan Line Northern Line Piccaelly Line Victoria Line | 30 84 36 55 23 62 19 55 53 34 451 | 25 61 46 47 19 39 22 49 62 35 405 | -17% -27% 28% -15% -17% -37% 16% -11% 17% 3% -10% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 16 3 17 12 9 13 13 8 161 91 13 8 161 91 | 16 % -50 -74 -33 -21 -80 -35 -50 -25 44 -38 -44 -38 | Diff De 1% - 4% - 3% - 1% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - 3% - ud Offence - | Rate 14/15 33% 42% 42% 55% 65% 29% 53% 31% 17% 38% 36% | 20% 15% 22% 32% 16% 28% 23% 24% 21% 21% 23% | -13% -27% -20% -3% -49% -1% -30% -6% 4% -15% -15% -13% | Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadilly Line Victoria Line Waterloo & City Line | 46 107 68 101 39 108 66 91 118 63 1 808 | 35 82 51 89 29 81 49 78 70 52 1 617 | -24 -22 -25 -12 -26 -25 -26 -14 -41 -17 0° -24 | 09B L Diff Det 1 % 22 % 35 % 22 % 35 % 46 % 53 % 37 % 43 % 32 % 32 % 32 % 32 % 32 % 34 | Less Serious P 4/15 Det 15/1 2 11 3 16 3 18 5 20 4 4 3 20 7 12 3 21 3 21 6 155 11A Dr | 6 % Diff -50% -59% -59% -38% -57% -71% -62% -68% -51% -55% -36% -100% -55% -30fmces | Det Rate 14/15 48% 36% 46% 36% 46% 56% 47% 47% 32% 40% 0 | 31% 20% 35% 22% 14% 25% 24% 24% 24% 31% 0 25% | -16% -17% -23% -22% -24% -32% -32% -20% -8% -9% 0 | Bakerloo Line Central Line Cintral Line District Line District Line DLR Jublies Line & Stratford Hub Metropolitan Line Northern Line Piccastilly Line Victoria Line | 2 8 8 10 1 10 2 3 2 2 48 | 9 9 28 14 1 19 4 4 11 7 106 | 350% 13% 250% 40% 90% 100% 33% 450% 250% 121% | Det 14/15 2 7 7 9 1 10 5 3 2 2 48 12/ | Det 15/16 2 3 20 10 1 1 3 2 3 3 3 3 60 | % Diff 0% -57% 188% 11% 0% 30% -60% 0% 50% 50% 50% 25% | Det Rate 14/15 100% 88% 88% 90% 100% 100% 100% 100% 100% 100% 100% | 22% 33% 71% 71% 100% 68% 50% 75% 27% 43% | -78% -54% -16% -19% 0% -32% -200% -25% -73% -73% -57% -43% |
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| Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccasilly Line Victoria Line Total Sector | 30 84 36 55 23 62 19 55 53 34 451 Rec 14/15 F | 25 61 46 47 19 39 22 49 62 35 62 35 405 Rec 15/16 | -17% -27% 28% -15% -17% -37% 16% -11% 3% -10% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 15 3 18 11 10 5 17 12 9 13 18 161 91 15 102 5 113 8 161 91 102 5 103 8 161 91 | 16 % -50 -74 -33 -21 -80 -35 -50 -25 44 -38 -43 -44 005 Frau -94 | Diff De Diff De 1% - 1% - 1% - 1% - 1% - 1% - 3% - 3% - 3% - 3% - 3% - 3% - ad Offence Diff Diff De | tet Rate 14/15 33% 42% 42% 35% 65% 29% 53% 17% 31% 17% 38% 36% es tet Rate 14/15 | 20% 15% 22% 32% 16% 28% 23% 24% 21% 23% 24% 21% 23% 22% | -13% -27% -20% -3% -49% -1% -30% -6% -6% -15% -15% -13% | Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadilly Line Victoria Line Waterloo & City Line Total Sector | 46 107 68 101 39 108 66 91 118 63 1 1 808 Rec 14/15 | 35 82 51 89 29 81 49 78 70 52 1 617 Rec 15/ | -24 -22 -25 -26 -26 -26 -26 -26 -26 -26 -26 -26 -24 -14 -41 -17 00 -24 -24 -14 -17 -17 -17 -17 -11 -12 -26 -26 -26 -26 -26 -26 -26 -26 -26 -2 | 09B L Diff Det 1 % 22 % 33 % 44 % 52 % 44 % 53 % 44 % 53 % 42 % 33 % 25 % 34 % 34 Diff Det 1 % 17 | Less Serious P 4/15 Det 15/1 2 11 9 16 0 18 3 20 4 4 3 20 7 12 3 21 3 21 6 155 11A Drn 4/15 Det 15/1 7 4 | 6 % Diff -50% -59% -59% -38% -57% -71% -62% -68% -51% -36% -36% -30% -55% -36% -100% -55% 6 % Diff | Det Rate 14/15 48% 36% 43% 46% 36% 49% 56% 47% 32% 40% 0 43% 40% 0 43% Det Rate 14/15 | 31% 20% 35% 22% 14% 25% 24% 27% 24% 31% 0 25% 25% | -16% -16% -7% -23% -22% -24% -32% -20% -20% -9% 0 -18% | Bakerloo Line Central Line Citrale Line District Line DLR Jublies Line A Stratford Hub Metropolitan Line Northern Line Victoria Line Total Sector | 2 8 8 10 1 2 3 2 2 48 Rec 14/15 | 9 9 28 14 1 19 4 4 11 7 106 | 350% 13% 250% 40% 90% 90% 100% 33% 450% 250% 121% | Det 14/15 2 7 7 9 1 10 5 3 2 2 48 12/ | Det 15/16 2 3 20 10 1 1 3 2 3 3 3 60 A Other Ser | % Diff 0% -57% 186% 11% 0% 30% -60% 0% 50% 50% 25% ious Offenc % Diff | Det Rate 14/15 100% 88% 90% 100% | 22% 33% 71% 100% 68% 50% 75% 27% 43% 57% Det Rate 15/16 | -78% -54% -16% -19% 0% -32% -200% -25% -73% -57% -43% |
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| Bakerloo Line Central Line Circle Line District Line Jubliee Line & Stratford Hub Metropolitan Line Piccaelly Line Victora Line Total Sector Bakerloo Line Central Line Circle Line District Line District Line District Line District Line Ne Sector Bakerloo Line Central Line Ne Sector Bakerloo Line Central Line Ne Sector Bakerloo Line District Line District Line District Line District Line District Line District Line Ne Metropolitan Line Northern Line | 30 84 36 36 55 23 62 19 53 53 34 44 111 116 63 163 48 218 28 218 28 144 | 25 61 46 47 19 39 62 49 62 35 62 405 8 8 6 15 24 14 33 3 6 6 42 23 25 | -17% -27% -27% -15% -15% -17% -17% -17% -17% -17% -17% -17% -10% -10% -10% -86% -79% -83% -88% -88% -88% -88% -83% | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 15 3 18 11 10 5 17 12 9 13 18 161 91 15 102 5 104 91 105 5 106 6 107 10 108 10 80 5 142 13 37 6 186 21 27 3 315 7 | 16 % -500 -500 -77 -77 -333 -300 -22 -22 -23 -355 -43 -355 -44 -355 -361 -66 -94 -44 -94 -94 -94 -94 -845 -865 -845 -944 | 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-22 -22 -22 -22 -22 -22</td> <td>09B L Diff Det 1. % 22 % 34 % 24 % 44 % 53 % 44 % 53 % 34 % 25 % 26 % 26 % 34 Diff Det 1. % 32 % 9 % 14 % 32 % 34 % 14 % 32 % 34 % 32 % 34 % 32 % 34 % 32 % 32 % 32 % 32</td> <td>Less Serious P 4/15 Det 15/1 2 11 9 16 3 20 4 4 3 20 4 4 3 20 4 4 3 21 3 21 5 16 155 16 155 5 11 4 4 5 111 1 2 11</td> <td>6 % Diff -50% -59% -59% -38% -57% -71% -62% -68% -55% -36% -100% -55% -30% -55% -22% -64% -63% -63% -72% -63% -50% -50%</td> <td>Det Rate 14/15 48% 36% 43% 46% 36% 49% 49% 49% 40% 0 0 43% 22% 100% 103% 90% 103% 94% 92% 110%</td> <td>31% 20% 35% 22% 14% 25% 24% 31% 25% 24% 31% 25% 24% 31% 67% 63% 92% 83% 65% 65% 79%</td> <td>-16% -17% -7% -23% -22% -22% -20% -32% -20% -8% -9% 0 -18% -9% 0 -18% -2% -38% 2% -17% 19% -25% -31%</td> <td>Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Victoria Line Total Sector Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub 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| Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Piccadily Line Victoria Line Central Line Circle Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Sector Bakerloo Line Circle Line DLR Jubliee Line & Stratford Hub Metropolitan Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Netherne Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Netherne DLR Jubliee Line & Stratford Hub Metropolitan Line Netherne Circle Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Northern Line Northern No | 30 84 36 36 23 36 23 55 53 62 19 55 53 34 451 34 111 116 83 163 163 48 218 28 28 144 94 101 1106 144 94 101 1106 20 144 1 34 1 34 34 1 34 22 30 9 9 | 25 61 46 47 47 9 39 22 35 49 49 49 49 49 49 49 49 49 49 49 49 49 | -17% -27% -28% -15% -15% -15% -15% -37% -37% -37% -37% -37% -0% -11% -10% -0% -79% -3% -80% -83% -81% -81% -83% -81% -83% -83% -83% -83% -83% -83% -84% -85% -78% -78% -78% -78% -78% -78% -78% -78 | Det 14/15 Det 15/ 10 5 35 9 15 10 19 15 15 3 18 11 10 5 17 12 9 13 161 91 IOB LESS Series | 16 % % -56 % % -57 77 77 -77 77 77 -21 27 27 -33 -33 33 -33 -35 -35 -35 -35 -35 -46 -46 -46 -44 -46 -46 -94 -94 -94 -94 -86 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 -94 | Diff De Mit De Mit Mit Mit | tet Rate 14/15 33% 42% 33% 42% 42% 42% 42% 42% 42% 42% 42% 42% 42 | 20% 20% 15% 22% 22% 22% 28% 24% 24% 24% 24% 24% 27% 27% 26% 26% 26% 26% 26% 26% 26% 26% 26% 26 | -13% -27% -20% -20% -3% -3% -4% -1% -1% -4% -1% -4% -1% -4% -1% -4% -1% -4% -4% -1% -4% -4% -1% -4% -4% -4% -4% -4% -4% -4% -4% -4% -4 | Bakerloo Line Central Line Circle Line District Line District Line DLR Jubliee Line & Stratford Hub Metropolitan Line Victoria Line Victoria Line Sector Bakerloo Line Circle Line DLR Jubliee Line & Stratford Hub Metropolitan Line Northern Line Piccadily Line Victoria Line | 46 107 68 101 39 108 66 66 91 118 63 1 1 808 Rec 14/15 25 10 15 25 10 14 29 50 14 12 20 20 26 20 10 | 35 82 51 89 29 81 49 70 52 1 617 8 12 6 9 20 5 14 12 13 14 12 14 12 14 12 | -24 -24 -25 -25 -25 -25 -25 -25 -25 -25 -25 -25 | O9B L Diff Det 1. % 22. % 36. % 22. % 46. % 14. % 53. % 36. % 37. % 34. % 34. % 34. % 34. % 34. % 9. % 14. % 30. % 14. % 33. % 14. % 14. % 14. % 14. % 11. % 11. % 11. % 11. % 11. % 12. % 22. % 9. % 24. % 25. % 9. | Less Serious P 4/15 Det 15/1 2 11 3 16 3 18 3 20 7 12 3 21 3 21 3 21 3 17 5 16 6 155 11A Dr 4/15 Det 15/1 7 4 5 5 111 4 4 5 111 4 5 111 4 5 111 1 2 111 5 6 10 10 | 6 % Diff -80% -59% -38% -57% -38% -57% -87% -68% -61% -55% -38% -51% -55% -36% -67% -80% 6 % Diff -76% -80% -64% -64% -64% -50% -78% -50% -78% 11% | Det Rate 14/15 48% 36% 43% 46% 36% 49% 36% 47% 32% 40% 0 43% 40% 0 0 43% 113% 100% 90% 90% | 31% 20% 35% 22% 25% 24% 25% 24% 27% 24% 31% 0 0 0 25% 25% 25% 25% 26% 31% 0 0 7% 65% 40% 79% 83% | -16% -17% -7% -23% -22% -22% -32% -32% -32% -3% 0 -18% 0 -18% 0 -18% -9% -38% -17% 19% -52% -31% -7% | Bakerloo Line Central Line Circle Line District Line DLR Jubliee Line & Stratford Hub Metropoltan Line Northern Line Ficcasilly Line Victoria Line Central Line Circle Line DLR Jubliee Line & Stratford Hub Metropoltan Line Northern Line Piccasilly Line Victoria Line Victoria Line Northern Line Piccasilly Line Victoria Line Northern Line Northern Line Northern Line Northern Line Victoria Line | 2 8 8 10 1 2 2 2 2 2 2 48 8 8 8 8 8 8 8 8 8 8 8 8 | 9 9 28 14 1 1 9 4 4 4 4 11 7 106 Rec 15/16 1 7 7 3 3 7 7 5 6 6 5 5 2 | 350% 13% 250% 40% 40% 0% 90% 100% 33% 450% 250% 121% 5 % Diff -50% 133% 300% -50% 150% 200% 150% 200% 17% -33% | Det 14/15 2 7 7 9 1 10 5 2 2 2 2 48 12 Det 14/15 1 1 1 5 3 3 3 1 1 2 4 4 | Det 15/16 2 3 20 10 1 1 3 3 3 3 60 A Other Ser Det 15/16 1 1 1 3 3 1 1 1 3 1 1 3 1 1 3 1 1 1 1 3 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 | % Diff 0% 57% 186% 11% 0% 30% 60% 0% 50% 50% 0% 0% 10% -100% -100% -100% -75% | Det Rate 14/15 100% 100% 88% 90% 100% 100% 100% 100% 100% 100% 00% | 22% 33% 71% 71% 50% 50% 50% 50% 50% 50% 50% 50% 50% 50 | -78% -54% -16% -19% -9% -22% -200% -25% -200% -33% -57% -43% -57% -43% -61% -63% -63% -33% |

| | | | | Тс | otal Notifia | ble Offen | ces | | | 1 | | | | Tota | al Non-Not | ifiable Off | ences | | |] | | | | | Total O | ffences | | | |
|------------------------------|-----------|-----------|--------|-----------|--------------|-----------|----------------|----------------|------|------------------------------|-----------|-----------|--------|-----------|------------|-------------|----------------|----------------|--------|------------------------------|-----------|-----------|--------|-----------|-----------|---------|----------------|----------------|--------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bakerloo Line | 282 | 309 | 10% | 85 | 35 | -59% | 30% | 11% | -19% | Bakerloo Line | 186 | 57 | -69% | 135 | 18 | -87% | 73% | 32% | -41% | Bakerloo Line | 468 | 366 | -22% | 220 | 53 | -76% | 47% | 14% | -32.5% |
| Central Line | 765 | 766 | 0% | 173 | 81 | -53% | 23% | 11% | -12% | Central Line | 289 | 144 | -50% | 164 | 37 | -77% | 57% | 26% | -31% | Central Line | 1054 | 910 | -14% | 337 | 118 | -65% | 32% | 13% | -19.0% |
| Circle Line | 377 | 455 | 21% | 96 | 85 | -11% | 25% | 19% | -7% | Circle Line | 180 | 92 | -49% | 132 | 29 | -78% | 73% | 32% | -42% | Circle Line | 557 | 547 | -2% | 228 | 114 | -50% | 41% | 21% | -20.1% |
| District Line | 423 | 461 | 9% | 118 | 63 | -47% | 28% | 14% | -14% | District Line | 299 | 159 | -47% | 202 | 38 | -81% | 68% | 24% | -44% | District Line | 722 | 620 | -14% | 320 | 101 | -68% | 44% | 16% | -28.0% |
| DLR | 237 | 230 | -3% | 91 | 38 | -58% | 38% | 17% | -22% | DLR | 127 | 69 | -46% | 69 | 19 | -72% | 54% | 28% | -27% | DLR | 364 | 299 | -18% | 160 | 57 | -64% | 44% | 19% | -24.9% |
| Jubliee Line & Stratford Hub | 590 | 574 | -3% | 170 | 92 | -46% | 29% | 16% | -13% | Jubliee Line & Stratford Hub | 385 | 159 | -59% | 270 | 59 | -78% | 70% | 37% | -33% | Jubliee Line & Stratford Hub | 975 | 733 | -25% | 440 | 151 | -66% | 45% | 21% | -24.5% |
| | | | | | | | | | | Metropolitan Line | 119 | 99 | -17% | 73 | 20 | -73% | 61% | 20% | -41% | Metropolitan Line | 406 | 380 | -6% | 154 | 63 | -59% | 38% | 17% | -21.4% |
| Metropolitan Line | 287 | 281 | -2% | 81 | 43 | -47% | 28% | 15% | -13% | Northern Line | 266 | 130 | -51% | 173 | 35 | -80% | 65% | 27% | -38% | Northern Line | 831 | 732 | -12% | 306 | 118 | -61% | 37% | 16% | -20.7% |
| Northern Line | 565 | 602 | 7% | 133 | 83 | -38% | 24% | 14% | -10% | Piccadilly Line | 251 | 139 | -45% | 117 | 35 | -70% | 47% | 25% | -21% | Piccadilly Line | 880 | 830 | -6% | 235 | 120 | -49% | 27% | 14% | -12.2% |
| Piccadilly Line | 629 | 691 | 10% | 118 | 85 | -28% | 19% | 12% | -6% | Victoria Line | 177 | 93 | -47% | 122 | 31 | -75% | 69% | 33% | -36% | Victoria Line | 633 | 608 | -4% | 202 | 82 | -59% | 32% | 13% | -18.4% |
| Victoria Line | 456 | 515 | 13% | 80 | 51 | -36% | 18% | 10% | -8% | Waterloo & City Line | 1 | 1 | 0% | | | -100% | 0 | 0 | 0 | Waterloo & City Line | 7 | 5 | -29% | | | -100% | 0 | 0 | 0 |
| Waterloo & City Line | 6 | 4 | -33% | | | -100% | 0 | 0 | 0 | Total | 2280 | 1142 | -50% | 1457 | 321 | -78% | 64% | 28% | -35.8% | Total | 6897 | 6030 | -13% | 2602 | 977 | -62% | 38% | 16% | -21.5% |
| Total | 4617 | 4888 | 6% | 1145 | 656 | -43% | 25% | 13% | -11% | | 2200 | | 0070 | 1461 | | 10/0 | 0476 | 2070 | 00.070 | - Total | 0001 | 0000 | 1070 | 2002 | 0.11 | 02/0 | 0070 | 1070 | 2 |

Wales (Sub Disivison) Data from 01 April 2015 00:00 to 30 September 2015 23:59:59

| | | | | 01A | Violence Ac | ainst the F | Person | | | 1 | | | | | 02A Sexua | al Offences | | | | | | | | 03A Crimi | nal Damage | / Malicious | Mischief | | |
|------------|-----------|-----------|--------|-----|-------------|-------------|----------------|----------------|------|------------|-----------|-----------|--------|---|-----------|-------------|------|----------------|-------|------------|-----------|-----------|--------|-----------|------------|-------------|----------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | | Det 15/16 | - | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | | | | | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | - | | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bangor | 10 | 17 | 70% | 3 | 3 | 0% | 30% | 18% | -12% | Bangor | 2 | 2 | 0% | | 1 | -100% | 0 | 50% | 50% | Bangor | 3 | 7 | 133% | 3 | 2 | -33% | 100% | 29% | -71% |
| Cardiff | 68 | 107 | 57% | 33 | 50 | 52% | 49% | 47% | -2% | Cardiff | 4 | 9 | 125% | 5 | 2 | -60% | 125% | 22% | -103% | Cardiff | 14 | 28 | 100% | 5 | | -100% | 36% | 0 | -36% |
| Shrewsbury | 10 | 14 | 40% | 8 | 4 | -50% | 80% | 29% | -51% | Shrewsbury | 3 | 1 | -67% | 1 | 1 | 0% | 33% | 100% | 67% | Shrewsbury | 6 | 3 | -50% | 1 | 1 | 0% | 17% | 33% | 17% |
| Swansea | 23 | 20 | -13% | 9 | 8 | -11% | 39% | 40% | 1% | Swansea | 1 | 2 | 100% | | 3 | -100% | 0 | 150% | 150% | Swansea | 17 | 17 | 0% | | 2 | -100% | 0 | 12% | 12% |
| Total | 111 | 158 | 42% | 53 | 65 | 23% | 48% | 41% | -7% | Total | 10 | 14 | 40% | 6 | 7 | 17% | 60% | 50% | -10% | Total | 40 | 55 | 38% | 9 | 5 | -44% | 23% | 9% | -13% |

| | | | | 04A | Serious Li | ine of Rou | te Offend | ices | | |] | | | | 04B Les | s Serious L | ne of Route | Offences | | | | | | | 05A | Theft of Pas | senger Pro | perty | | |
|------------|-----------|-----------|--------|----------|------------|------------|-----------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|--------------|------------|----------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/1 | 5 Det 15/ | 16 % [| Diff D | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bangor | 5 | 10 | 100% | | 2 | -10 | 0% | 0 | 20% | 20% | Bangor | 41 | 59 | 44% | 5 | 4 | -20% | 12% | 7% | -5% | Bangor | 9 | 10 | 11% | 1 | 1 | 0% | 11% | 10% | -1% |
| Cardiff | 17 | 23 | 35% | 3 | 6 | 100 |)% | 18% | 26% | 8% | Cardiff | 186 | 194 | 4% | 40 | 23 | -43% | 22% | 12% | -10% | Cardiff | 56 | 66 | 18% | 3 | 4 | 33% | 5% | 6% | 1% |
| Shrewsbury | 8 | 7 | -13% | 2 | 1 | -50 | 1% | 25% | 14% | -11% | Shrewsbury | 41 | 61 | 49% | 2 | 5 | 150% | 5% | 8% | 3% | Shrewsbury | 16 | 18 | 13% | 2 | | -100% | 13% | 0 | -13% |
| Swansea | 9 | 7 | -22% | 5 | 2 | -60 | 1% | 56% | 29% | -27% | Swansea | 62 | 81 | 31% | 18 | 11 | -39% | 29% | 14% | -15% | Swansea | 40 | 27 | -33% | 3 | | -100% | 8% | 0 | -8% |
| Total | 39 | 47 | 21% | 10 | 11 | 10 | % | 26% | 23% | -2% | Total | 330 | 395 | 20% | 65 | 43 | -34% | 20% | 11% | -9% | Total | 121 | 121 | 0% | 9 | 5 | -44% | 7% | 4% | -3% |

| | | | | 06A | Motor Vehic | le/ Cycle O | ffences | | |] | | | | | 07A Robbe | ery Offence | 5 | | | | | | 08A | Theft of Ra | Iway/ Comr | nercial Prop | perty & Burglary | | |
|------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|-----------|-------------|----------------|----------------|-------|------------|-----------|-----------|--------|-------------|------------|--------------|------------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bangor | 9 | 1 | -89% | | | -100% | 0 | 0 | 0 | Cardiff | 2 | | -100% | | 1 | -100% | 0 | 0 | 0 | Bangor | 6 | 3 | -50% | | 1 | -100% | 0 | 33% | 33% |
| Cardiff | 41 | 41 | 0% | 9 | 2 | -78% | 22% | 5% | -17% | Shrewsbury | 1 | | -100% | | | -100% | 0 | 0 | 0 | Cardiff | 41 | 29 | -29% | 11 | 4 | -64% | 27% | 14% | -13% |
| Shrewsbury | 19 | 17 | -11% | 1 | 1 | 0% | 5% | 6% | 1% | Swansea | 1 | | -100% | 1 | | -100% | 100% | 0 | -100% | Shrewsbury | 6 | 1 | -83% | 1 | | -100% | 17% | 0 | -17% |
| Swansea | 7 | 11 | 57% | 3 | 3 | 0% | 43% | 27% | -16% | Total | 4 | | -100% | 1 | 1 | 0% | 25% | 0 | -25% | Swansea | 16 | 9 | -44% | 4 | 3 | -25% | 25% | 33% | 8% |
| Total | 76 | 70 | -8% | 13 | 6 | -54% | 17% | 9% | -9% | | | | | | | | | | | Total | 69 | 42 | -39% | 16 | 8 | -50% | 23% | 19% | -4% |

| | | | | 09A Se | erious Public | Disorder (| Offences | | |] | | | | 09B Less | Serious Pul | blic Disord | er Offences | | | | | | | 10 | A Serious F | raud Offend | es | | |
|------------|-----------|-----------|--------|-----------|---------------|------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|------|------------|----------|------------|----------|-----------|-------------|-------------|----------------|----------------|--------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/1 | 5 Rec 15/1 | 6 % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | j Diff |
| Bangor | 9 | 9 | 0% | 5 | 4 | -20% | 56% | 44% | -11% | Bangor | 39 | 20 | -49% | 20 | 12 | -40% | 51% | 60% | 9% | Bangor | | 1 | -100% | | | -100% | 0 | 0 | 0 |
| Cardiff | 60 | 49 | -18% | 32 | 26 | -19% | 53% | 53% | -0% | Cardiff | 146 | 78 | -47% | 68 | 34 | -50% | 47% | 44% | -3% | Cardiff | 1 | 1 | -100% | 1 | | -100% | 0 | 0 | 0 |
| Shrewsbury | 8 | 12 | 50% | 4 | 11 | 175% | 50% | 92% | 42% | Shrewsbury | 22 | 20 | -9% | 8 | 5 | -38% | 36% | 25% | -11% | Shrewsbury | 1 | 1 | 0% | | | -100% | 0 | 0 | 0 |
| Swansea | 16 | 13 | -19% | 6 | 5 | -17% | 38% | 38% | 1% | Swansea | 39 | 39 | 0% | 15 | 11 | -27% | 38% | 28% | -10% | Total | 1 | 3 | 200% | 1 | | -100% | 100% | 0 | -100% |
| Total | 93 | 83 | -11% | 47 | 46 | -2% | 51% | 55% | 5% | Total | 246 | 157 | -36% | 111 | 62 | -44% | 45% | 39% | -6% | | | | | | | | | | |

| | | | | 10E | Less Serio | us Fraud (| Offences | | | 1. | | | | | 11A Drug | g Offences | | | | | | | | 12 | A Other Se | ious Offend | es | | |
|------------|-----------|-----------|--------|----------|------------|------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|-----------|------------|----------------|----------------|-------|------------|-----------|-----------|--------|-----------|------------|-------------|----------------|----------------|-------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/1 | 5 Det 15/1 | 6 % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bangor | 29 | 33 | 14% | 12 | 10 | -17% | 41% | 30% | -11% | Bangor | 6 | 2 | -67% | 6 | | -100% | 100% | 0 | -100% | Bangor | 3 | 3 | 0% | 3 | 1 | -67% | 100% | 33% | -67% |
| Cardiff | 13 | 20 | 54% | 6 | 7 | 17% | 46% | 35% | -11% | Cardiff | 22 | 19 | -14% | 19 | 15 | -21% | 86% | 79% | -7% | Cardiff | 8 | 4 | -50% | 4 | | -100% | 50% | 0 | -50% |
| Shrewsbury | 17 | 11 | -35% | 12 | 5 | -58% | 71% | 45% | -25% | Shrewsbury | 6 | 6 | 0% | 5 | 4 | -20% | 83% | 67% | -17% | Shrewsbury | 1 | 6 | 500% | 3 | 1 | -67% | 300% | 17% | -283% |
| Swansea | 4 | 10 | 150% | 1 | 2 | 100% | 25% | 20% | -5% | Swansea | 9 | 6 | -33% | 4 | 3 | -25% | 44% | 50% | 6% | Swansea | 4 | 2 | -50% | 3 | | -100% | 75% | 0 | -75% |
| Total | 63 | 74 | 17% | 31 | 24 | -23% | 49% | 32% | -17% | Total | 43 | 33 | -23% | 34 | 22 | -35% | 79% | 67% | -12% | Total | 16 | 15 | -6% | 13 | 2 | -85% | 81% | 13% | -68% |

| | | | | 12B (| Other Less § | Serious Offe | ences | | |
|------------|-----------|-----------|--------|-----------|--------------|--------------|----------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bangor | 5 | 12 | 140% | 2 | 6 | 200% | 40% | 50% | 10% |
| Cardiff | 68 | 45 | -34% | 45 | 20 | -56% | 66% | 44% | -22% |
| Shrewsbury | 39 | 41 | 5% | 38 | 25 | -34% | 97% | 61% | -36% |
| Swansea | 86 | 32 | -63% | 65 | 37 | -43% | 76% | 116% | 40% |
| Total | 198 | 130 | -34% | 150 | 88 | -41% | 76% | 68% | -8% |

| | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | |
|------------|-----------|-----------|--------|-----------|--------------|------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|-------------|------------|----------------|----------------|--------|------------|-----------|-------------|--------|-----------|-----------|---------|----------------|----------------|--------|
| | | | | Т | otal Notifia | able Offen | ces | | | | | | | Tota | al Non-Noti | fiable Off | ences | | | | | | | | Total O | ffences | | | |
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | 6 Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bangor | 62 | 65 | 5% | 21 | 15 | -29% | 34% | 23% | -11% | Bangor | 114 | 124 | 9% | 39 | 32 | -18% | 34% | 26% | -8% | Bangor | 176 | 189 | 7% | 60 | 47 | -22% | 34% | 25% | -9.2% |
| Cardiff | 333 | 376 | 13% | 125 | 110 | -12% | 38% | 29% | -8% | Cardiff | 413 | 337 | -18% | 159 | 84 | -47% | 38% | 25% | -14% | Cardiff | 746 | 713 | -4% | 284 | 194 | -32% | 38% | 27% | -10.9% |
| Shrewsbury | 85 | 86 | 1% | 28 | 24 | -14% | 33% | 28% | -5% | Shrewsbury | 119 | 133 | 12% | 60 | 40 | -33% | 50% | 30% | -20% | Shrewsbury | 204 | 219 | 7% | 88 | 64 | -27% | 43% | 29% | -13.9% |
| Swansea | 143 | 114 | -20% | 38 | 29 | -24% | 27% | 25% | -1% | Swansea | 191 | 162 | -15% | 99 | 61 | -38% | 52% | 38% | -14% | Swansea | 334 | 276 | -17% | 137 | 90 | -34% | 41% | 33% | -8.4% |
| Total | 623 | 641 | 3% | 212 | 178 | -16% | 34% | 28% | -6% | Total | 837 | 756 | -10% | 357 | 217 | -39% | 43% | 29% | -13.9% | Total | 1460 | 1397 | -4% | 569 | 395 | -31% | 39% | 28% | -10.7% |

| Western(Sub Disivison) | Data from 01 April 2015 | 5 00:00 to 30 September 2015 23:59:59 |
|------------------------|-------------------------|---------------------------------------|
|------------------------|-------------------------|---------------------------------------|

| | | | | | | | | | | Western(Sub Disiv | ison) Data | from 01 / | April 201 | 5 00:00 t | o 30 Sep | tember 2 | 015 23:59:59 | | | | | | | | | | | | |
|------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|------|-------------------|------------|-----------|-----------|-----------|-----------|-------------|----------------|----------------|-------|------------|-----------|-----------|--------|-----------|-----------|--------------|----------------|----------------|------|
| | | | | 01A | Violence Ag | ainst the P | erson | | | 1. | | | | | 02A Sexua | al Offences | | | | | | | | 03A Crim | nal Damag | e/ Malicious | Mischief | | |
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bristol | 59 | 59 | 0% | 29 | 29 | 0% | 49% | 49% | 0% | Bristol | 14 | 10 | -29% | 10 | 4 | -60% | 71% | 40% | -31% | Bristol | 31 | 14 | -55% | 9 | 2 | -78% | 29% | 14% | -15% |
| Exeter | 22 | 23 | 5% | 6 | 12 | 100% | 27% | 52% | 25% | Exeter | 1 | 3 | 200% | 2 | 1 | -50% | 200% | 33% | -167% | Exeter | 6 | 9 | 50% | 2 | | -100% | 33% | 0 | -33% |
| Gloucester | 24 | 18 | -25% | 11 | 8 | -27% | 46% | 44% | -1% | Gloucester | 1 | 1 | 0% | | | -100% | 0 | 0 | 0 | Gloucester | 6 | 12 | 100% | 1 | 2 | 100% | 17% | 17% | 0% |
| Plymouth | 15 | 9 | -40% | 10 | 3 | -70% | 67% | 33% | -33% | Plymouth | 1 | 1 | 0% | | 1 | -100% | 0 | 100% | 100% | Plymouth | 7 | 4 | -43% | 3 | | -100% | 43% | 0 | -43% |
| Reading | 46 | 60 | 30% | 30 | 25 | -17% | 65% | 42% | -24% | Reading | 13 | 8 | -38% | 7 | 1 | -86% | 54% | 13% | -41% | Reading | 16 | 15 | -6% | 4 | | -100% | 25% | 0 | -25% |
| Truro | 17 | 17 | 0% | 10 | 6 | -40% | 59% | 35% | -24% | Truro | 3 | 1 | -67% | 1 | | -100% | 33% | 0 | -33% | Truro | 5 | 9 | 80% | | 2 | -100% | 0 | 22% | 22% |
| Total | 183 | 186 | 2% | 96 | 83 | -14% | 52% | 45% | -8% | Total | 33 | 24 | -27% | 20 | 7 | -65% | 61% | 29% | -31% | Total | 71 | 63 | -11% | 19 | 6 | -68% | 27% | 10% | -17% |

| | | | | 04A S | Serious Line | of Route O | ffences | | | 1 | | | | 04B Less | Serious Li | ne of Route | e Offences | | | | | | | 05A 1 | Theft of Pas | senger Pro | perty | | |
|------------|-----------|-----------|--------|-----------|--------------|------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|------------|-------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|--------------|------------|----------------|----------------|------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bristol | 20 | 15 | -25% | 2 | 6 | 200% | 10% | 40% | 30% | Bristol | 114 | 115 | 1% | 15 | 10 | -33% | 13% | 9% | -4% | Bristol | 92 | 78 | -15% | 2 | 1 | -50% | 2% | 1% | -1% |
| Exeter | 3 | 8 | 167% | 1 | 2 | 100% | 33% | 25% | -8% | Exeter | 23 | 29 | 26% | 8 | 8 | 0% | 35% | 28% | -7% | Exeter | 26 | 27 | 4% | 1 | 1 | 0% | 4% | 4% | -0% |
| Gloucester | 3 | 6 | 100% | 2 | 1 | -50% | 67% | 17% | -50% | Gloucester | 51 | 76 | 49% | 9 | 6 | -33% | 18% | 8% | -10% | Gloucester | 31 | 19 | -39% | 4 | 2 | -50% | 13% | 11% | -2% |
| Plymouth | 2 | | -100% | | | -100% | 0 | 0 | 0 | Plymouth | 18 | 21 | 17% | 2 | 2 | 0% | 11% | 10% | -2% | Plymouth | 20 | 13 | -35% | 3 | | -100% | 15% | 0 | -15% |
| Reading | 4 | 8 | 100% | 3 | 2 | -33% | 75% | 25% | -50% | Reading | 63 | 45 | -29% | 19 | 9 | -53% | 30% | 20% | -10% | Reading | 85 | 80 | -6% | 8 | 6 | -25% | 9% | 8% | -2% |
| Truro | | 3 | -100% | | | -100% | 0 | 0 | 0 | Truro | 19 | 24 | 26% | 5 | 4 | -20% | 26% | 17% | -10% | Truro | 26 | 24 | -8% | 7 | 3 | -57% | 27% | 13% | -14% |
| Total | 32 | 40 | 25% | 8 | 11 | 38% | 25% | 28% | 3% | Total | 288 | 310 | 8% | 58 | 39 | -33% | 20% | 13% | -8% | Total | 280 | 241 | -14% | 25 | 13 | -48% | 9% | 5% | -4% |

| | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | |
|------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|------------|-----------------------|----------------|----------------|------|------------|-----------|-----------|--------|--------------|------------|--------------|------------------|----------------|------|
| | | | | 06A | Motor Vehic | le/ Cycle O | fences | | | | | | | 07 | 7A Robbery | <pre>/ Offences</pre> | i | | | | | | 08A | Theft of Rai | lway/ Comn | nercial Prop | perty & Burglary | | |
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bristol | 94 | 69 | -27% | 3 | 2 | -33% | 3% | 3% | -0% | Bristol | 1 | | -100% | | | -100% | 0 | 0 | 0 | Bristol | 28 | 23 | -18% | | 5 | -100% | 0 | 22% | 22% |
| Exeter | 13 | 23 | 77% | | 2 | -100% | 0 | 9% | 9% | Exeter | 1 | | -100% | | | -100% | 0 | 0 | 0 | Exeter | 5 | 4 | -20% | | | -100% | 0 | 0 | 0 |
| Gloucester | 36 | 44 | 22% | 5 | 3 | -40% | 14% | 7% | -7% | Gloucester | 1 | 1 | 0% | | | -100% | 0 | 0 | 0 | Gloucester | 5 | 6 | 20% | | | -100% | 0 | 0 | 0 |
| Plymouth | 2 | 3 | 50% | | | -100% | 0 | 0 | 0 | Reading | 2 | | -100% | | | -100% | 0 | 0 | 0 | Plymouth | 5 | 10 | 100% | | 2 | -100% | 0 | 20% | 20% |
| Reading | 101 | 124 | 23% | 4 | 13 | 225% | 4% | 10% | 7% | Total | 5 | 1 | -80% | | | -100% | 0 | 0 | 0 | Reading | 29 | 31 | 7% | 10 | 8 | -20% | 34% | 26% | -9% |
| Truro | 3 | 7 | 133% | | 2 | -100% | 0 | 29% | 29% | | | | | | | | | | | Truro | 4 | 3 | -25% | | 1 | -100% | 0 | 33% | 33% |
| Total | 249 | 270 | 8% | 12 | 22 | 83% | 5% | 8% | 3% |] | | | | | | | | | | Total | 76 | 77 | 1% | 10 | 16 | 60% | 13% | 21% | 8% |

| | | | | 09A Se | rious Publi | c Disorder | Offences | | |] | | | | 09B Less | Serious Pul | lic Disorde | er Offences | | | | | | | 10A | Serious Fr | aud Offenc | es | | |
|------------|-----------|-----------|--------|-----------|-------------|------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|------|------------|-----------|-----------|----------|-----------|------------|------------|----------------|----------------|-------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | 6 % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff |
| Bristol | 44 | 39 | -11% | 28 | 24 | -14% | 64% | 62% | -2% | Bristol | 52 | 64 | 23% | 17 | 32 | 88% | 33% | 50% | 17% | Bristol | 1 | 1 | 0% | | | -100% | 0 | 0 | 0 |
| Exeter | 31 | 12 | -61% | 16 | 7 | -56% | 52% | 58% | 7% | Exeter | 47 | 19 | -60% | 13 | 4 | -69% | 28% | 21% | -7% | Exeter | | 1 | -100% | | 1 | -100% | 0 | 0 | 0 |
| Gloucester | 10 | 18 | 80% | 3 | 7 | 133% | 30% | 39% | 9% | Gloucester | 27 | 26 | -4% | 7 | 5 | -29% | 26% | 19% | -7% | Gloucester | | 1 | -100% | | | -100% | 0 | 0 | 0 |
| Plymouth | 8 | 4 | -50% | 5 | 4 | -20% | 63% | 100% | 38% | Plymouth | 29 | 7 | -76% | 14 | 4 | -71% | 48% | 57% | 9% | Plymouth | 1 | 1 | -100% | 1 | | -100% | 100% | 0 | -100% |
| Reading | 29 | 22 | -24% | 22 | 15 | -32% | 76% | 68% | -8% | Reading | 41 | 59 | 44% | 20 | 26 | 30% | 49% | 44% | -5% | Reading | | 1 | -100% | | | -100% | 0 | 0 | 0 |
| Truro | 12 | 9 | -25% | 4 | 9 | 125% | 33% | 100% | 67% | Truro | 20 | 14 | -30% | 7 | 2 | -71% | 35% | 14% | -21% | Total | 2 | 3 | 50% | 1 | 1 | 0% | 50% | 33% | -17% |
| Total | 134 | 104 | -22% | 78 | 66 | -15% | 58% | 63% | 5% | Total | 216 | 189 | -13% | 78 | 73 | -6% | 36% | 39% | 3% | | | | | | | | | | |

| | | | | 10B | Less Seriou | is Fraud Of | fences | | | 1 | | | | | 11A Drug | Offences | | | | | | | | 12 | A Other Ser | ious Offend | es | | |
|------------|-----------|-----------|--------|-----------|-------------|-------------|----------------|----------------|------|------------|-----------|-----------|--------|-----------|-----------|----------|------|----------------|-------|------------|-----------|-----------|----------|----|-------------|-------------|------|----------------|--------|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | | | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | 6 % Diff | | | | | Det Rate 15/16 | j Diff |
| Bristol | 38 | 34 | -11% | 17 | 8 | -53% | 45% | 24% | -21% | Bristol | 24 | 20 | -17% | 23 | 15 | -35% | 96% | 75% | -21% | Bristol | 13 | 11 | -15% | 8 | 1 | -88% | 62% | 9% | -52% |
| Exeter | 16 | 14 | -13% | 4 | 2 | -50% | 25% | 14% | -11% | Exeter | 6 | 5 | -17% | 7 | 5 | -29% | 117% | 100% | -17% | Exeter | 3 | 3 | 0% | 3 | 1 | -67% | 100% | 33% | -67% |
| Gloucester | 13 | 13 | 0% | 3 | 5 | 67% | 23% | 38% | 15% | Gloucester | 6 | 5 | -17% | 5 | 2 | -60% | 83% | 40% | -43% | Gloucester | 2 | 2 | 0% | | | -100% | 0 | 0 | 0 |
| Plymouth | 10 | 4 | -60% | 4 | 3 | -25% | 40% | 75% | 35% | Plymouth | 5 | 1 | -80% | 5 | | -100% | 100% | 0 | -100% | Plymouth | 1 | 1 | 0% | | | -100% | 0 | 0 | 0 |
| Reading | 29 | 34 | 17% | 22 | 13 | -41% | 76% | 38% | -38% | Reading | 18 | 10 | -44% | 18 | 8 | -56% | 100% | 80% | -20% | Reading | 6 | 10 | 67% | 2 | 2 | 0% | 33% | 20% | -13% |
| Truro | 7 | 7 | 0% | 3 | 2 | -33% | 43% | 29% | -14% | Truro | 7 | 7 | 0% | 7 | 5 | -29% | 100% | 71% | -29% | Total | 25 | 27 | 8% | 13 | 4 | -69% | 52% | 15% | -37% |
| Total | 113 | 106 | -6% | 53 | 33 | -38% | 47% | 31% | -16% | Total | 66 | 48 | -27% | 65 | 35 | -46% | 98% | 73% | -26% | | | | | | | | | | |

| | 12B Other Less Serious Offences | | | | | | | | | | | | | |
|------------|---------------------------------|-----------|--------|-----------|-----------|--------|----------------|----------------|------|--|--|--|--|--|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | | | | | |
| Bristol | 34 | 29 | -15% | 10 | 12 | 20% | 29% | 41% | 12% | | | | | |
| Exeter | 15 | 16 | 7% | 5 | 4 | -20% | 33% | 25% | -8% | | | | | |
| Gloucester | 23 | 31 | 35% | 27 | 31 | 15% | 117% | 100% | -17% | | | | | |
| Plymouth | 11 | 10 | -9% | 1 | 2 | 100% | 9% | 20% | 11% | | | | | |
| Reading | 46 | 34 | -26% | 32 | 8 | -75% | 70% | 24% | -46% | | | | | |
| Truro | 11 | 12 | 9% | 1 | 6 | 500% | 9% | 50% | 41% | | | | | |
| Total | 140 | 132 | -6% | 76 | 63 | -17% | 54% | 48% | -7% | | | | | |

| | | Total Notifiable Offences | | | | | | | | | Total Non-Notifiable Offences | | | | | | | | | | Total Offences | | | | | | | | | |
|------------|-----------|---------------------------|--------|-----------|-----------|--------|----------------|----------------|------|------------|-------------------------------|-----------|--------|-----------|-----------|--------|----------------|----------------|-------|------------|----------------|-----------|--------|-----------|-----------|--------|----------------|----------------|--------|--|
| Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | Sector | Rec 14/15 | Rec 15/16 | % Diff | Det 14/15 | Det 15/16 | % Diff | Det Rate 14/15 | Det Rate 15/16 | Diff | |
| Bristol | 421 | 339 | -19% | 114 | 89 | -22% | 27% | 26% | -1% | Bristol | 238 | 242 | 2% | 59 | 62 | 5% | 25% | 26% | 1% | Bristol | 659 | 581 | -12% | 173 | 151 | -13% | 26% | 26% | -0.3% | |
| Exeter | 117 | 117 | 0% | 38 | 32 | -16% | 32% | 27% | -5% | Exeter | 101 | 78 | -23% | 30 | 18 | -40% | 30% | 23% | -7% | Exeter | 218 | 195 | -11% | 68 | 50 | -26% | 31% | 26% | -5.6% | |
| Gloucester | 125 | 133 | 6% | 31 | 25 | -19% | 25% | 19% | -6% | Gloucester | 114 | 146 | 28% | 46 | 47 | 2% | 40% | 32% | -8% | Gloucester | 239 | 279 | 17% | 77 | 72 | -6% | 32% | 26% | -6.4% | |
| Plymouth | 67 | 46 | -31% | 27 | 10 | -63% | 40% | 22% | -19% | Plymouth | 68 | 42 | -38% | 21 | 11 | -48% | 31% | 26% | -5% | Plymouth | 135 | 88 | -35% | 48 | 21 | -56% | 36% | 24% | -11.7% | |
| Reading | 349 | 369 | 6% | 108 | 80 | -26% | 31% | 22% | -9% | Reading | 179 | 172 | -4% | 93 | 56 | -40% | 52% | 33% | -19% | Reading | 528 | 541 | 2% | 201 | 136 | -32% | 38% | 25% | -12.9% | |
| Truro | 77 | 80 | 4% | 29 | 28 | -3% | 38% | 35% | -3% | Truro | 57 | 57 | 0% | 16 | 14 | -13% | 28% | 25% | -4% | Truro | 134 | 137 | 2% | 45 | 42 | -7% | 34% | 31% | -2.9% | |
| Total | 1156 | 1084 | -6% | 347 | 264 | -24% | 30% | 24% | -6% | Total | 757 | 737 | -3% | 265 | 208 | -22% | 35% | 28% | -6.8% | Total | 1913 | 1821 | -5% | 612 | 472 | -23% | 32% | 26% | -6.1% | |

| | Ea | ast | Midlands Pennine | | | | | and | Sou | th | т | i. | Wal | es | Wes | tern | BTP | | |
|--|---------------------------------|--------------------------|------------------|-------------|--------------|--------------|-----------|-----------|------------|-----------|------------|----------|-----------|---------|-----------|----------|--------------|------------|--|
| 2015-16 Crime Sub Category | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | |
| Attempted Murder | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| Common Assault Firearms/Explosive Offences | 409 43 | 104 32 | 148 16 | 43 13 | 288 32 | 104 22 | 157 10 | 96 | 583 48 | 133 33 | 553 28 | 79 17 | 81 2 | 27 | 84 9 | 33 | 2,303 188 | 619 136 | |
| Homicide | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| Police Assault | 41 | 22 | 13 | 10 | 39 | 28 | 21 | 19 | 51 | 34 | 33 | 23 | 8 | 4 | 18 | 13 | 224 | 153 | |
| Racially Aggravated Harassment Serious Assault | 136 182 | 59 62 | 47 68 | 21 29 | 102 167 | 38 73 | 0 | 0 | 162 286 | 59 74 | 167 227 | 44 | 5 34 | 1 20 | 13 38 | 7 13 | 632 1,009 | 229 322 | |
| Other Violence | 113 | 20 | 54 | 10 | 94 | 25 | 18 | 11 | 190 | 32 | 159 | 23 | 28 | 12 | 23 | 9 | 679 | 142 | |
| | 4 | 0 | 2 | 1 | 0 | 0 | 8 | 8 | 5 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 24 | 9 | |
| Total Violence against the Person | 928 | 299 | 349 | 127 | 723 | 291 | 221 | 151 | 1,325 | 366 | 1,171 | 230 | 158 | 65 | 186 | 83 | 5,061 | 1,612 | |
| Sexual/ Indecent Exposure | 14 | 2 | 11 | 3 | 13 | 6 | 7 | 4 | 14 | 5 | 29 | 14 | 3 | 1 | 3 | 3 | 94 | 38 | |
| Sexual Offences against Females | 67 | 18 | 36 | 13 | 54 | 21 | 13 | 8 | 94 | 15 | 301 | 42 | 4 | 3 | 16 | 3 | 585 | 123 | |
| Sexual Offences against Males Other Sexual | 5 40 | 0 | 0 18 | 0 | 6 21 | 2 | 0 | 0 | 4 66 | 1 16 | 7 90 | 0 19 | 3 4 | 0 | 1 | 0 | 26 244 | 3 57 | |
| Other Sexual | 40 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 7 | 4 | |
| Total Sexual Offences | 126 | 27 | 65 | 21 | 94 | 34 | 27 | 17 | 179 | 37 | 427 | 75 | 14 | 7 | 24 | 7 | 956 | 225 | |
| | | · · · · | | | | | | | | | | | | | | | 10 | | |
| Arson/Fire-raising Criminal Damage/Malicious Mischief | 6 131 | 1 10 | 6 88 | 0 | 12 196 | 2 37 | 3 19 | 2 | 8 256 | 0 25 | 1 113 | 0 | 4 | 0 | 2 35 | 0 4 | 42 882 | 3 99 | |
| Graffiti | 100 | 11 | 79 | 6 | 103 | 7 | 60 | 2 | 298 | 17 | 229 | 6 | 6 | 2 | 26 | 2 | 901 | 53 | |
| Other Criminal Damage | 7 | 0 | 1 | 0 | 1 | 1 | 46 | 7 | 2 | 1 | 11 | 1 | 1 | 0 | 0 | 0 | 69 | 10 | |
| Vandalism Rolling Stock Total Criminal Damage/ Malicious Mischief | 0 244 | 0 22 | 0 174 | 0 18 | 0 312 | 0 47 | 13 141 | 2 13 | 0 564 | 0 43 | 0 354 | 0 13 | 0 55 | 0 5 | 0 63 | 0 6 | 13 1,907 | 2 167 | |
| rotal criminal banager matcious mischief | 244 | | ./.4 | 10 | 312 | •/ | .41 | 15 | 304 | 45 | 554 | 15 | 35 | 3 | 03 | Ū | 1,307 | 107 | |
| Destroy or Damage/Endanger Safety | 5 | 0 | 7 | 1 | 16 | 2 | 17 | 5 | 16 | 2 | 8 | 1 | 3 | 0 | 4 | 0 | 76 | 11 | |
| Obstruction Throw Missile at Rail Vehicle | 38 24 | 18 0 | 72 50 | 26 3 | 143 42 | 25 0 | 16 28 | 0 | 69 36 | 12 0 | 9 23 | 4 | 38 6 | 10 | 34 2 | 11 0 | 419 211 | 106 5 | |
| Total Serious Line Of Route Offences | 67 | 18 | 129 | 30 | 201 | 27 | 61 | 6 | 121 | 14 | 40 | 5 | 47 | 11 | 40 | 11 | 706 | 122 | |
| | | | | | | | | - | | | | | | | | | | | |
| Railway Trespass Stonethrowing | 514 13 | 79 | 733 62 | 68 0 | 1,447 123 | 131 2 | 656 52 | 121 | 780 54 | 94 0 | 161 16 | 46 0 | 366 22 | 42 | 293 16 | 39 0 | 4,950 358 | 620 5 | |
| Stonethrowing Transport and Works Offences | 13 | 0 | 62 | 0 | 0 | 2 | 52 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 16 | 0 | 358 | 5 | |
| Other Less Serious Route Offences | 0 | 0 | 13 | 0 | 52 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 121 | 0 | |
| Total Less Serious Line Of Route Offences | 527 | 80 | 808 | 68 | 1,622 | 133 | 756 | 122 | 834 | 94 | 178 | 47 | 395 | 43 | 310 | 39 | 5,430 | 626 | |
| Theft from the Person | 368 | 11 | 71 | 3 | 150 | 5 | 21 | 1 | 388 | 9 | 1,377 | 53 | 10 | 1 | 30 | 1 | 2,415 | 84 | |
| Theft Luggage | 120 | 18 | 94 | 10 | 167 | 10 | 31 | 2 | 93 | 4 | 27 | 0 | 36 | 2 | 67 | 3 | 635 | 49 | |
| Theft Personal Property | 652 | 24 | 252 | 17 | 396 | 26 | 84 | 6 | 745 | 19 | 461 | 10 | 75 | 2 | 144 | 9 | 2,809 | 113 | |
| Total Theft of Passenger Property | 1,140 | 53 | 417 | 30 | 713 | 41 | 136 | 9 | 1,226 | 32 | 1,865 | 63 | 121 | 5 | 241 | 13 | 5,859 | 246 | |
| Damage to Motor Vehicle | 66 | 3 | 38 | 5 | 59 | 17 | 21 | 3 | 100 | 10 | 17 | 0 | 15 | 1 | 21 | 0 | 337 | 39 | |
| Interfere with Motor Vehicle | 4 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 26 | 1 | |
| Take Vehicle w/o Consent Theft/Damage Pedal Cycle offences | 0 805 | 1 104 | 0 295 | 0 34 | 3 238 | 0 29 | 5 50 | 1 | 4 | 3 187 | 0 189 | 0 | 0 50 | 0 | 1 218 | 0 21 | 13 3,015 | 5 397 | |
| Theft from Vehicle | 58 | 1 | 33 | 3 | 66 | 13 | 4 | 0 | 61 | 0 | 33 | 0 | 4 | 0 | 22 | 0 | 281 | 17 | |
| Theft Motor Vehicle | 21 | 2 | 15 | 0 | 19 | 1 | 2 | 0 | 28 | 0 | 3 | 0 | 1 | 0 | 4 | 1 | 93 | 4 | |
| Total Motor Vehicle/ Cycle Offences | 954 | 111 | 384 | 42 | 387 | 61 | 82 | 16 | 1,373 | 200 | 245 | 5 | 70 | 6 | 270 | 22 | 3,765 | 463 | |
| Assault w/i to Rob | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | |
| Robbery | 25 | 8 | 19 | 3 | 13 | 5 | 2 | 3 | 49 | 8 | 34 | 3 | 0 | 1 | 1 | 0 | 143 | 31 | |
| Total Robbery Offences | 25 | 8 | 19 | 3 | 13 | 5 | 4 | 5 | 49 | 8 | 35 | 3 | 0 | 1 | 1 | 0 | 146 | 33 | |
| Burglary-Housebreaking | 34 | 2 | 17 | 1 | 46 | 2 | 21 | 5 | 44 | 3 | 23 | 2 | 3 | 0 | 16 | 4 | 204 | 19 | |
| Burglary/Housebreaking Booking Office | 7 | 0 | 2 | 1 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 28 | 1 | |
| Goods in Transit Offences Live Cable Theft | 8 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | |
| Mail Offences | 4 | 0 | 0 | 0 | 30 0 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 59 1 | 12 | |
| Non- Live Cable Theft | 4 | 0 | 14 | 3 | 32 | 13 | 16 | 1 | 18 | 1 | 5 | 1 | 10 | 1 | 7 | 1 | 106 | 21 | |
| Theft from Shop/Kiosk | 406 | 157 | 112 | 56 | 287 | 132 | 65 | 55 | 246 | 91 | 15 | 4 | 12 | 4 | 26 | 9 | 1,169 | 508 | |
| Theft from Vending Machines Theft Undertaking Stores | 15 27 | 0 | 3 | 0 | 2 43 | 0 4 | 0 | 0 | 35 29 | 2 | 17 25 | 2 | 0 | 0 | 0 | 0 | 72 193 | 4 | |
| Other Theft/Burglary Offences | 24 | 2 | 20 | 3 | 43 | 5 | 15 | 3 | 23 | 5 | 11 | 6 | 7 | 2 | 12 | 1 | 153 | 20 | |
| Total Theft of Railway/ Commercial Property and | 530 | 163 | 209 | 73 | 493 | 167 | 142 | 67 | 408 | 102 | 97 | 19 | 42 | 8 | 77 | 16 | 1,998 | 615 | |
| Bomb Hoax Offences | | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | 00 | | |
| Breach of the Peace | 6 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 0 | 3 | 2 | 1 | 0 | 0 | 2 | 0 | 23 0 | 9 | |
| Other Public Order Offences | 368 | 121 | 193 | 88 | 429 | 218 | 1 | 1 | 487 | 140 | 403 | 90 | 82 | 46 | 102 | 65 | 2,065 | 769 | |
| Total Serious Public Disorder Offences | 374 | 121 | 193 | 88 | 435 | 221 | 1 | 2 | 493 | 143 | 405 | 91 | 83 | 46 | 104 | 66 | 2,088 | 778 | |
| Alcohol Offences | 140 | 112 | 75 | 60 | 279 | 232 | 27 | 26 | 162 | 132 | 144 | 104 | 50 | 43 | 55 | 48 | 932 | 757 | |
| Breach of the Peace | 2 | 2 | 0 | 0 | 0 | 0 | 19 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 16 | |
| Public Order Related Offences | 410 | 46 | 261 | 56 | 501 | 131 | 254 | 122 | 613 | 26 | 462 | 49 | 92 | 18 | 112 | 22 | 2,705 | 470 | |
| Other Less Serious Public Order Other Public Order Offences | 44 0 | 1 | 28 | 2 | 56 0 | 7 | 77 282 | 43 174 | 93 0 | 4 | 11 0 | 2 | 15 0 | 1 | 22 0 | 3 | 346 282 | 63 174 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | |
| Total Less Serious Public Disorder Offences | 596 | 161 | 364 | 118 | 836 | 370 | 669 | 385 | 869 | 162 | 617 | 155 | 157 | 62 | 189 | 73 | 4,297 | 1,486 | |
| Forgery | 13 | 9 | 0 | 0 | 3 | 0 | 7 | 2 | 6 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 34 | 16 | |
| Forgery Ticket Fraud | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 34 | 16 | |
| Other Fraud | 35 | 12 | 12 | 2 | 30 | 18 | 12 | 6 | 31 | 11 | 101 | 55 | 2 | 0 | 3 | 1 | 226 | 105 | |
| Total Serious Fraud Offences | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | |
| I Juai Serious Fraud Offences | 49 | 22 | 12 | 2 | 33 | 18 | 20 | 9 | 37 | 12 | 106 | 60 | 3 | 0 | 3 | 1 | 263 | 124 | |
| Failure to provide details/show ticket | 4 | 0 | 2 | 1 | 5 | 1 | 8 | 5 | 8 | 3 | 1 | 1 | 0 | 0 | 4 | 1 | 32 | 12 | |
| Travel Fraud Offences Travel Related Offences/Greater Distance | 185 102 | 78 10 | 115 112 | 52 13 | 228 165 | 161 33 | 46 22 | 24 9 | 317 218 | 98 15 | 166 70 | 78 12 | 35 39 | 15 9 | 51 51 | 20 12 | 1,143 779 | 526 113 | |
| Travel Related Offences/Greater Distance | 102 291 | 10 88 | 112 229 | 13 66 | 165 398 | 33 195 | 76 | 38 | 218 543 | 15 | 237 | 12 91 | 39 74 | 9 24 | 51 106 | 12 33 | 1,954 | 651 | |
| | | | | | | | | | | | | | | | | | | | |
| Possession of Controlled Drug Proceeds of Crime (Drugs) | 145 0 | 97 | 76 0 | 60 0 | 213 0 | 175 0 | 45 0 | 43 | 214 0 | 163 0 | 97 1 | 77 | 31 0 | 21 | 45 0 | 35 0 | 866 | 671 1 | |
| Proceeds of Crime (Drugs) Trafficking in Controlled Drug | 2 | 1 | 3 | 2 | 3 | 1 | 3 | 3 | 4 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 1 18 | 1 | |
| Other Drug Offences | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | |
| | 3 | 2 | 0 | 0 | 3 | 2 | 1 | 1 | 7 | 8 | 2 | 0 | 0 | 0 | 2 | 0 | 18 | 13 | |
| Total Drug Offences | 150 | 100 | 79 | 62 | 219 | 178 | 50 | 48 | 226 | 174 | 100 | 78 | 33 | 22 | 48 | 35 | 905 | 697 | |
| Handling/Reset | 7 | 2 | 1 | 1 | 11 | 7 | 1 | 0 | 7 | 5 | 10 | 4 | 1 | 0 | 1 | 0 | 39 | 19 | |
| Proceeds of Crime (Exc Drugs) | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 13 | 11 | |
| Other Firearms Offences Other Less Serious Offences | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 8 | 0 | |
| Other Less Serious Offences Other Offences | 3 50 | 1 14 | 0 55 | 9 | 0 39 | 1 | 2 29 | 2 20 | 2 65 | 0 19 | 1 15 | 1 8 | 0 | 2 | 0 17 | 0 4 | 8 281 | 6 88 | |
| | 28 | 1 | 13 | 1 | 36 | 4 | 25 | 4 | 30 | 2 | 14 | 0 | 3 | 0 | 9 | 0 | 158 | 12 | |
| Other Theft | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| | 89 | 20 | 70 | 12 | 87 | 24 | 58 | 27 | 112 | 34 | 43 | 14 | 15 | 2 | 27 | 4 | 501 | 137 | |
| Other Theft Total Other Serious Offences | 22 | 4 | 12 | 1 | 25 | 20 | 0 | 0 | 50 | 5 | 41 | 6 | 7 | 5 | 7 | 1 | 164 | 42 | |
| | | 194 | 351 | 130 | 471 | 257 | 248 | 166 | 533 | 526 | 26 | 4 | 103 | 78 | 102 | 52 | 2,228 | 1,407 | |
| Total Other Serious Offences Begging Driving Offences (R.T.A) | 394 | | 15 | 2 | 27 26 | 5 | 47 67 | 6 56 | 27 | 1 | 11 4 | 1 | 5 | 2 | 6 | 1 | 152 | 18 | |
| Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment | 394 14 | 0 | 7 | | | | 0/ | 00 | 20 | | 4 | U | 1 | U | U | U | 136 | 66 | |
| Total Other Serious Offences Begging Driving Offences (R.T.A) | 394 | 0 1 34 | 7 48 | 2 9 | 82 | 41 | 23 | 15 | 66 | 22 | 28 | 17 | 14 | 3 | 16 | 8 | 338 | 149 | |
| Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Volkiele Related (Byelaws) | 394 14 11 61 0 | 1 34 0 | 48 0 | 9 0 | 82 0 | 41 0 | 0 | 15 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Vehicle Related (Byelaws) Other Less Serious Offences Other Less Serious Public Order | 394 14 11 61 0 0 | 1 34 0 0 | 48 0 0 | 9 0 0 | 82 0 0 | 41 0 0 | 0 5 | 0 5 | 0 0 | 0 0 | 0 | 0 0 | 0 | 0 | 0 1 | 0 | 0 6 | 0 6 | |
| Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Vehicle Rolated (Byelaws) Other Less Serious Offences | 394 14 11 61 0 | 1 34 0 | 48 0 | 9 0 | 82 0 | 41 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Vehicle Related (Byelaws) Other Less Serious Offences Other Less Serious Public Order | 394 14 11 61 0 0 | 1 34 0 0 233 | 48 0 0 | 9 0 0 | 82 0 0 | 41 0 0 | 0 5 | 0 5 | 0 0 | 0 0 | 0 0 | 0 0 | 0 | 0 | 0 1 | 0 | 0 6 | 0 6 | |

| | E | East | Midlar | nds | Penn | ine | Scotla | and | Sout | h | TF | a. | Wale | es | Weste | ern | BT | Р |
|---|--|---|---------------------------------------|--------------------------|---------------------------|----------------------------|----------------------------|---------------------|----------------------|---------------|----------------------------|---------------------|----------------------------|----------------------------|---------------------|--------------------|------------------------|-------------------------------|
| 2014-15 Crime Sub Category | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det | Rec | Det |
| Attempted Murder | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 2 |
| Common Assault | 375 | 133 | 132 | 68 | 295 | 145 | 149 | 85 | 517 | 146 | 517 | 136 | 46 | 19 | 81 | 38 | 2,112 | 770 |
| Firearms/Explosive Offences | 40 | 32 | 14 | 13 | 26 | 24 | 8 | 7 | 49 | 44 | 23 | 18 | 5 | 3 | 8 | 6 | 173 | 147 |
| Homicide Police Assault | 1 52 | 0 43 | 0 18 | 0 18 | 0 46 | 0 38 | 0 24 | 0 21 | 0 39 | 0 34 | 0 38 | 0 36 | 0 | 0 | 0 | 0 | 1 243 | 0 214 |
| Racially Aggravated Harassment | 123 | 53 | 63 | 25 | 88 | 43 | 0 | 0 | 105 | 42 | 173 | 74 | 6 | 3 | 20 | 14 | 578 | 254 |
| Serious Assault | 193 | 94 | 48 | 16 | 177 | 93 | 5 | 4 | 290 | 142 | 202 | 73 | 33 | 13 | 52 | 22 | 1,000 | 457 |
| Other Violence | 50 | 23 | 23 | 12 | 38 | 13 | 17 | 15 | 92 | 39 | 77 | 30 | 8 | 6 | 8 | 1 | 313 | 139 |
| Total Violence against the Person | 3 837 | 380 | 298 | 0 152 | 1 671 | 1 357 | 2 206 | 2 135 | 8 | 4 451 | 6 1,038 | 3 371 | 1 | 0 53 | 0 183 | 96 | 21 4,444 | 12 1,995 |
| Total violence against the Person | 837 | 380 | 298 | 152 | 671 | 357 | 206 | 135 | 1,100 | 431 | 1,038 | 371 | 111 | 53 | 183 | 96 | 4,444 | 1,995 |
| Sexual/ Indecent Exposure | 20 | 8 | 3 | 1 | 16 | 5 | 6 | 2 | 18 | 5 | 21 | 5 | 2 | 1 | 6 | 4 | 92 | 31 |
| Sexual Offences against Females | 54 | 18 | 24 | 7 | 39 | 15 | 13 | 7 | 80 | 21 | 201 | 72 | 5 | 3 | 17 | 12 | 433 | 155 |
| Sexual Offences against Males Other Sexual | 3 | 1 12 | 2 | 0 | 2 27 | 1 8 | 0 | 0 | 2 37 | 0 12 | 4 71 | 1 22 | 0 | 0 | 0 10 | 1 3 | 13 191 | 4 |
| Other Sexual | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 61 0 |
| Total Sexual Offences | 110 | 39 | 37 | 8 | 85 | 29 | 25 | 11 | 138 | 38 | 299 | 100 | 10 | 6 | 33 | 20 | 737 | 251 |
| | | | | - | | | | | | | | | | - | | | | |
| Arson/Fire-raising | 5 | 0 | 8 | 0 | 7 | 1 | 8 | 1 | 11 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 42 | 5 |
| Criminal Damage/Malicious Mischief Graffiti | 126 | 29 | 79 69 | 16 8 | 149 96 | 32 41 | 12 37 | 2 | 210 233 | 35 11 | 76 166 | 12 97 | 29 9 | 7 | 50 21 | 18 | 731 766 | 151 182 |
| Other Criminal Damage | 135 | 0 | 0 | 0 | 2 | 2 | 34 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 102 |
| Vandalism Rolling Stock | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 |
| Total Criminal Damage/ Malicious Mischief | 267 | 43 | 156 | 24 | 254 | 76 | 97 | 22 | 455 | 48 | 245 | 109 | 40 | 9 | 71 | 19 | 1,585 | 350 |
| | | | | | | | | | | | | | - | | | | | |
| Destroy or Damage/Endanger Safety | 6 | 2 | 24 77 | 4 | 20 | 5 | 11 | 2 | 8 63 | 0 | 6 | 1 | 5 | 2 | 6 23 | 1 | 86 | 17 |
| Obstruction Throw Missile at Rail Vehicle | 19 | 13 | 20 | 24 | 121 33 | 33 | 14 22 | 1 | 63 31 | 14 0 | 16 19 | 5 | 25 9 | 8 | 23 | 7 | 400 156 | 105 |
| Total Serious Line Of Route Offences | 86 | 15 | 121 | 29 | 33 174 | 39 | 47 | 4 | 102 | 14 | 41 | 6 | 39 | 10 | 32 | 8 | 642 | 3 125 |
| | 00 | 19 | 121 | 20 | | 38 | | • | 102 | 14 | | v | 30 | 10 | 32 | | 342 | |
| Railway Trespass | 508 | 144 | 681 | 106 | 1,188 | 217 | 566 | 118 | 641 | 176 | 144 | 57 | 317 | 65 | 270 | 58 | 4,315 | 941 |
| Stonethrowing | 26 | 2 | 70 | 1 | 123 | 4 | 38 | 5 | 37 | 1 | 15 | 1 | 13 | 0 | 17 | 0 | 339 | 14 |
| Transport and Works Offences Other Less Serious Route Offences | 1 | 0 | 1 6 | 1 | 0 42 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 70 | 4 |
| Other Less Serious Route Offences Total Less Serious Line Of Route Offences | 536 | 0 | 6 758 | 0 108 | 42 | 1 222 | 19 624 | 0 124 | 1 679 | 0 | 0 160 | 0 59 | 0 330 | 0 65 | 1 288 | 0 58 | 70 4,728 | 1 960 |
| I oral Less Serious Line Of Route Offences | 536 | 14/ | /58 | 108 | 1,353 | 222 | 624 | 124 | 919 | 1// | 160 | 59 | 330 | 65 | 288 | 58 | 4,728 | 960 |
| Theft from the Person | 380 | 8 | 75 | 5 | 184 | 12 | 26 | 4 | 410 | 22 | 1,420 | 51 | 18 | 1 | 36 | 0 | 2,549 | 103 |
| Theft Luggage | 120 | 2 | 105 | 11 | 133 | 11 | 40 | 5 | 98 | 3 | 26 | 0 | 34 | 3 | 82 | 8 | 638 | 43 |
| Theft Personal Property | 679 | 53 | 212 | 10 | 445 | 40 | 100 | 17 | 729 | 27 | 499 | 30 | 69 | 5 | 162 | 17 | 2,895 | 199 |
| Total Theft of Passenger Property | 1,179 | 63 | 392 | 26 | 762 | 63 | 166 | 26 | 1,237 | 52 | 1,945 | 81 | 121 | 9 | 280 | 25 | 6,082 | 345 |
| Damage to Motor Vehicle | 58 | 6 | 43 | 8 | 61 | 14 | 13 | 1 | 60 | 7 | 10 | 3 | 12 | 3 | 14 | 2 | 271 | 44 |
| Interfere with Motor Vehicle | 12 | 1 | 43 | 0 | 11 | 14 | 0 | 0 | 8 | 1 | 10 | 0 | 12 | 0 | 14 5 | 0 | 42 | 44 |
| Take Vehicle w/o Consent | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 |
| Theft/Damage Pedal Cycle offences | 859 | 96 | 378 | 56 | 261 | 31 | 59 | 10 | 1,355 | 275 | 143 | 3 | 52 | 10 | 213 | 9 | 3,320 | 490 |
| Theft from Vehicle | 104 | 9 | 74 | 1 | 54 | 1 | 5 | 0 | 80 | 4 | 13 | 0 | 9 | 0 | 16 | 0 | 355 | 15 |
| Theft Motor Vehicle | 16 | 0 | 8 | 2 | 6 | 4 | 0 | 0 | 30 | 3 | 1 | 0 | 2 | 0 | 1 | 1 | 64 | 10 |
| Total Motor Vehicle/ Cycle Offences | 1,051 | 112 | 508 | 68 | 396 | 51 | 78 | 11 | 1,536 | 290 | 168 | 6 | 76 | 13 | 249 | 12 | 4,062 | 563 |
| Assault w/i to Rob | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 |
| Robbery | 29 | 16 | 11 | 7 | 21 | 8 | 5 | 4 | 65 | 32 | 27 | 9 | 4 | 1 | 5 | 0 | 167 | 77 |
| Total Robbery Offences | 29 | 16 | 12 | 7 | 23 | 9 | 7 | 5 | 70 | 34 | 27 | 9 | 4 | 1 | 5 | 0 | 177 | 81 |
| | | | | | | | | | | | | | | | | | | |
| Burglary-Housebreaking | 51 | 3 | 10 | 1 | 53 6 | 14 | 17 0 | 1 | 77 | 2 | 24 | 2 | 3 | 0 | 14 | 0 | 249 21 | 23 5 |
| Burglary/Housebreaking Booking Office Goods in Transit Offences | 3 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| Live Cable Theft | 5 | 0 | 5 | 1 | 45 | 20 | 17 | 3 | 3 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 90 | 24 |
| Mail Offences | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Non- Live Cable Theft | 15 | 1 | 18 | 2 | 40 | 8 | 8 | 10 | 25 | 1 | 1 | 2 | 18 | 3 | 10 | 0 | 135 | 27 |
| Theft from Shop/Kiosk | 379 | 214 | 87 | 40 | 283 | 200 | 38 | 30 | 230 | 134 | 20 | 5 | 12 | 11 | 20 | 10 | 1,069 | 644 |
| Theft from Vending Machines | 34 | 16 | 3 | 0 | 11 | 4 | 1 | 0 | 26 | 7 | 33 | 13 | 3 | 0 | 0 | 0 | 111 | 40 |
| Theft Undertaking Stores Other Theft/Burglary Offences | 23 | 0 4 | 27 | 3 | 66 24 | 9 4 | 19 12 | 3 | 31 33 | 2 | 21 | 0 | 16 4 | 1 | 17 10 | 0 | 241 136 | 18 26 |
| Total Theft of Railway/ Commercial Property | | 239 | 175 | 49 | 530 | 4 261 | 12 | 49 | 433 | 158 | 111 | 25 | 4 | 16 | 76 | 10 | 2,061 | 807 |
| Total Theft of Railway/ Commercial Property | anc 555 | 239 | 175 | 49 | 530 | 261 | 112 | 49 | 433 | 158 | 111 | 25 | 69 | 16 | 76 | 10 | 2,061 | 807 |
| Bomb Hoax Offences | 7 | 2 | 2 | 1 | 4 | 1 | 2 | 1 | 6 | 2 | 3 | 1 | 4 | 1 | 2 | 0 | 30 | 9 |
| Breach of the Peace | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 |
| Other Public Order Offences | 348 | 170 | 222 | 137 | 466 | 312 | 0 | 0 | 581 | 212 | 448 | 160 | 89 | 46 | 132 | 78 | 2,286 | 1,115 |
| Total Serious Public Disorder Offences | 355 | 172 | 224 | 138 | 470 | 313 | 5 | 3 | 587 | 214 | 451 | 161 | 93 | 47 | 134 | 78 | 2,319 | 1,126 |
| Alcohol Offences | 170 | 139 | 74 | 68 | 388 | 361 | 38 | 36 | 194 | 166 | 203 | 180 | 42 | 40 | 43 | 41 | 1,152 | 1,031 |
| Breach of the Peace | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| Public Order Related Offences | 595 | 143 | 359 | 100 | 761 | 320 | 320 | 173 | 854 | 126 | 587 | 149 | 190 | 71 | 140 | 32 | 3,806 | 1,114 |
| Other Less Serious Public Order | 47 | 13 | 38 | 5 | 69 | 30 | 97 | 54 | 77 | 4 | 18 | 17 | 14 | 0 | 33 | 5 | 393 | 128 |
| Other Public Order Offences | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 218 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 |
| Total Less Serious Public Disorder Offences | 812 | 295 | 471 | 173 | 1,218 | 711 | 787 | 493 | 1,125 | 296 | 808 | 346 | 246 | 111 | 216 | 78 | 5,683 | 2,503 |
| Forgery | 21 | 20 | 1 | 0 | 2 | 1 | 8 | 0 | 10 | 7 | 7 | 3 | 0 | 1 | 0 | 0 | 49 | 32 |
| Ticket Fraud | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Fraud | 27 | 13 | 11 | 7 | 21 | 16 | 10 | 6 | 23 | 13 | 41 | 45 | 1 | 0 | 2 | 1 | 136 | 101 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Serious Fraud Offences | 48 | 33 | 12 | 7 | 23 | 17 | 18 | 6 | 33 | 20 | 48 | 48 | 1 | 1 | 2 | 1 | 185 | 133 |
| Failure to provide details/show ticket | 6 | 2 | 3 | 3 | 2 | 3 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 19 | 11 |
| Travel Fraud Offences | 323 | 202 | 125 | 69 | 648 | 579 | 71 | 54 | 538 | 381 | 577 | 510 | 28 | 20 | 54 | 39 | 2,364 | 1,854 |
| Travel Related Offences/Greater Distance | 150 | 35 | 209 | 72 | 334 | 183 | 27 | 10 | 448 | 295 | 527 | 428 | 35 | 11 | 56 | 14 | 1,786 | 1,048 |
| Total Less Serious Fraud Offences | 479 | 239 | 337 | 144 | 984 | 765 | 99 | 66 | 988 | 677 | 1,106 | 938 | 63 | 31 | 113 | 53 | 4,169 | 2,913 |
| Possession of Controlled Drug | 171 | 180 | 74 | 62 | 341 | 324 | 45 | 45 | 284 | 264 | 201 | 201 | 42 | 34 | 61 | 61 | 1,219 | 1,171 |
| Possession of Controlled Drug Proceeds of Crime (Drugs) | 171 | 180 | 74 0 | 62 | 341 | 324 | 45 | 45 | 284 | 264 | 201 | 201 | 42 | 34 | 61 0 | 61 0 | 1,219 | 1,1/1 |
| Trafficking in Controlled Drug | 3 | 2 | 4 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 0 | 3 | 0 | 17 | 10 |
| Other Drug Offences | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 5 |
| | 9 | 7 | 1 | 2 | 3 | 4 | 3 | 3 | 10 | 6 | 6 | 5 | 0 | 0 | 2 | 4 | 34 | 31 |
| Total Drug Offences | 184 | 190 | 79 | 66 | 346 | 330 | 50 | 50 | 298 | 274 | 211 | 209 | 43 | 34 | 66 | 65 | 1,277 | 1,218 |
| Handling/Reset | 6 | 5 | 3 | 2 | 7 | 3 | 1 | 1 | 12 | 6 | 9 | 6 | 2 | 2 | 4 | 1 | 41 | 26 |
| | 4 | 1 | 0 | 2 | 2 | 3 | 0 | 0 | 12 5 | 4 | 1 | 1 | - 1 | 2 | 1 | 0 | 41 | 26 |
| | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 |
| Proceeds of Crime (Exc Drugs) Other Firearms Offences | 4 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 8 |
| | 46 | 24 | 28 | 21 | 50 | 29 | 24 | 23 | 37 | 19 | 17 | 13 | 11 | 10 | 13 | 10 | 226 | 149 |
| Other Firearms Offences Other Less Serious Offences Other Offences | 27 | 3 | 11 | 3 | 31 | 6 | 16 | 2 | 30 | 0 | 6 | 0 | 2 | 1 | 10 | 2 | 133 | 17 |
| Other Firearms Offences Other Less Serious Offences | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other Firearms Offences Other Less Serious Offences Other Offences Other Theft | 0 | 36 | 44 | 28 | 92 | 43 | 43 | 27 | 87 | 32 | 33 | 20 | 16 | 13 | 25 | 13 | 428 | 212 |
| Other Firearms Offences Other Less Serious Offences Other Offences | | | 13 | 13 | 25 | 17 | 0 | 0 | 49 | 20 | 68 | 49 | 19 | 17 | 6 | 3 | 219 | 140 |
| Other Firearms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences | 0 88 | - 24 | | 13 146 | 25 525 | 17 368 | 0 214 | 0 | 49 402 | 20 738 | 68 49 | 49 10 | 19 139 | 17 | 6 105 | 3 54 | 219 1,972 | 140 |
| Other Finarms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences Begging | 0 88 39 | 21 | 280 | | 38 | 16 | 36 | 118 | 19 | 2 | 49 | 3 | 8 | 1 | 6 | 3 | 1,972 | 42 |
| Other Frearms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences Begging Driving Offences (R.T.A) | 0 88 | 21 186 0 | 280 17 | 6 | | | 66 | 87 | 32 | 24 | 5 | 2 | - | | | 0 | 171 | 158 |
| Other Finarms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences Begging | 0 88 39 258 | 186 | | 6 5 | 41 | 33 | 00 | | | | | 2 | 4 | 2 | 0 | | | |
| Other Firearms Offences Other Cleas Serious Offences Other Offences Other Theft Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment | 0 88 39 258 7 | 186 0 | 17 | - | | 33 53 | 33 | 23 | 105 | 47 | 68 | 48 | 4 27 | 14 | 23 | 16 | 477 | 282 |
| Other Firearms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Vehicle Related (Byelaws) | 0 88 258 7 14 82 0 | 186 0 5 58 0 | 17 9 51 0 | 5 23 0 | 41 88 0 | 53 0 | 33 0 | 23 0 | 105 0 | 1 | 68 2 | 48 1 | 27 1 | 14 1 | 23 0 | 16 0 | 477 3 | 282 3 |
| Other Firearms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Vehicle Related (Ryelaws) Other Less Serious Offences Other Less Serious Public Order | 0 88 39 258 7 14 82 0 0 | 186 0 5 58 0 0 0 | 17 9 51 0 0 | 5 23 0 0 | 41 88 0 0 | 53 0 0 | 33 0 4 | 23 0 4 | 105 0 0 | 1 0 | 68 2 0 | 48 1 1 | 27 1 0 | 14 1 0 | 23 0 0 | 16 0 0 | 477 3 4 | 282 3 5 |
| Other Firearms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Vehicle Related (Byelaws) Other Less Serious Offences | 0 88 258 7 14 82 0 | 186 0 5 58 0 | 17 9 51 0 | 5 23 0 | 41 88 0 | 53 0 | 33 0 | 23 0 | 105 0 | 1 | 68 2 | 48 1 | 27 1 | 14 1 | 23 0 | 16 0 | 477 3 | 282 3 5 |
| Other Firearms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Vehicle Related (Byelaws) Other Less Serious Offences Other Less Serious Public Order Total Other Less Serious Offences | 0 88 39 258 7 14 82 0 0 0 400 | 186 0 5 58 0 0 0 270 | 17 9 51 0 0 370 | 5 23 0 0 193 | 41 88 0 0 717 | 53 0 0 487 | 33 0 4 353 | 23 0 4 243 | 105 0 0 607 | 1 0 832 | 68 2 0 206 | 48 1 1 114 | 27 1 0 198 | 14 1 0 150 | 23 0 0 140 | 16 0 0 76 | 477 3 4 2,991 | 282 3 5 2,365 |
| Other Firearms Offences Other Less Serious Offences Other Offences Other Theft Total Other Serious Offences Begging Driving Offences (R.T.A) Protection Equipment Vehicle Related (Ryelaws) Other Less Serious Offences Other Less Serious Public Order | 0 88 39 258 7 14 82 0 0 0 400 mme 4,789 | 186 0 5 0 0 270 | 17 9 51 0 0 | 5 23 0 0 | 41 88 0 0 | 53 0 0 | 33 0 4 | 23 0 4 | 105 0 0 | 1 0 | 68 2 0 | 48 1 1 | 27 1 0 | 14 1 0 | 23 0 0 | 16 0 0 | 477 3 4 | 282 3 |