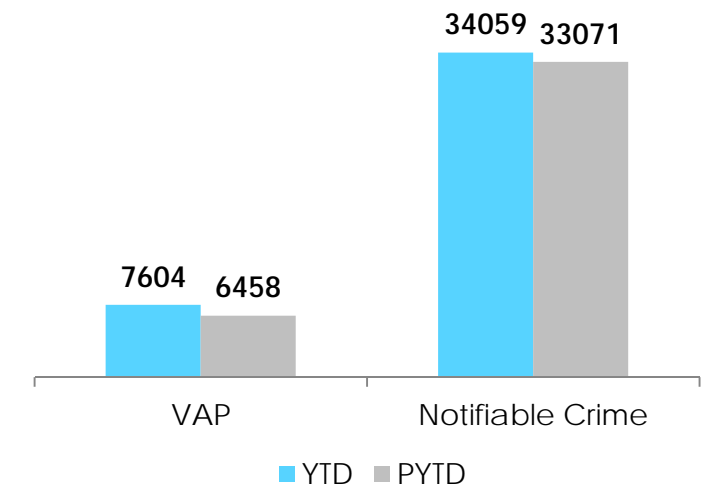
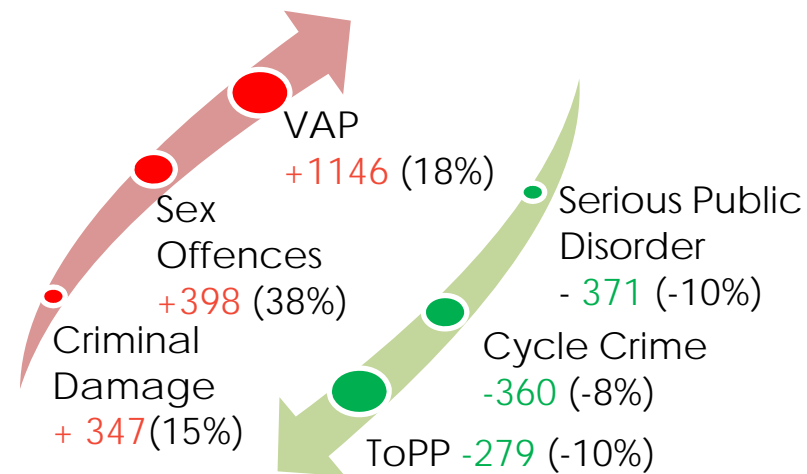
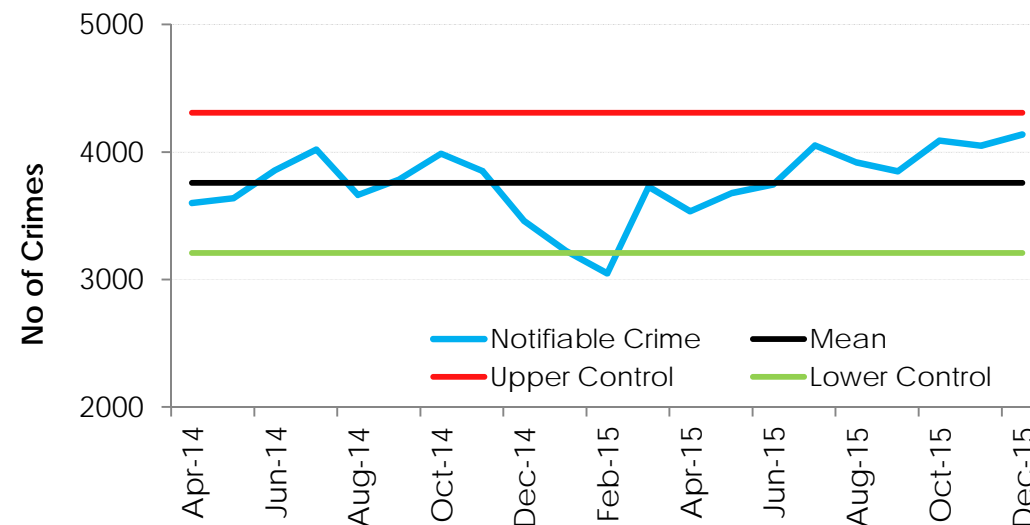


# Performance Dashboard

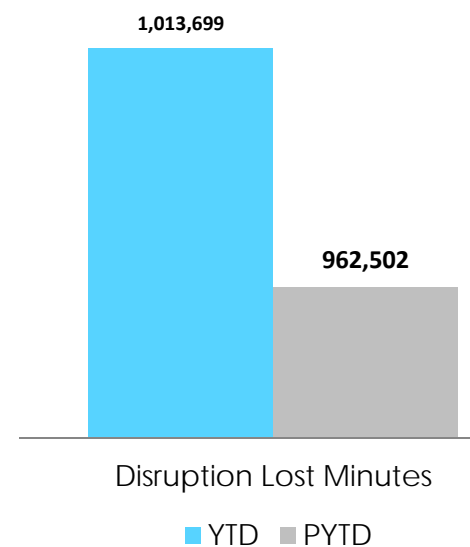
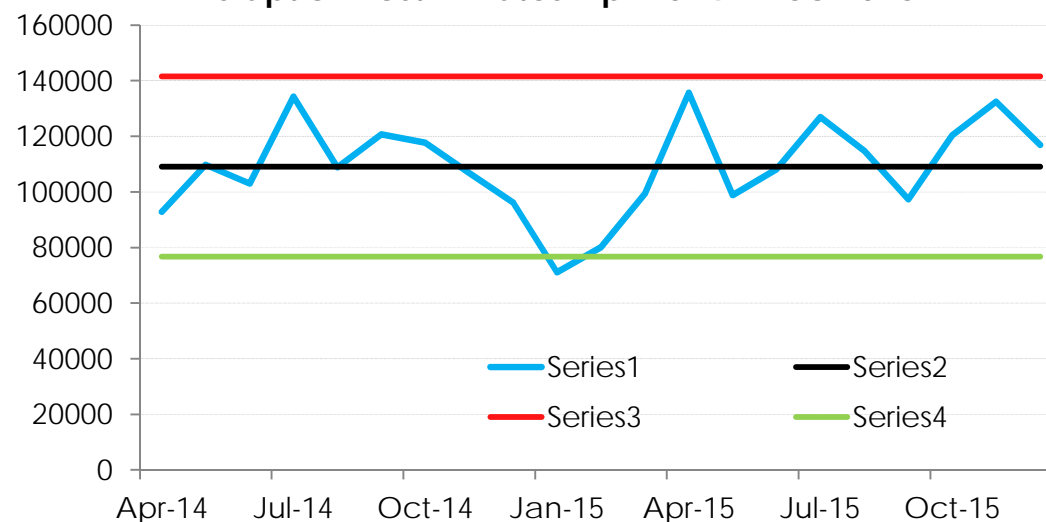
## Notifiable Crime Apr 2014 - Dec 2015

Reduce Notifiable Offences by  
**20%**

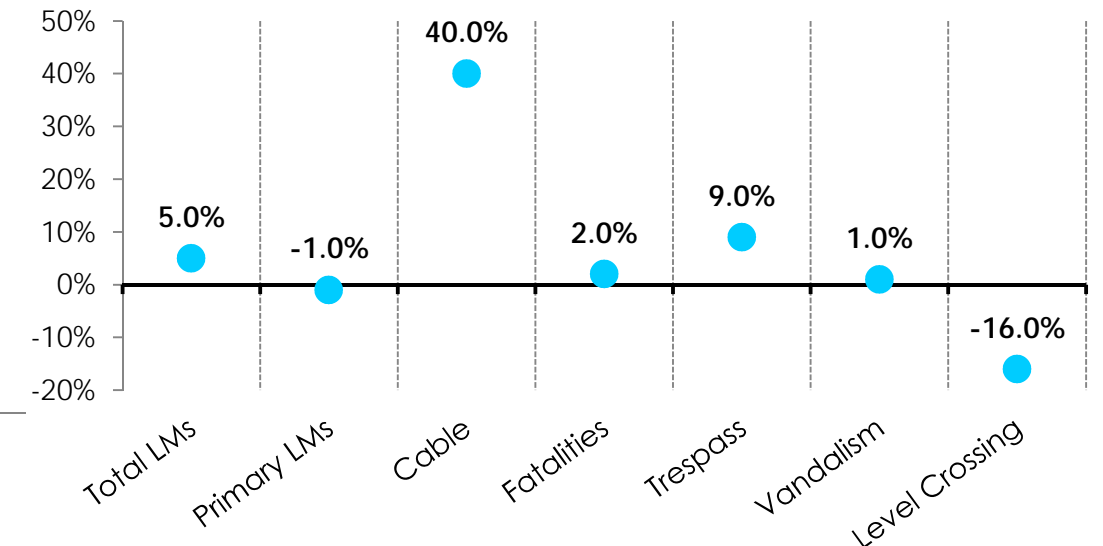


## Disruption Lost Minutes Apr 2014 - Dec 2015

Reduce police related lost minutes  
**20%**



## BTP Lost Minutes % change



## Passenger Confidence

Spring 2015 - **77.75%**



## Rail Staff Confidence

Spring 2015 - **64.8%**

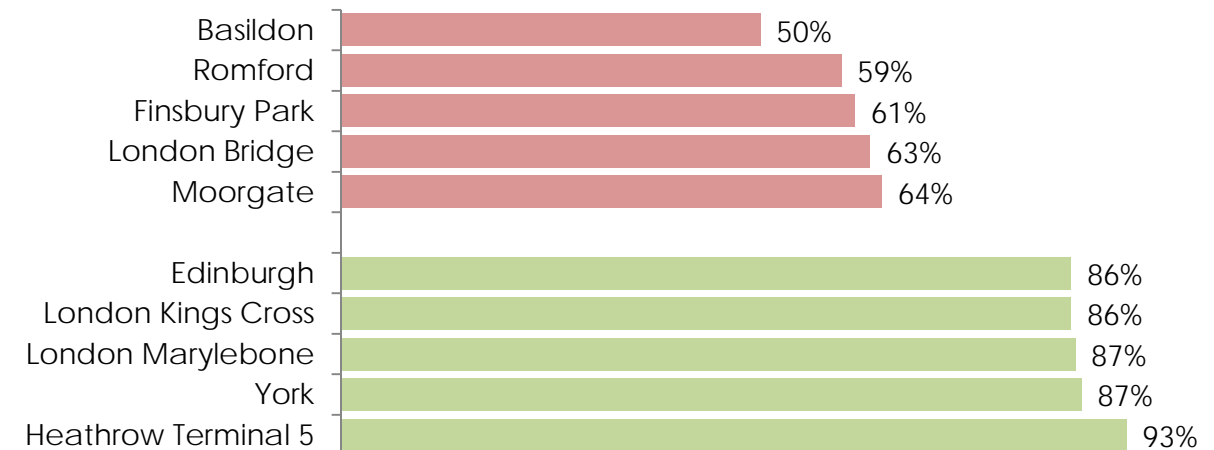


## Confidence at the Lowest Ranked Stations:

Spring 2015 - **71.5%**

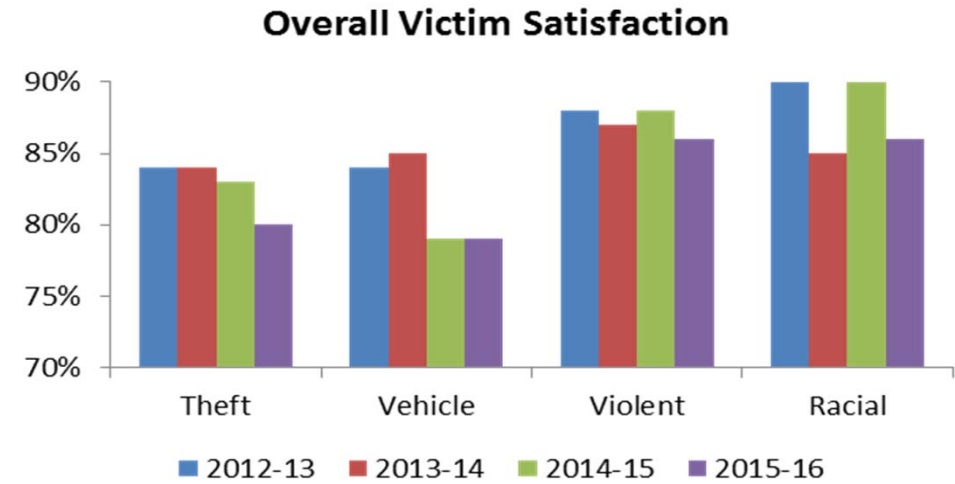
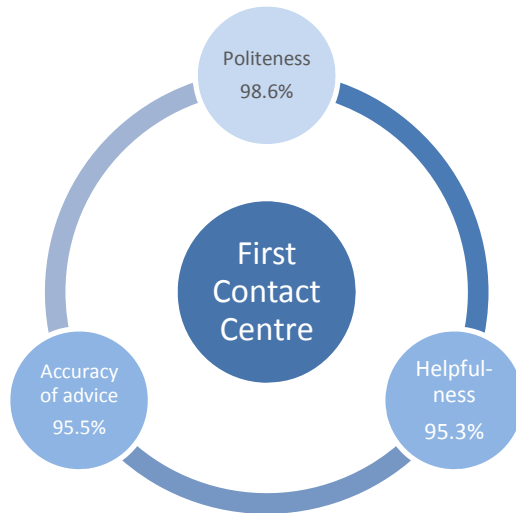
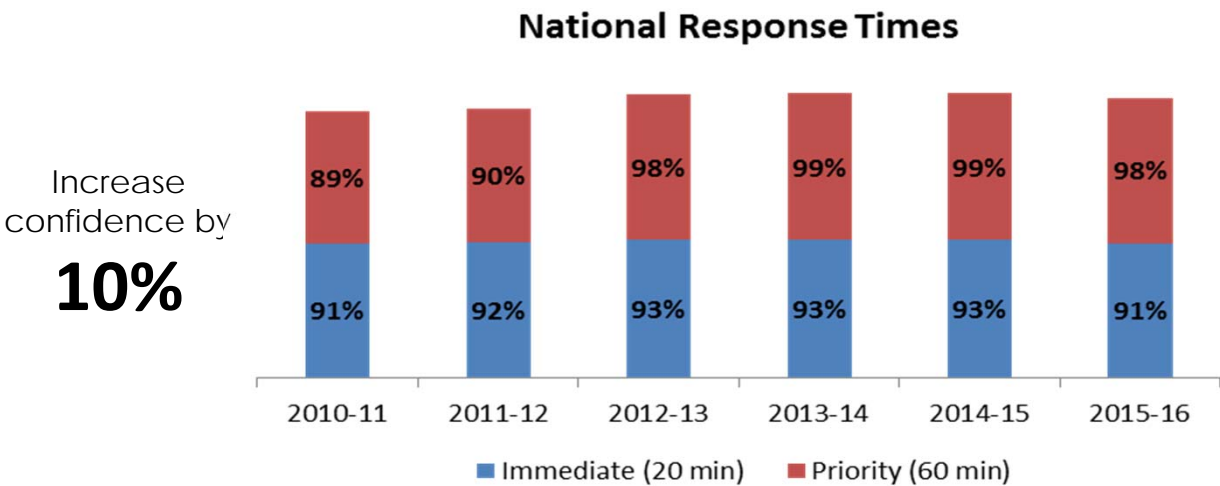
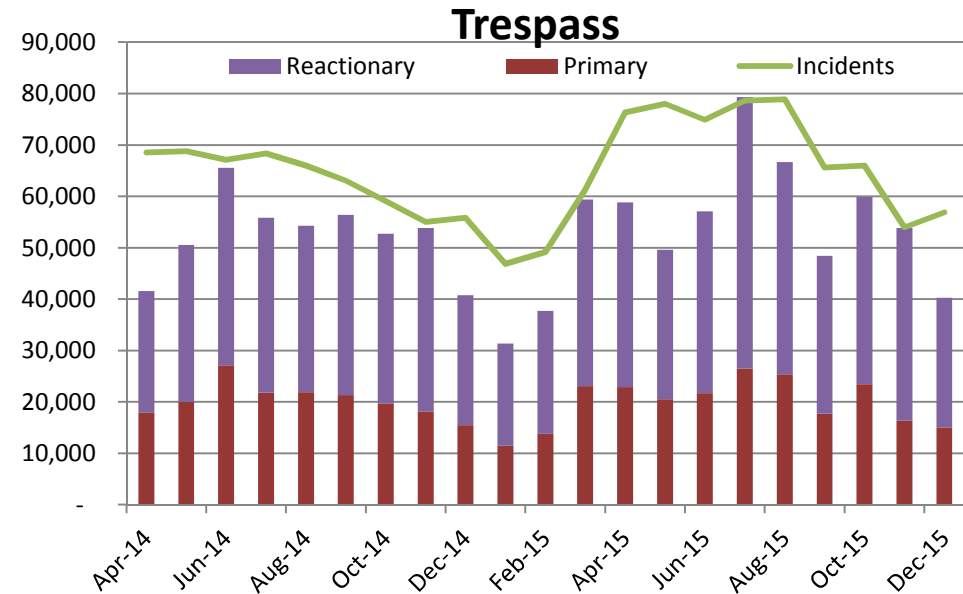
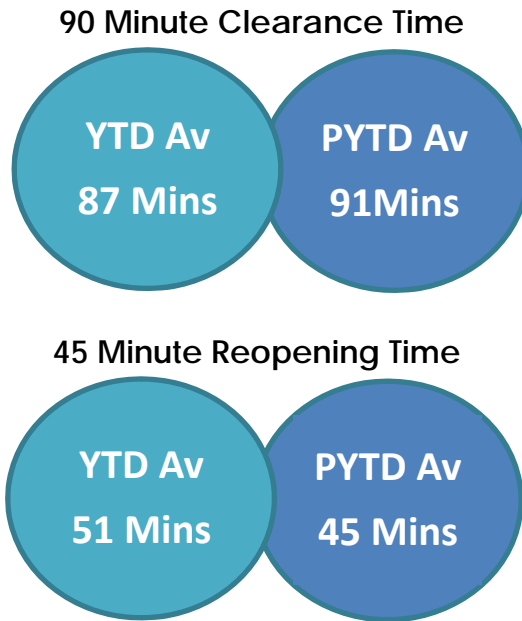
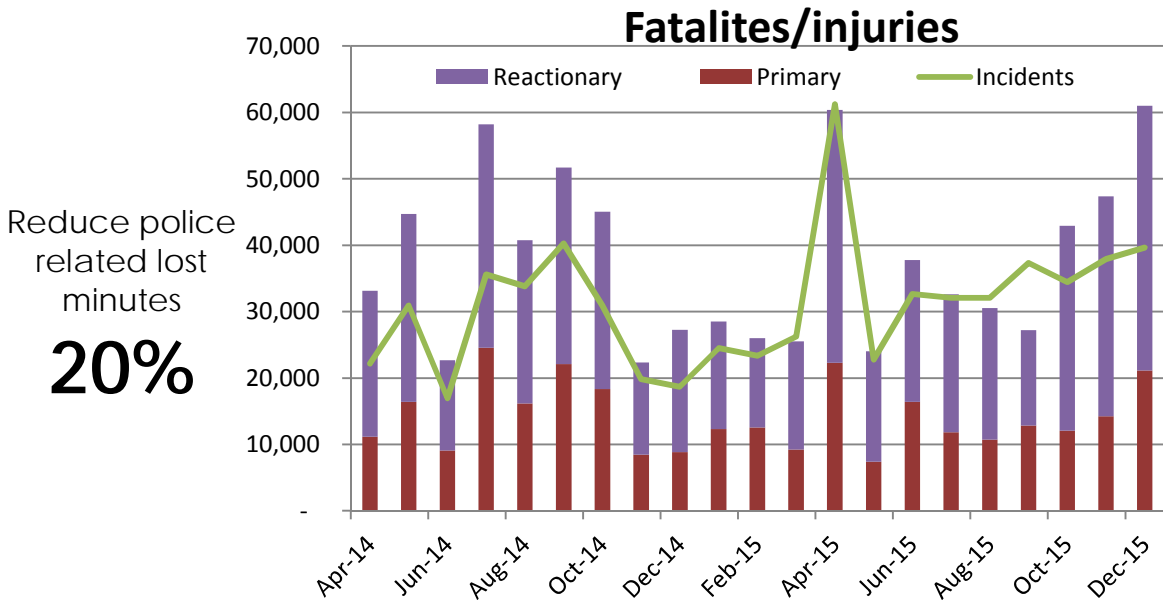
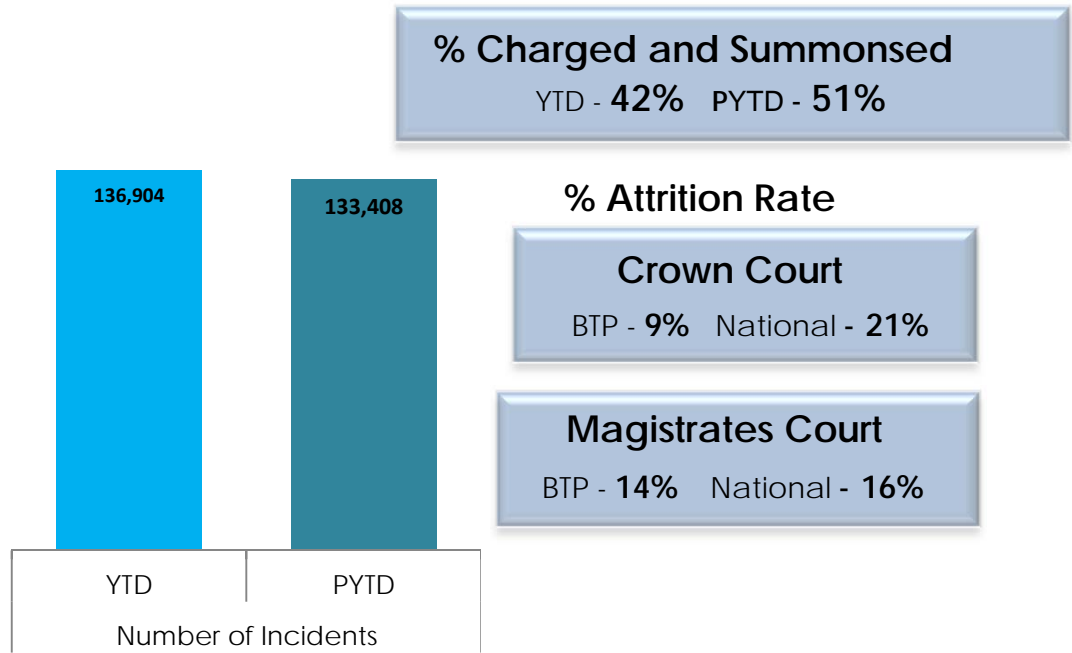
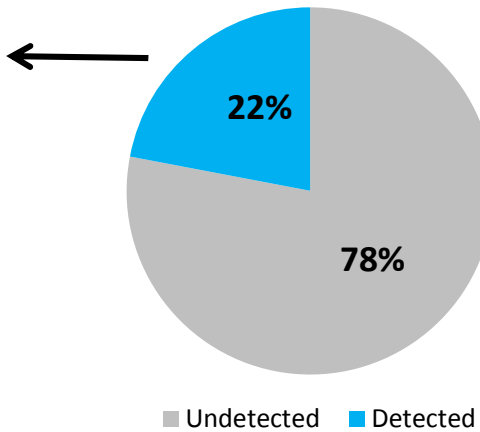
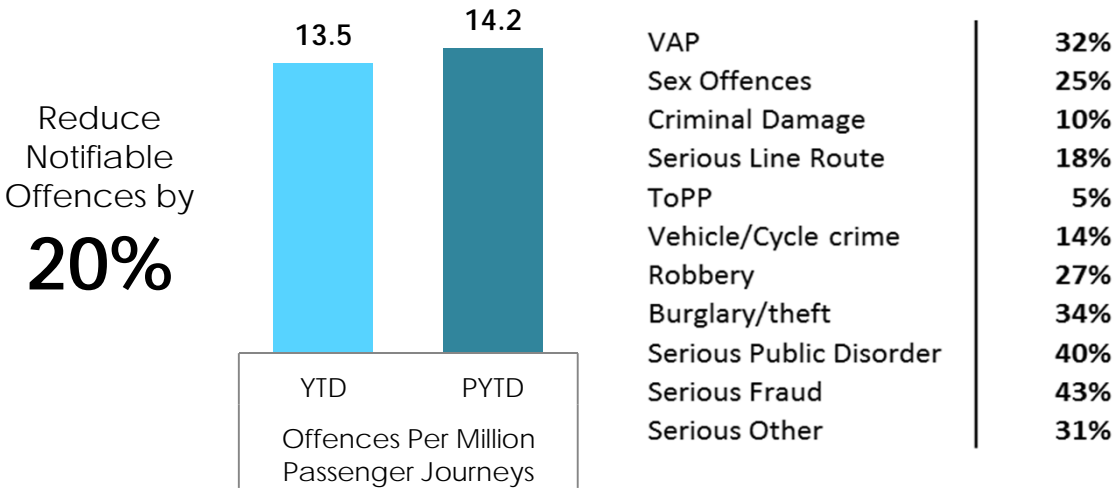
Increase confidence by  
**10%**

## High/Low Confidence Stations



# Service Delivery Dashboard

## Notifiable Crime Positive Outcome Rates





**PRC:**  
**Performance 2015-16 Q3**  
**Thursday 14<sup>th</sup> Jan 2015**

# Contents

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## **Progress towards 2012/13 – 2018/19 Strategic Objectives**

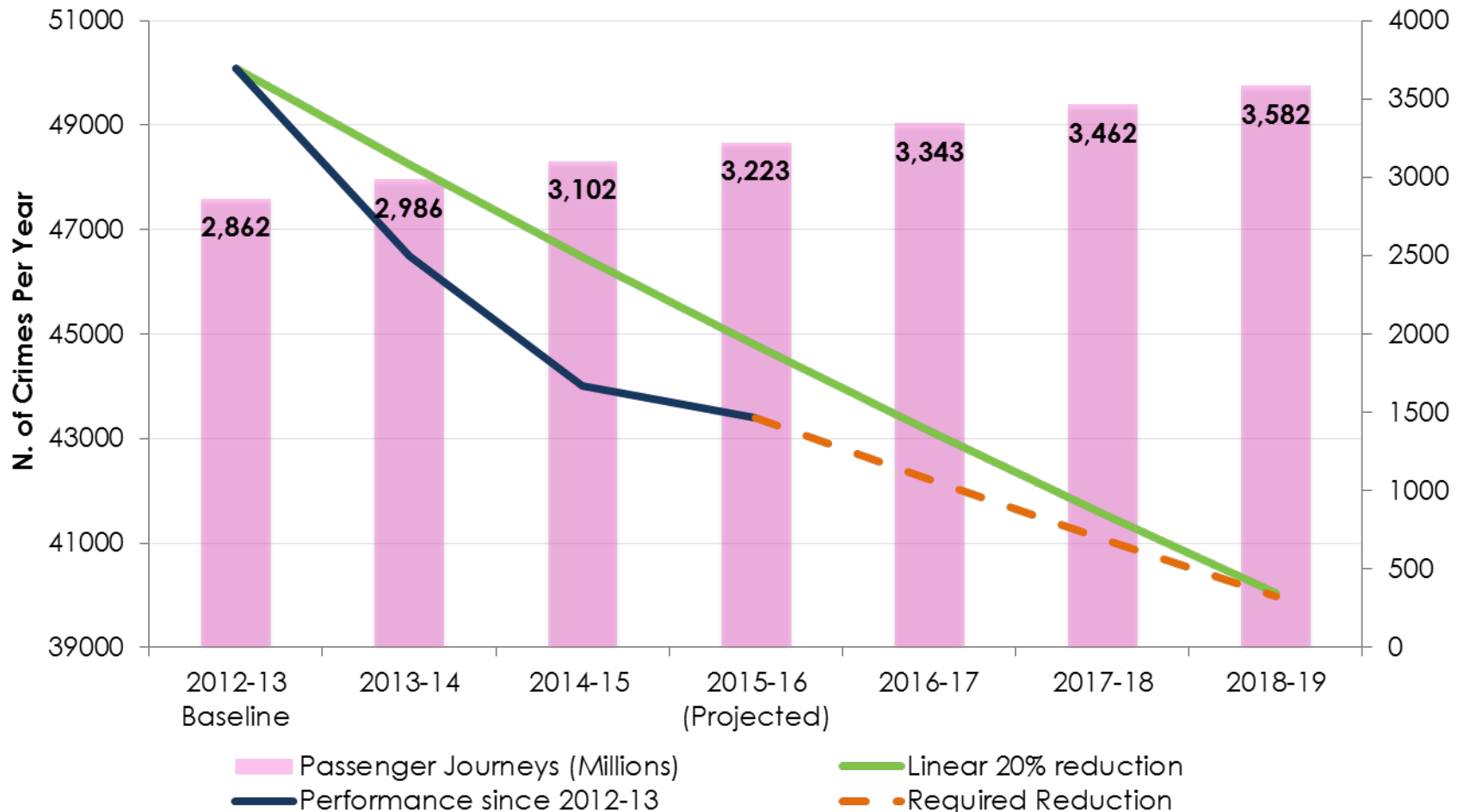
- 20% reduction in Notifiable crime
- 20% reduction in Disruption
- 10% increase in Confidence

## **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

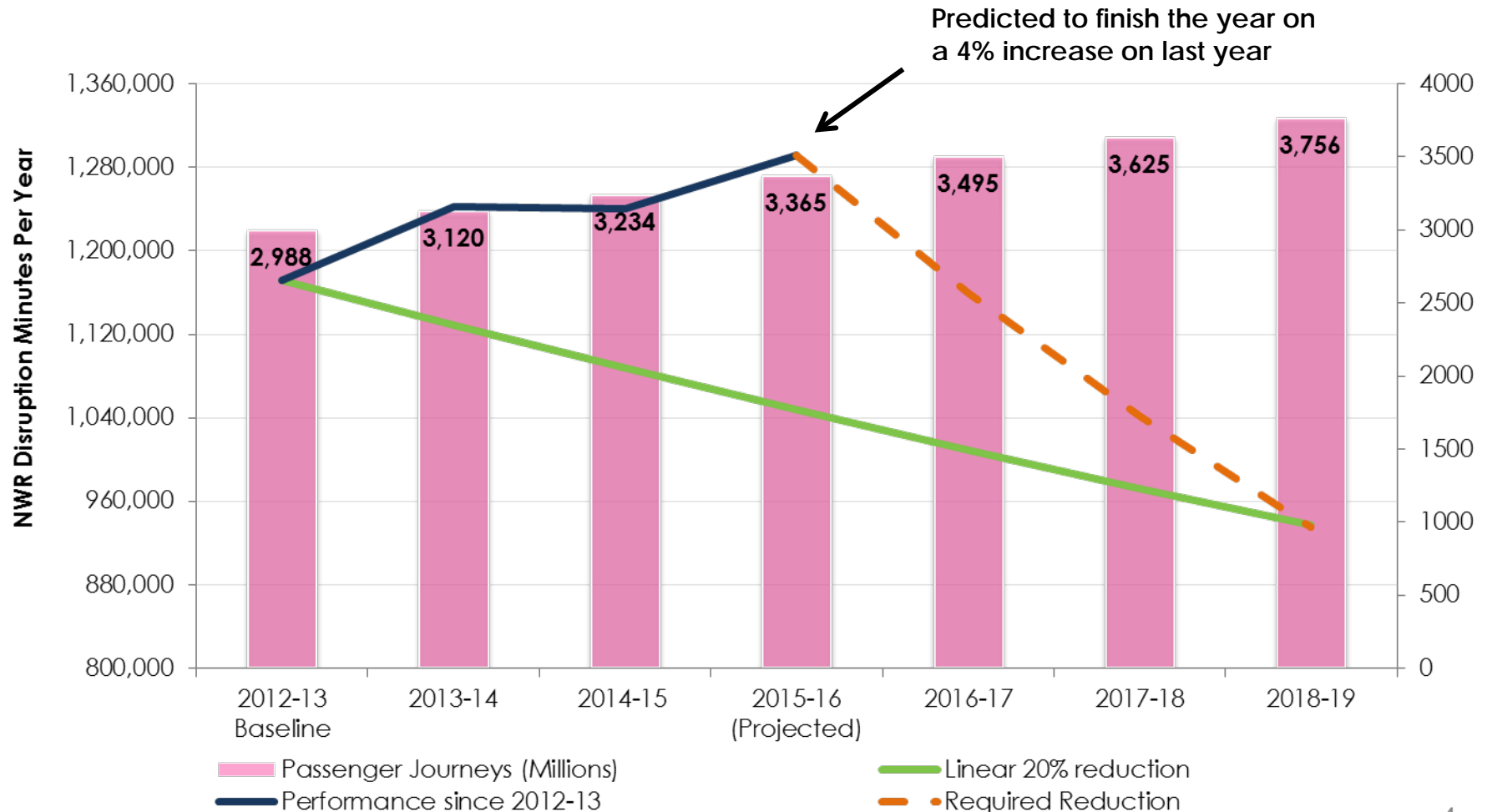
# Strategic Plan Objectives: Notifiable Crime Progress

## BTP 20% Notifiable Reduction Strategic Plan



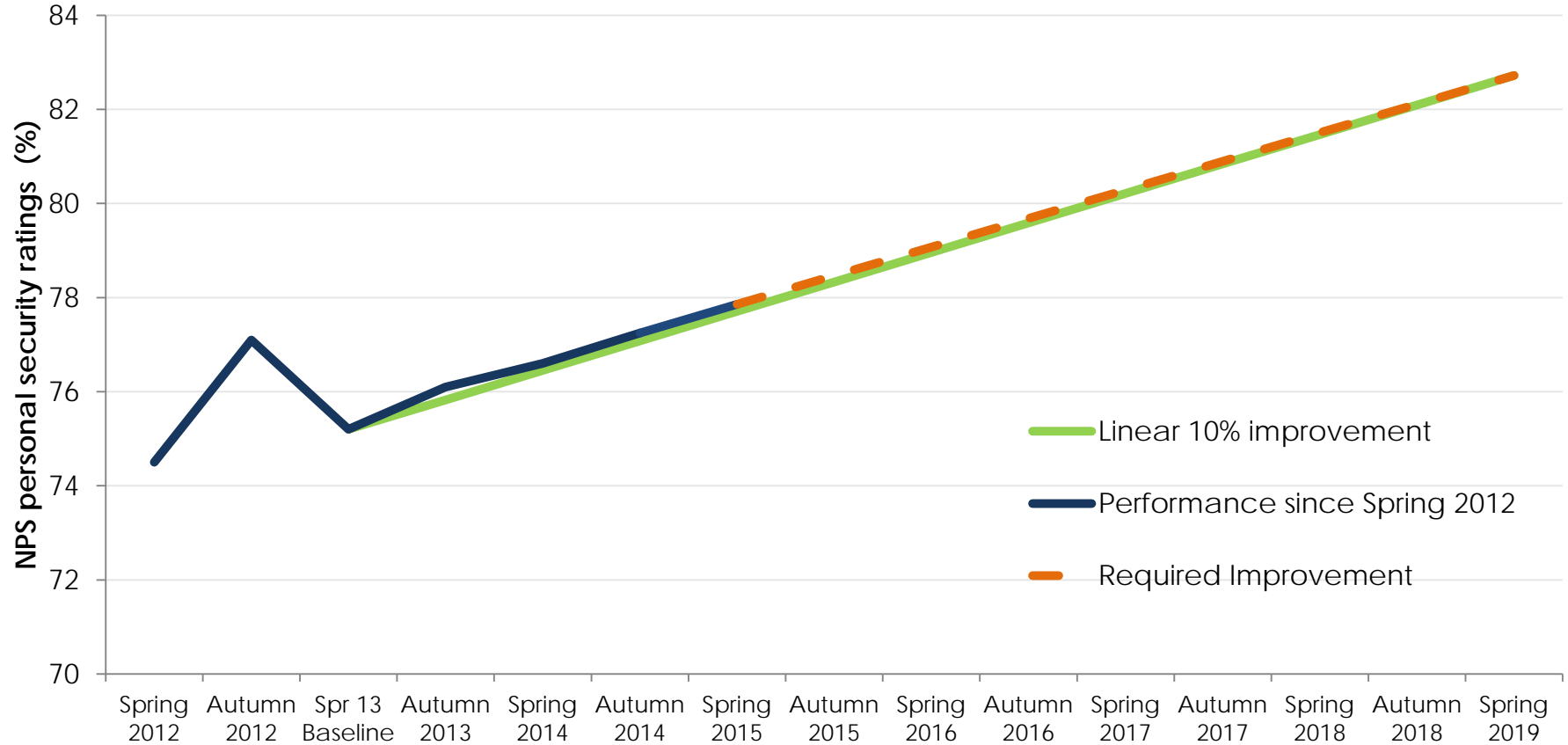
# Strategic Plan Objectives: Disruption Progress

## BTP 20% NWR Disruption Minutes Reduction Strategic Plan



# Strategic Plan Objectives: Confidence Progress

BTP 10% Personal Security Improvement Strategic Plan



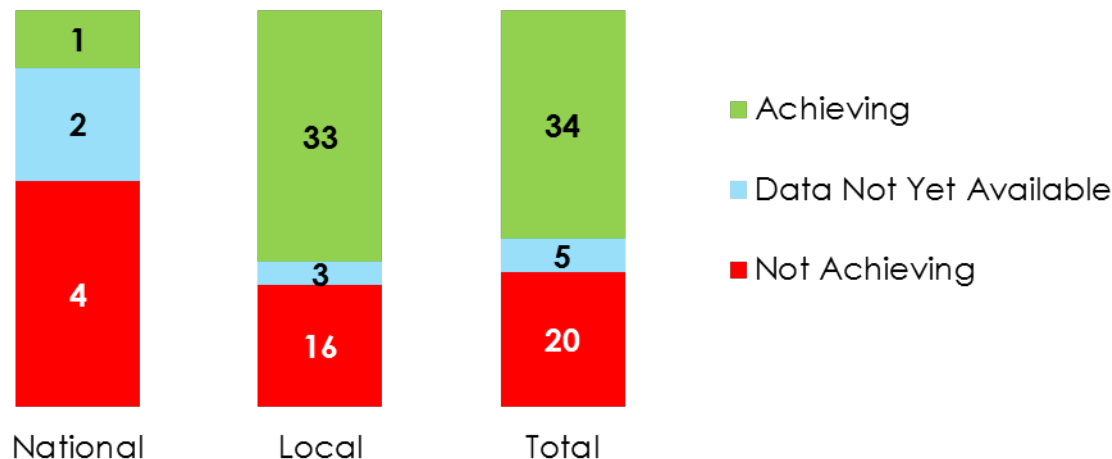
# 2015-16 Policing Plan: Q3 Performance



# Policing plan performance: Achievement of targets Q3 2015-16



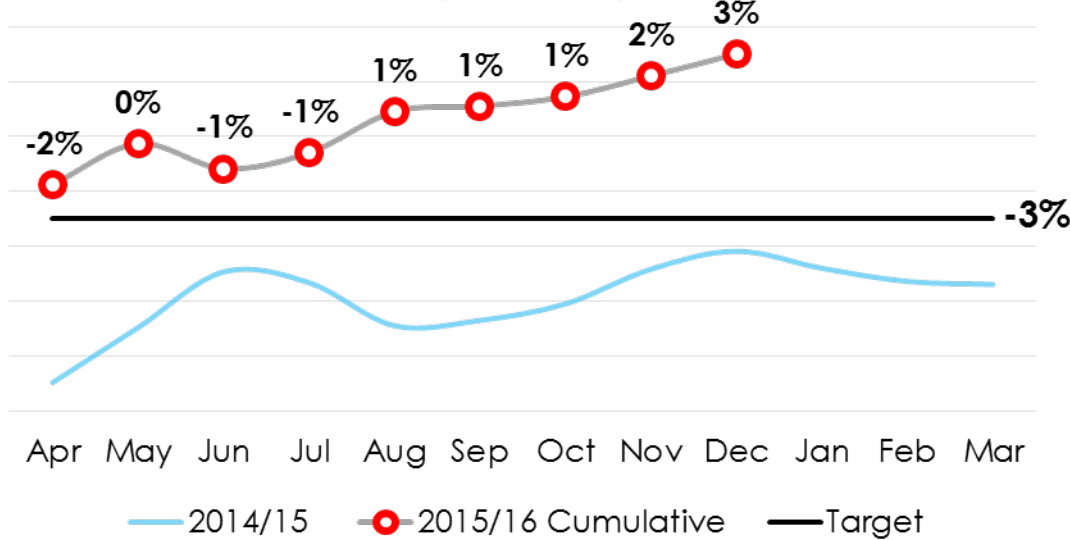
## Current - BTP Targets



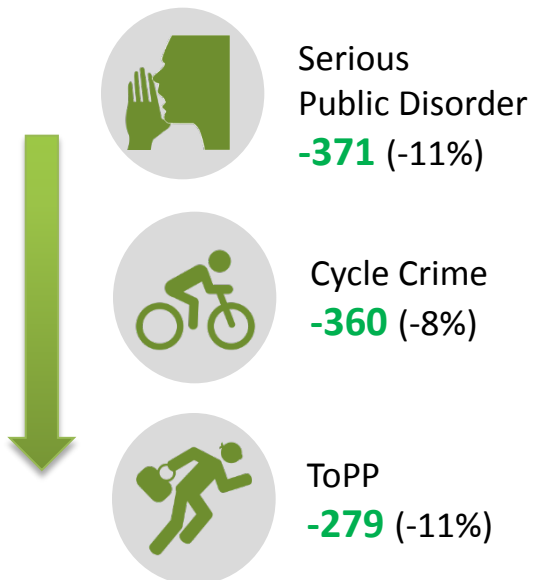
	National Targets		Local Targets		National & Local Total Targets	
	No. of Targets	Achieving	No. of Targets	Achieving	No. of Targets	Achieving
	Q3 2015-16		Q3 2015-16		Q3 2015-16	
East	4	1	5	3	9	4
South	4	0	5	3	9	3
TfL	3	0	6	2	9	2
Midlands	4	1	7	5	11	12
Pennine	4	0	7	5	11	5
Wales	4	2	7	4	11	6
Western	4	1	7	5	11	6
PSP Freight (Entire C-Div only)	N/A		1	1	1	1
Scotland	4	0	8	6	12	6
<b>BTP</b>	<b>7</b>	<b>1</b>	<b>52</b>	<b>33</b>	<b>63</b>	<b>34</b>

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

BTP Against Target



BTP is currently  
3% higher than  
the same  
period last  
year.



## Crime Groups with the highest increase/ decrease YTD

VAP has continued  
to rise in Q3, where  
as public disorder  
offences have  
seen the greatest  
decrease when  
compared to last  
year.

VAP  
**+1146** (18%)



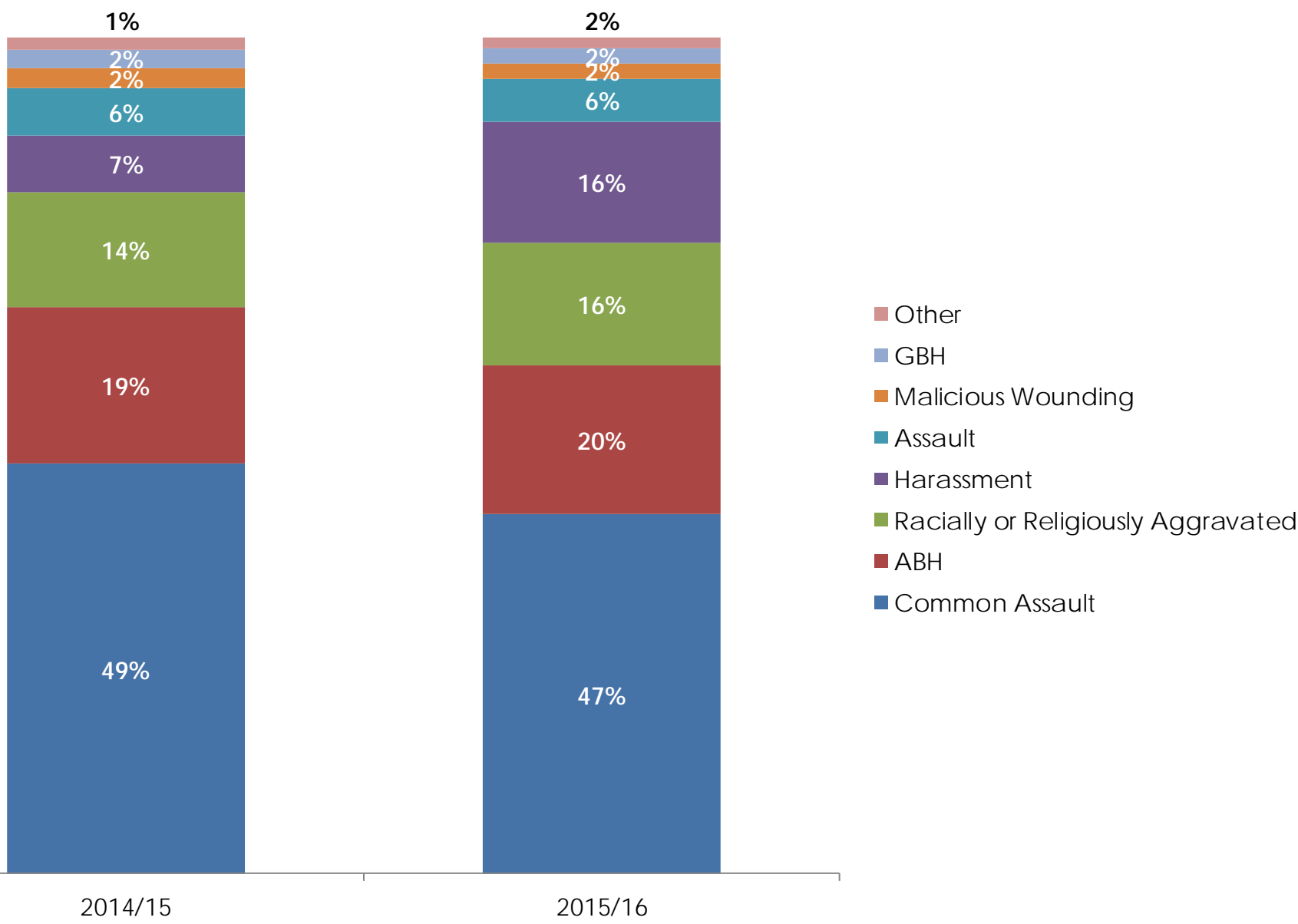
Sex  
Offences  
**+ 398** (38%)



Criminal  
Damage  
**+347** (15%)

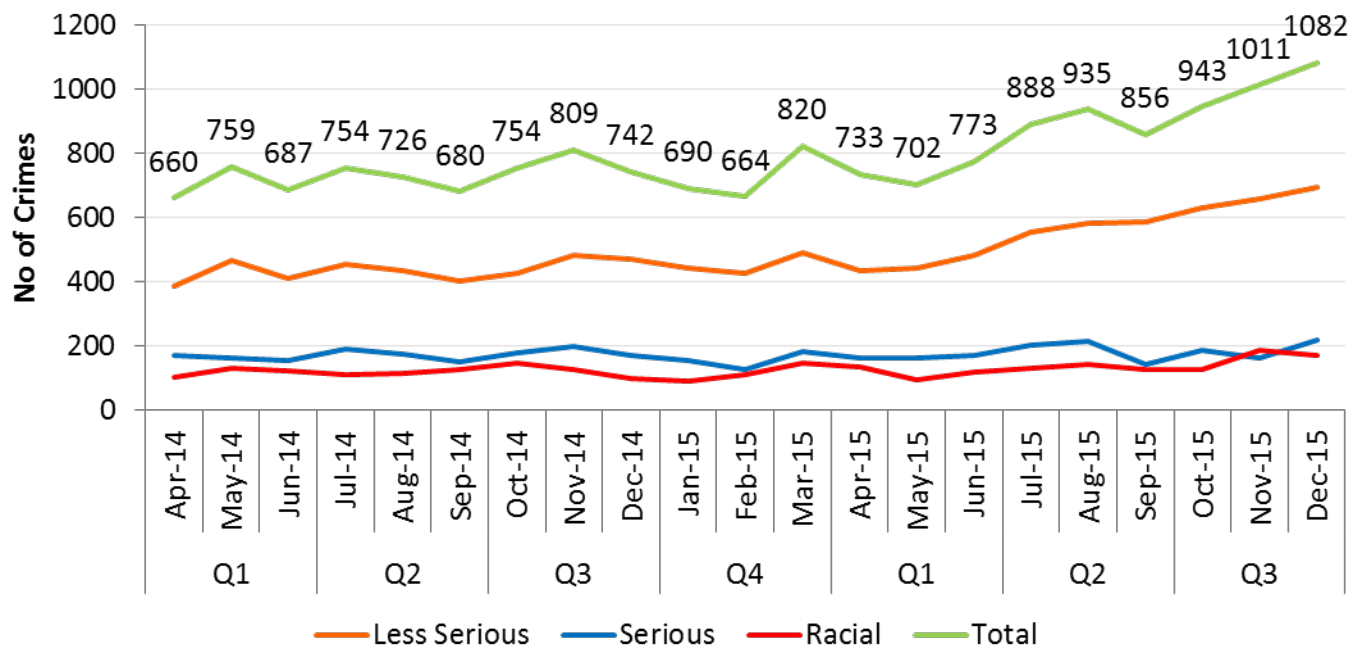


# VAP Crime Code breakdown



# N2 - Reduce Violence against Person by 10%

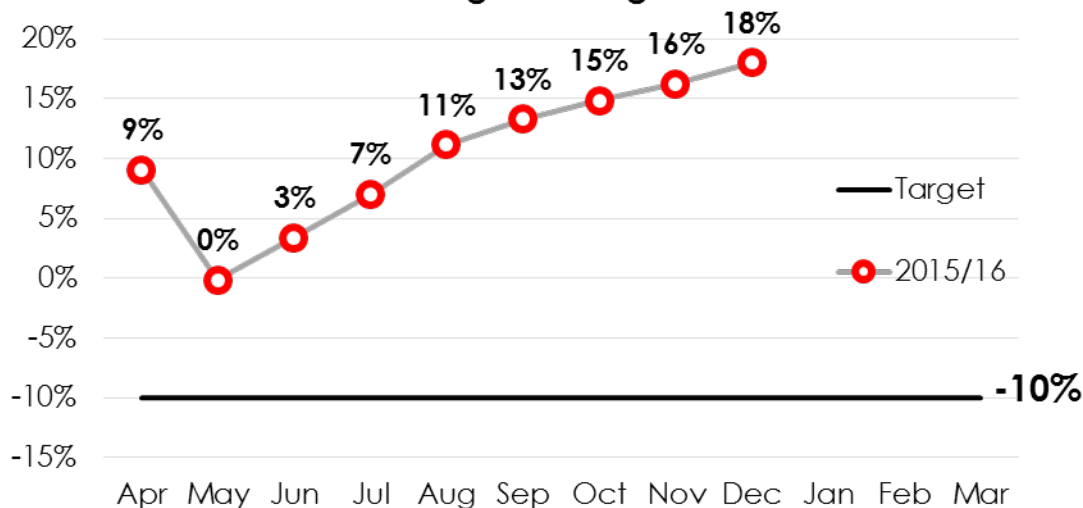
### VAP Breakdown By Severity



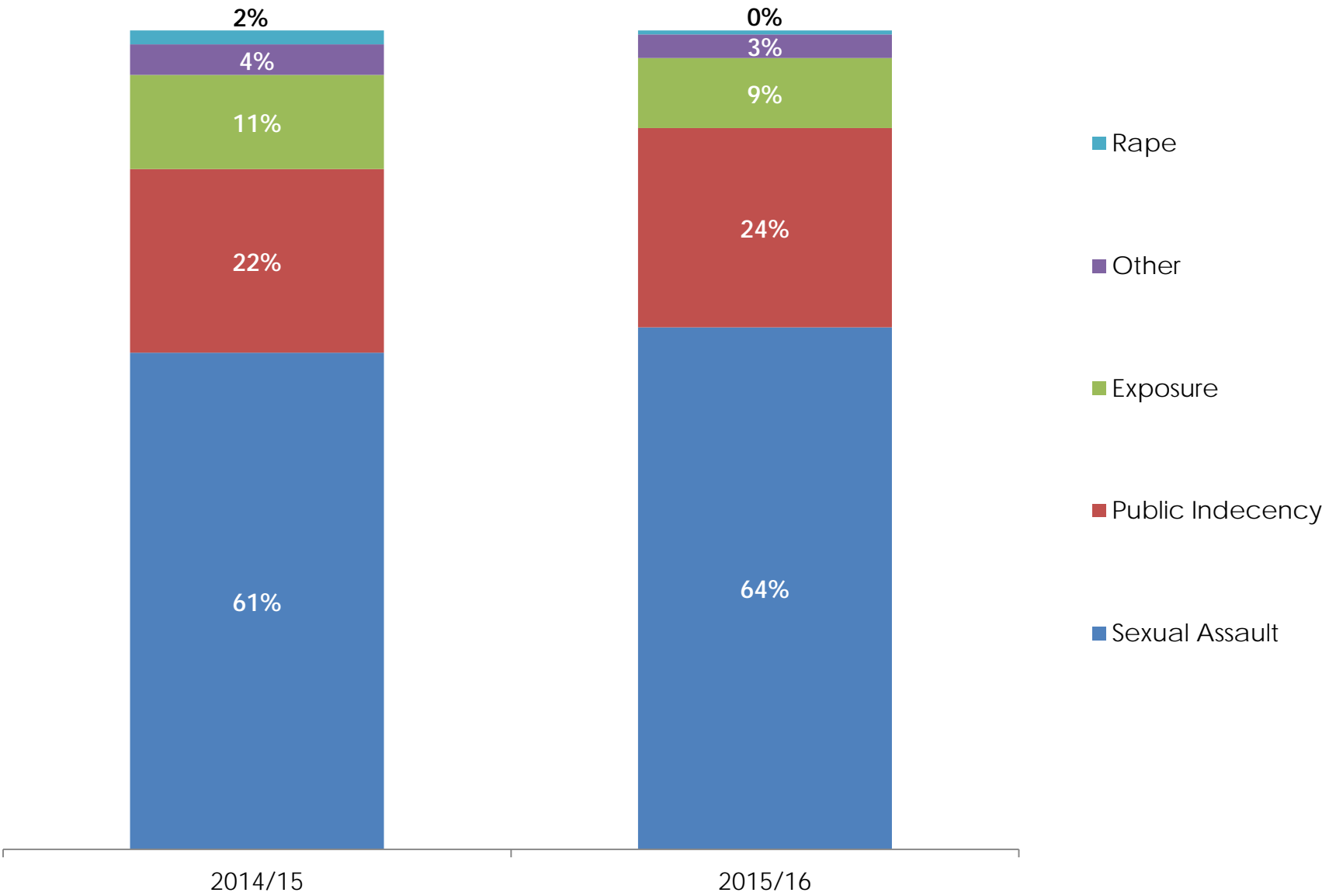
VAP is up 18% compared to the same period last year

The rise in VAP has been less serious offences such as common assault and harassment/alarm & distress offences. Also following the Paris attack, a rise in racially aggravated harassment was recorded

### BTP Against Target



# SEX Crime Code breakdown



# Sex Offences – England & Wales - 2015/16 YTD



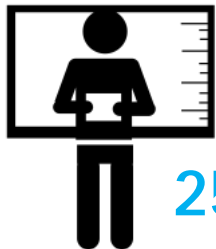
**479** had  
an offender  
description



YTD there  
have been  
**1,436**  
Sexual  
offences



**292** were  
arrested



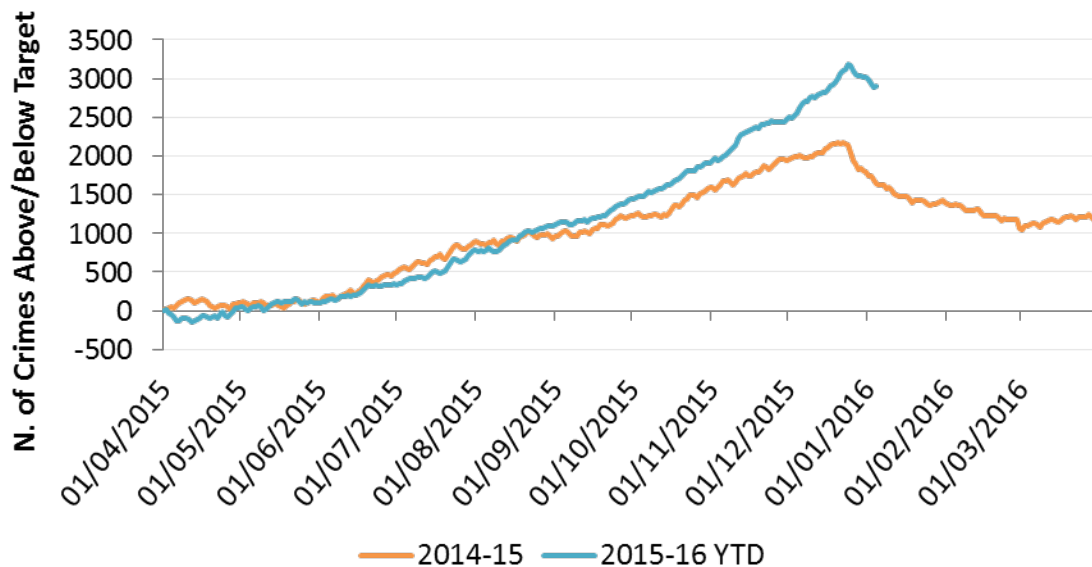
**254** were  
charged  
(**38** offenders  
currently on Bail)



**64** Convictions  
(**29** were either dismissed due  
to lack of evidence, found not  
guilty, withdrawn, or had no  
further action taken. **386** have  
yet to be sentenced)

# Notifiable Crime and VAP Target Projections

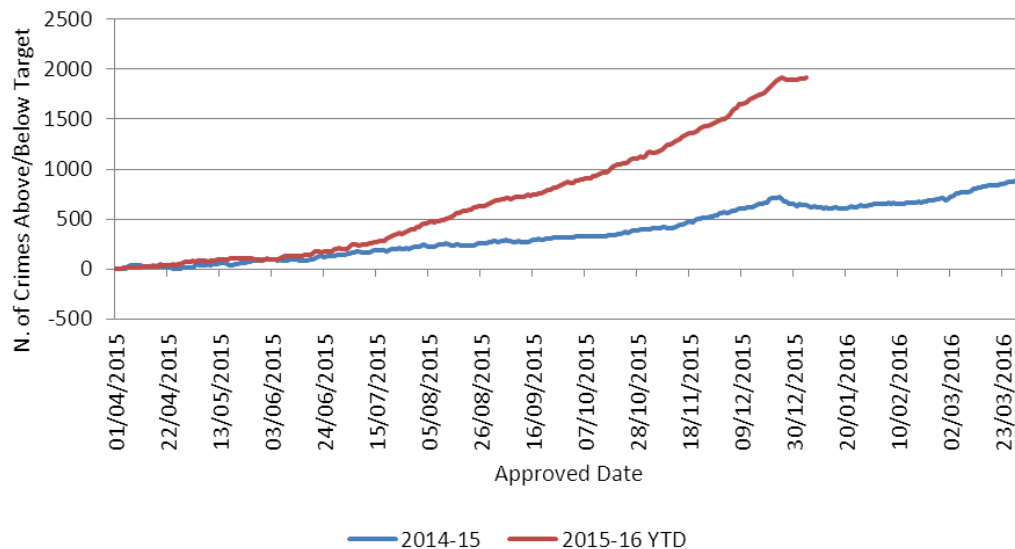
**BTP N1 Notifiable Reduction Objective: Projected to Fail Target**



**Based on current performance and historical trends, it is projected that BTP will fail the notifiable crime target**

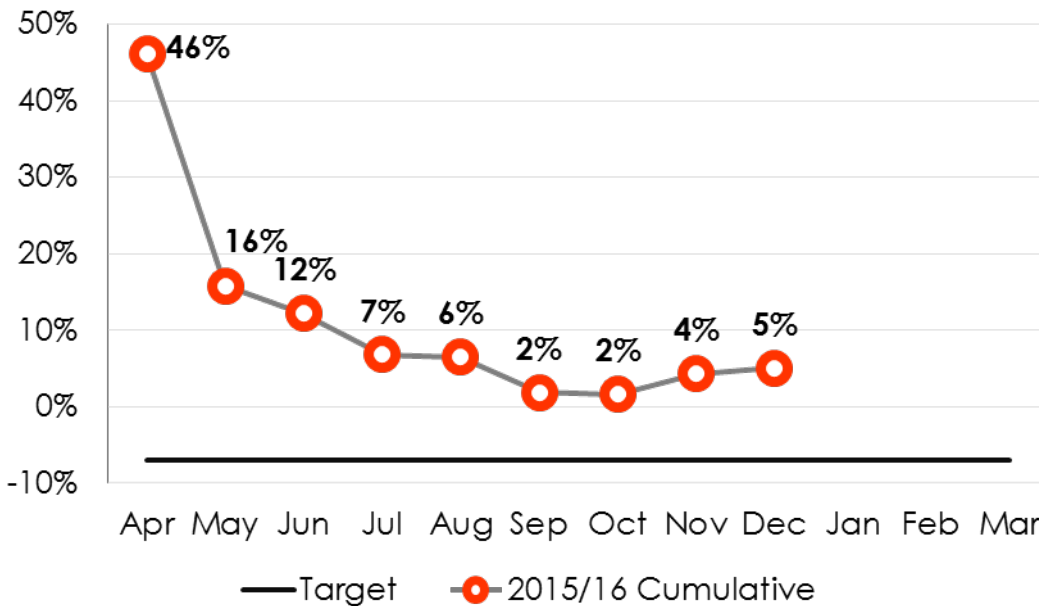
**BTP has already not met the violence reduction target this performance year**

**BTP N2 Violence Reduction Objective:**  
**Not Met Target on 04/01/2016 (exceeded 7,946 offences)**



# N3 - Reduce Police Related Disruption by 7%

## BTP Against Target



Due to several high impact fatalities in Q3, disruption has increased this quarter

BTP had a high start to the performance year with a number of high impact fatalities and a large number of trespass incidents

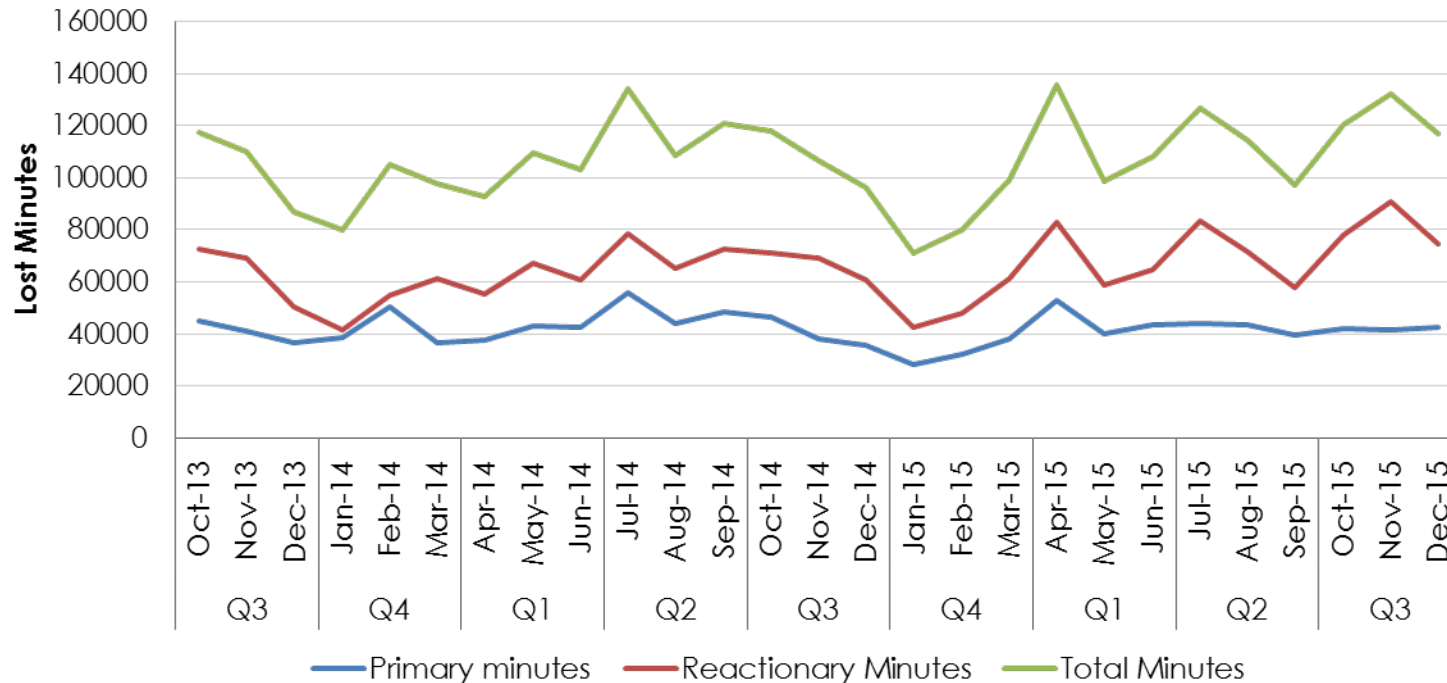
## Lost Minutes by Category

		Q3 2014-15	Q3 2015-16	% Chg
Cable theft	Total minutes lost	29,834	41,623	40%
Fatalities	Total minutes lost	336,115	343,152	2%
Trespass	Total minutes lost	462,660	505,237	9%
Vandalism/theft	Total minutes lost	85,666	86,917	1%
Level Crossing	Total minutes lost	48,226	40,295	-16%
Total	Total minutes lost	962,502	1,017,224	5%



# N3 - Reduce Police Related Disruption by 7%

BTP - Disruption 2 Year Breakdown



Since the start of the performance year BTP has kept primary minutes under control. Though reactionary have fluctuated

Primary minutes are now 1% below same time last year

## Primary Minutes

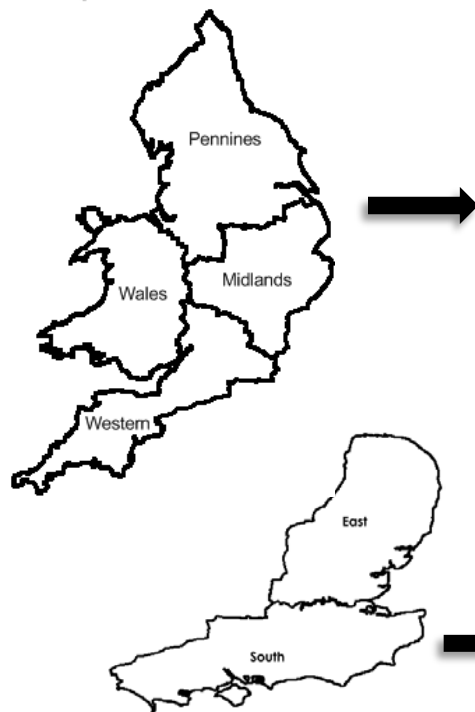
2013-14 YTD	387,956 Lost Minutes
2014-15 YTD	390,142 Lost Minutes
2015-16 YTD	388,691 Lost Minutes

# Disruption at PSP locations



## D Division

Q3 2014-15	Q3 2015-16	% Chg
8,546	4,417	-48%



	Q3 2014-15	Q3 2015-16	% Chg
Midlands	107,095	112,527	5%
Pennine	62,107	86,300	39%
Wales	2,644	3,685	39%
Western	24,587	24,368	-1%



## C Division

Q3 2014-15	Q3 2015-16	% Chg
196,433	226,880	15%



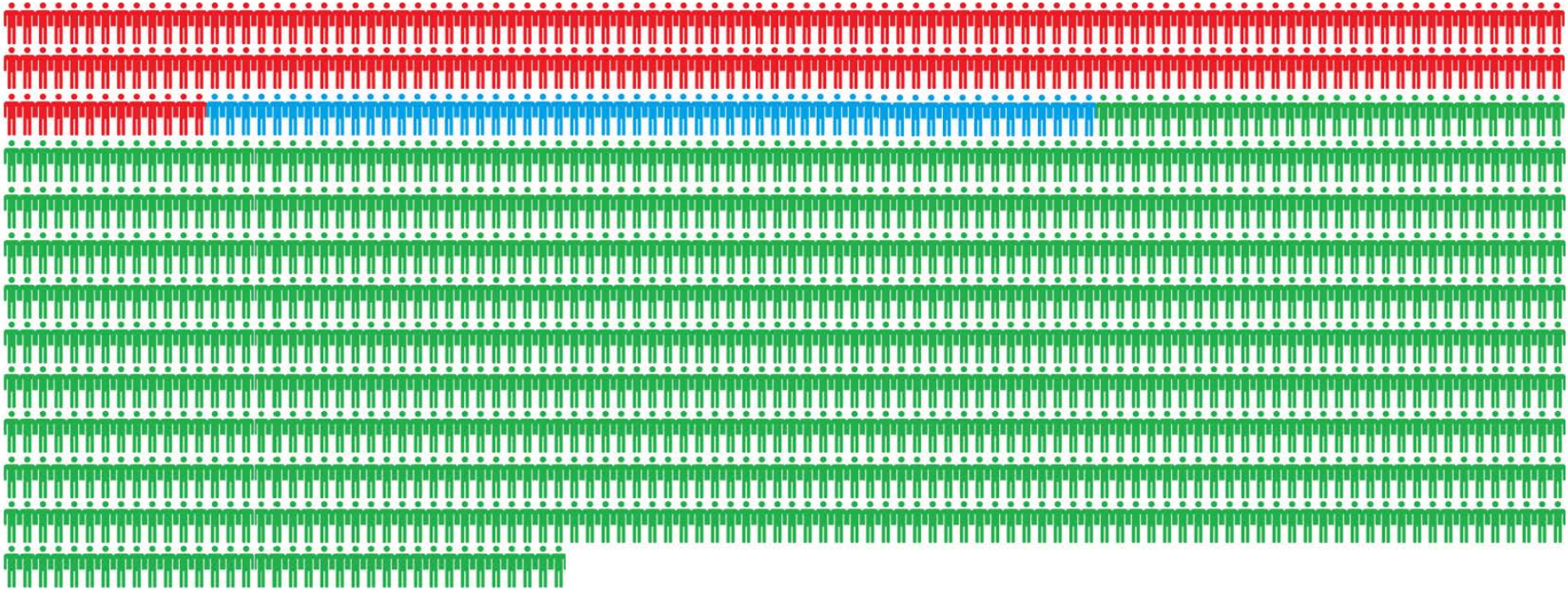
	Q3 2014-15	Q3 2015-16	% Chg
East	78,030	28,491	-63%
South	85,210	40,719	-52%



## B Division

Q3 2014-15	Q3 2015-16	% Chg
163,240	69,210	-58%

Between 1<sup>st</sup> April and 1<sup>st</sup> December 2015 there have been **213 suspected suicides** and **57 attempted suicides** across the UK rail network...



...but there have been **966 life-saving interventions** made by BTP and others.



TfL accrued 371,409 lost customer hours due to suicides and attempted suicides in 2014/15.

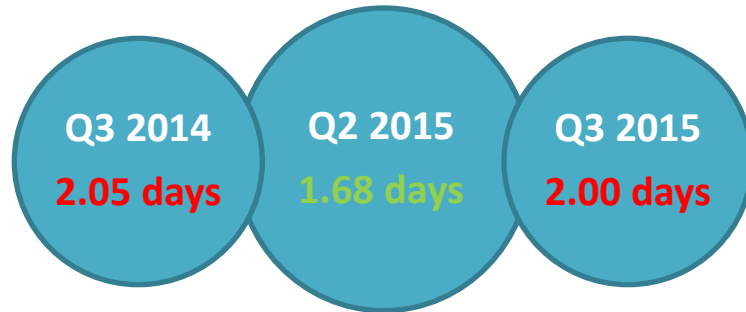


Wide social and economic cost.



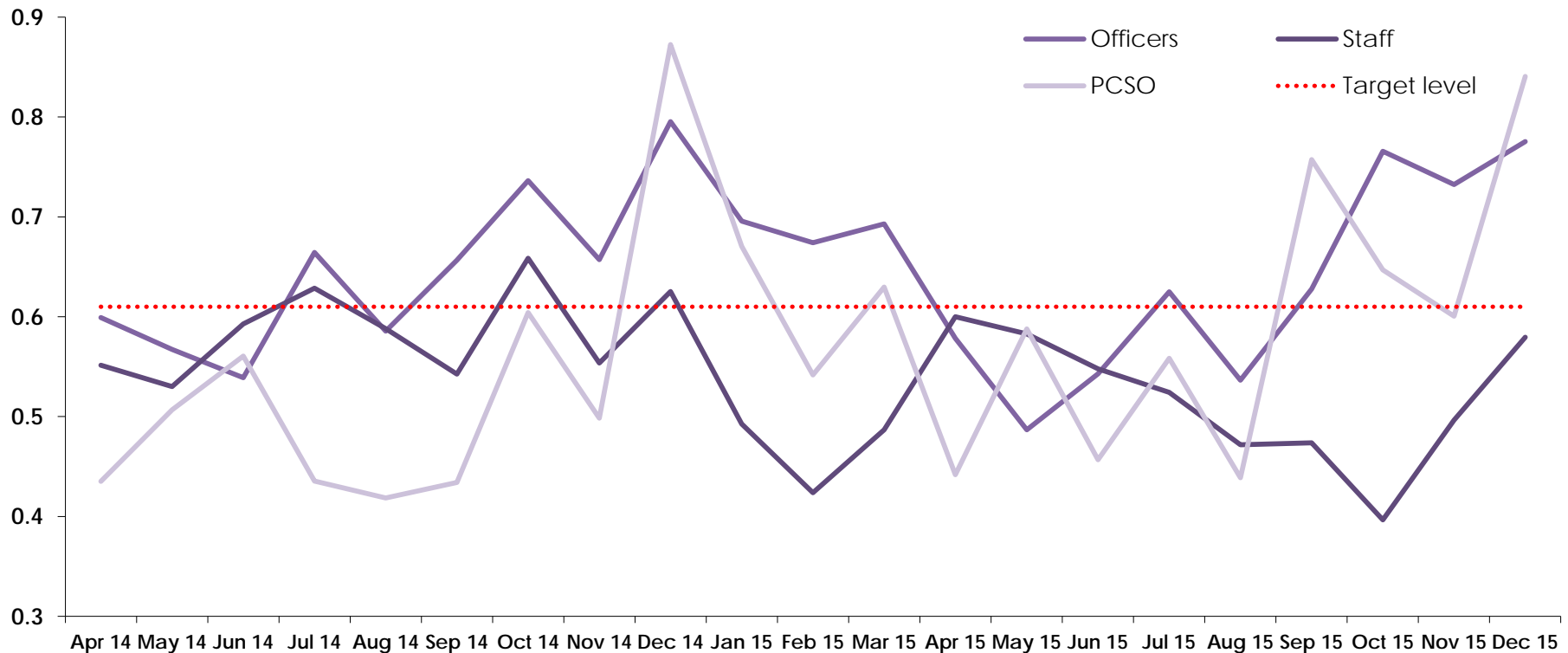
Fatalities & injuries cost Network Rail £36 million in 2014/15.

# N4 – Sickness Forcewide



Forcewide - **Achieving**  
(5.33 days against target of 5.48 days)

- Staff and PCSOs are achieving
- B, C & D Division are currently over target



# N5:N7 - Confidence Targets



## Passenger Confidence



Target  
77.5%



Spring 2015  
**77.75%**



## Rail Staff Confidence



Target  
67.7%



Spring 2015  
**64.8%**



## Confidence at the Lowest Ranked Stations:

Autumn 2014  
69.6%

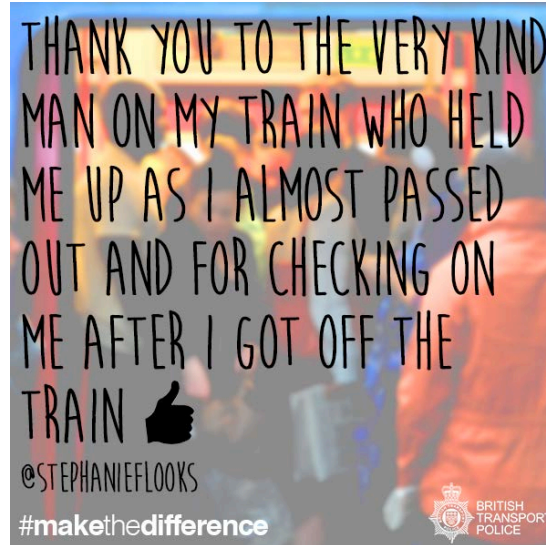
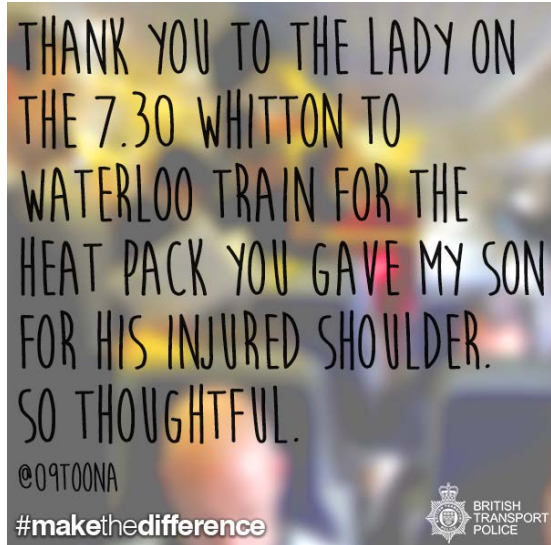


Spring 2015  
**71.5%**



# Promoting Confidence

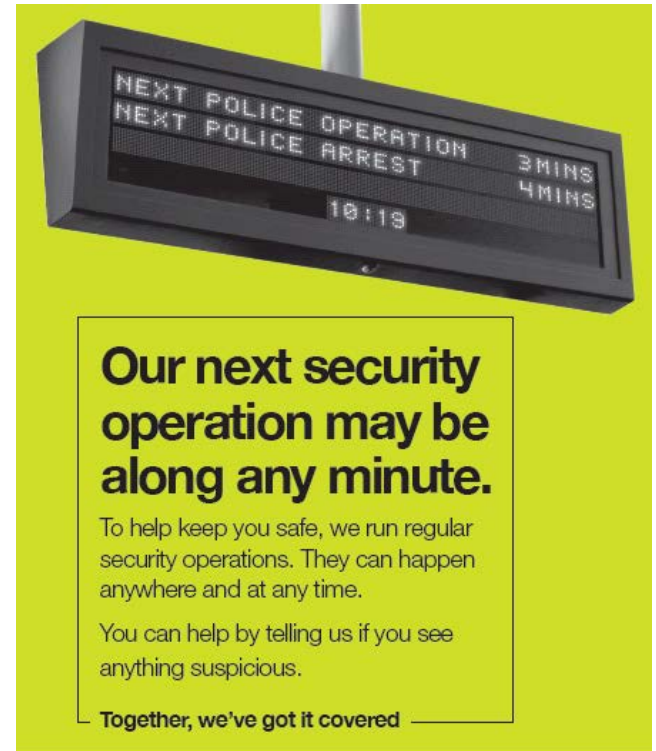
## #MakeTheDifference



## Abellio Scotrail - 'Text BTP on 61016'



## Project Servator



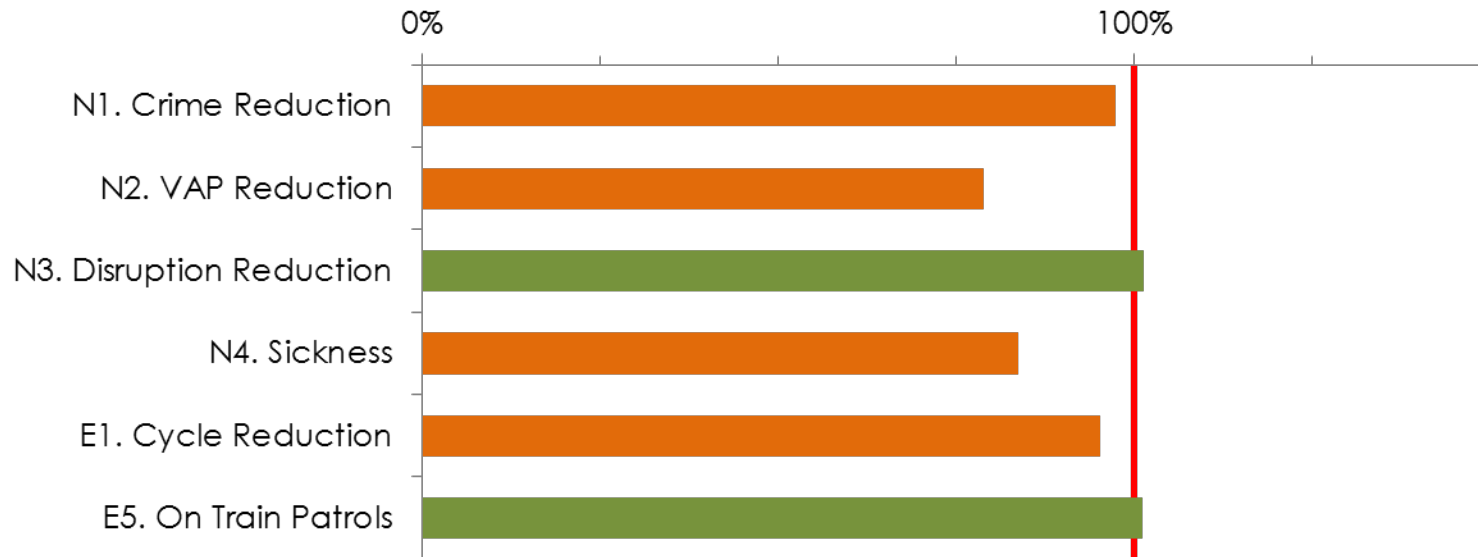
If you see something suspicious  
**text 61016**  
**call 0800 40 50 40**  
**btp.police.uk**  
In an emergency dial 999

# Q1 2015-16 National & Local Targets

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



## East Targets



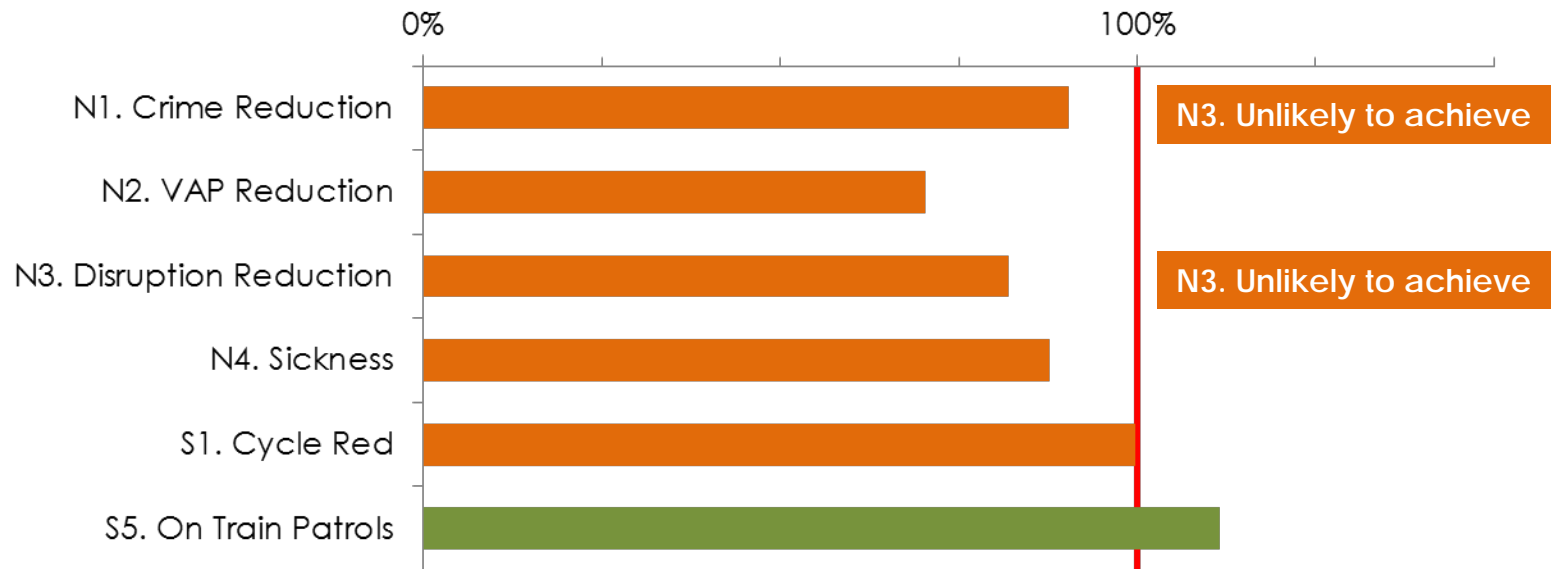
Target	YTD	Prev YTD	Performance	Target
N1. Crime Reduction	6900	6924	-0.3%	-3%
N2. VAP Reduction	1443	1263	14.3%	-10%
N3. Disruption Reduction	204242	222472	-8.2%	-7%
N4. Sickness	6.55	0	1.07	5.48
E1. Cycle Reduction	1141	1207	-5.5%	-10%
E2. Disruption PSPs	All PSPs achieving			
E3. Confidence PSPs				
E4. Op Trafalgar Visibility	Data not available			
E5. On Train Patrols	364	0	4	360



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



## South Targets

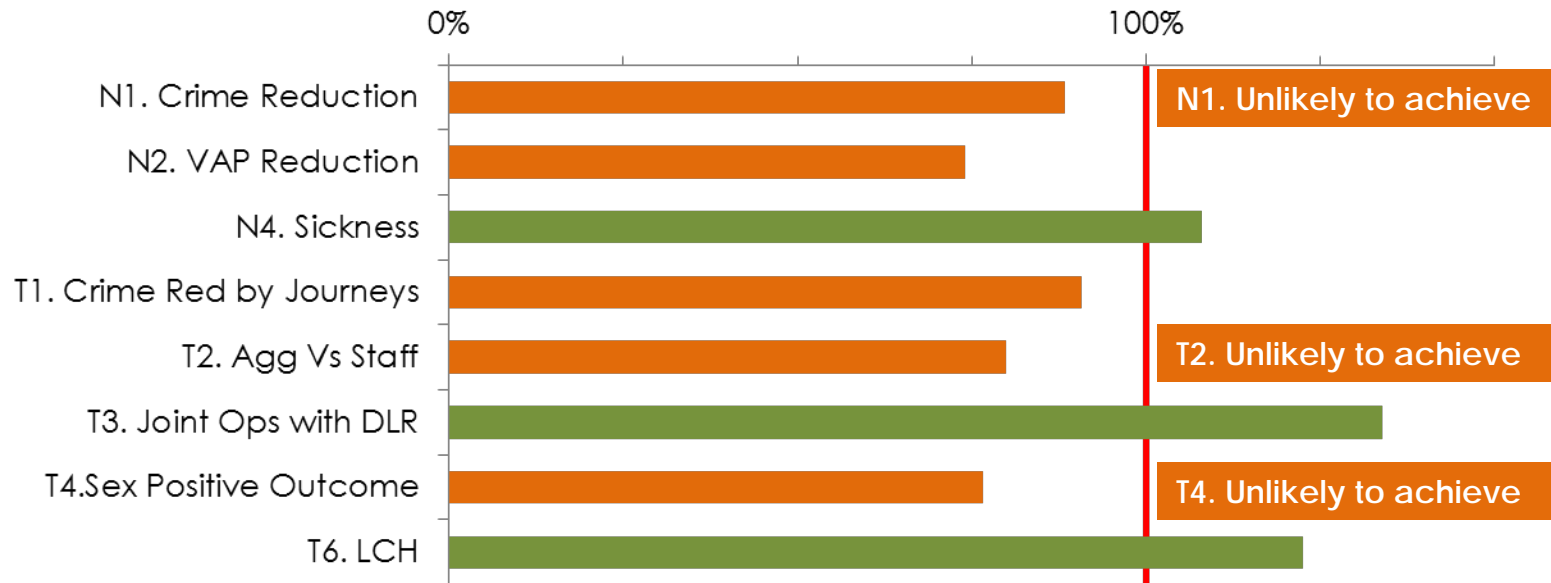


Target	YTD	Prev YTD	Performance	Target
N1. Crime Reduction	9146	8521	7.3%	-3%
N2. VAP Reduction	2106	1646	27.9%	-10%
N3. Disruption Reduction	309036	272292	13.5%	-7%
N4. Sickness	6.24	0	0.76	5.48
S1. Cycle Reduction	1721	1908	-9.8%	-10%
S2. Disruption PSPs	All PSPs achieving			
S3. Confidence PSPs				
S4. Op Trafalgar Visibility				
S5. On Train Patrols	335	0	35	300

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



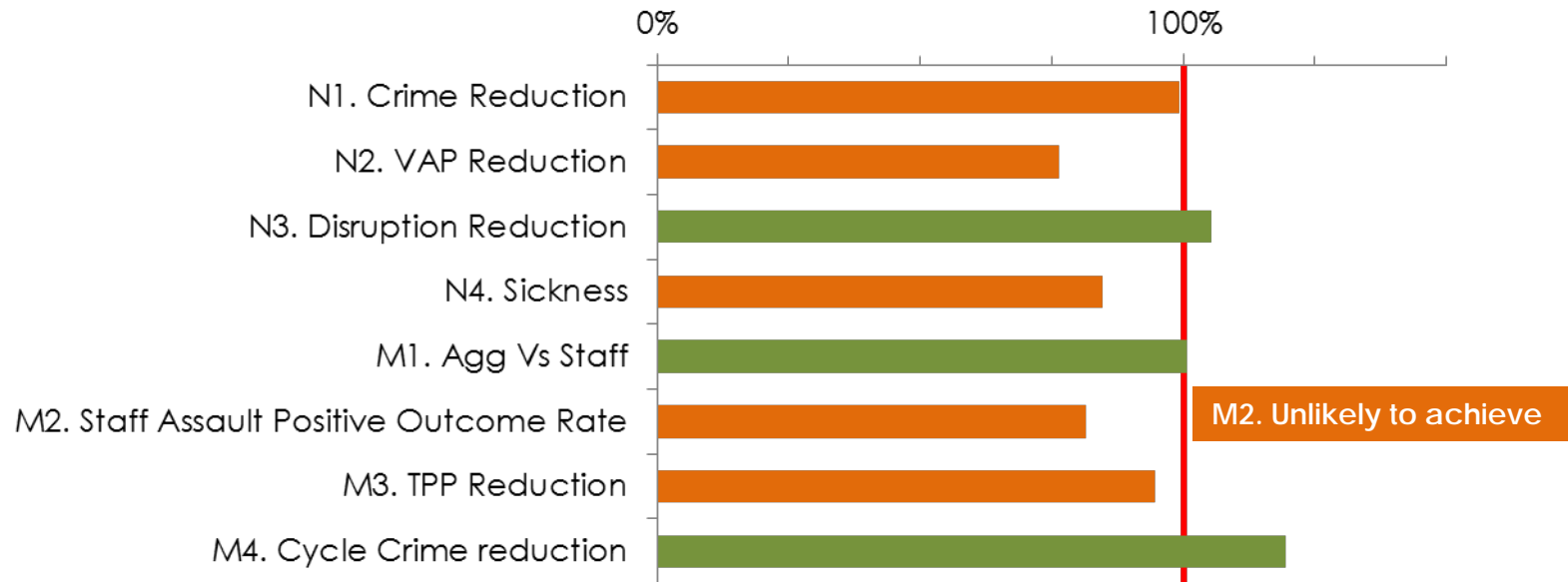
## TfL Targets



Target	YTD	Prev YTD	Performance	Target
N1. Crime Reduction	7721	7042	9.6%	-3%
N2. VAP Reduction	2017	1658	21.7%	-10%
N4. Sickness	5.07	0	-0.41	5.48
T1. Crimes per Mill. Pass Journeys	7.5	6.8	0.7	6.8
T2. Agg. Vs Staff	398	318	25.2%	0%
T3. Joint Ops with DLR	134	0	34	100
T4. Sex Positive Outcome	125	136	-8%	20%
T5. Op Trafalgar Visibility	Data not available			
T6. LCH Incident Reduction	490	0	90	400

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

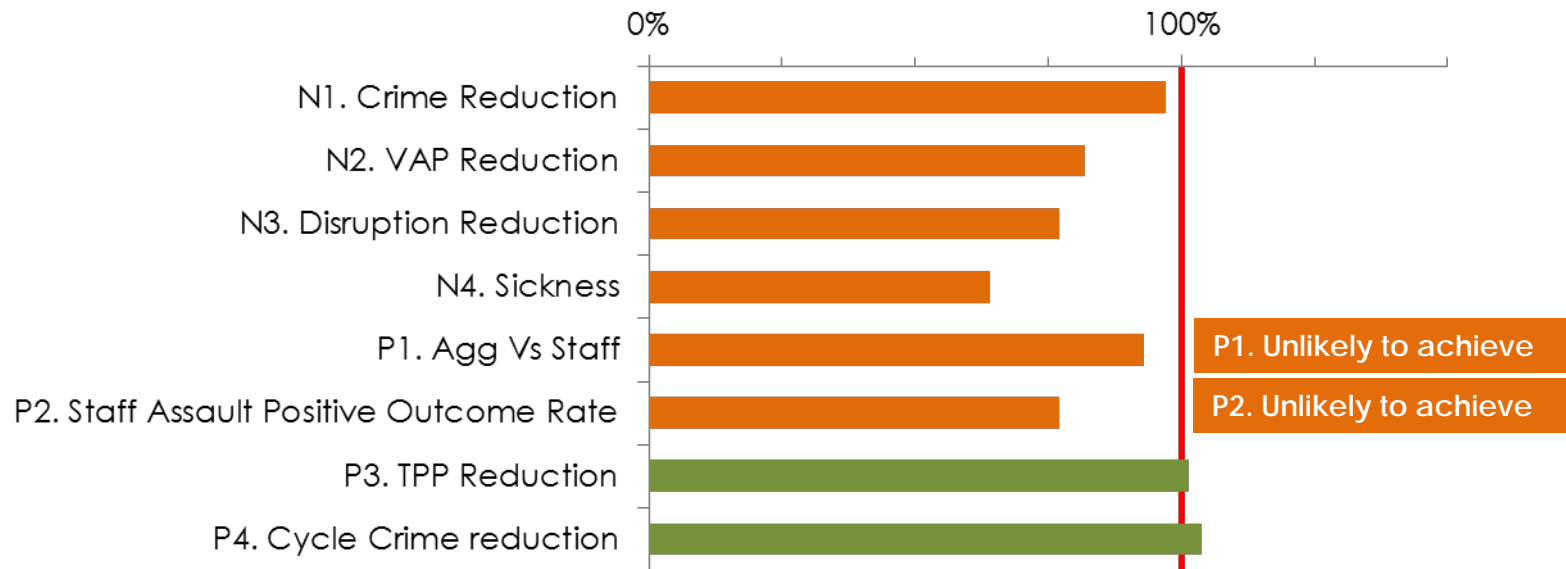
## Midland Targets



Target	YTD	Prev YTD	Performance	Target
N1. Crime Reduction	2978	3045	-2.2%	-3%
N2. VAP Reduction	531	451	17.7%	-10%
N3. Disruption Reduction	130315	147549	-11.7%	-7%
N4. Sickness	6.47	0	0.99	5.48
M1. Agg Vs Staff	235	244	-3.7%	-3%
M2. Staff Assault Positive Outcome Rate	47.2%	58.6%	-10.8%	58%
M3. TPP Reduction	604	602	0.3%	-5%
M4. Cycle Crime reduction	463	564	-17.9%	-2%
M5. Crime Related PSPs	All PSPs achieving			
M6. Trespass and vandalism PSPs				
M7. ASB PSPs				

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

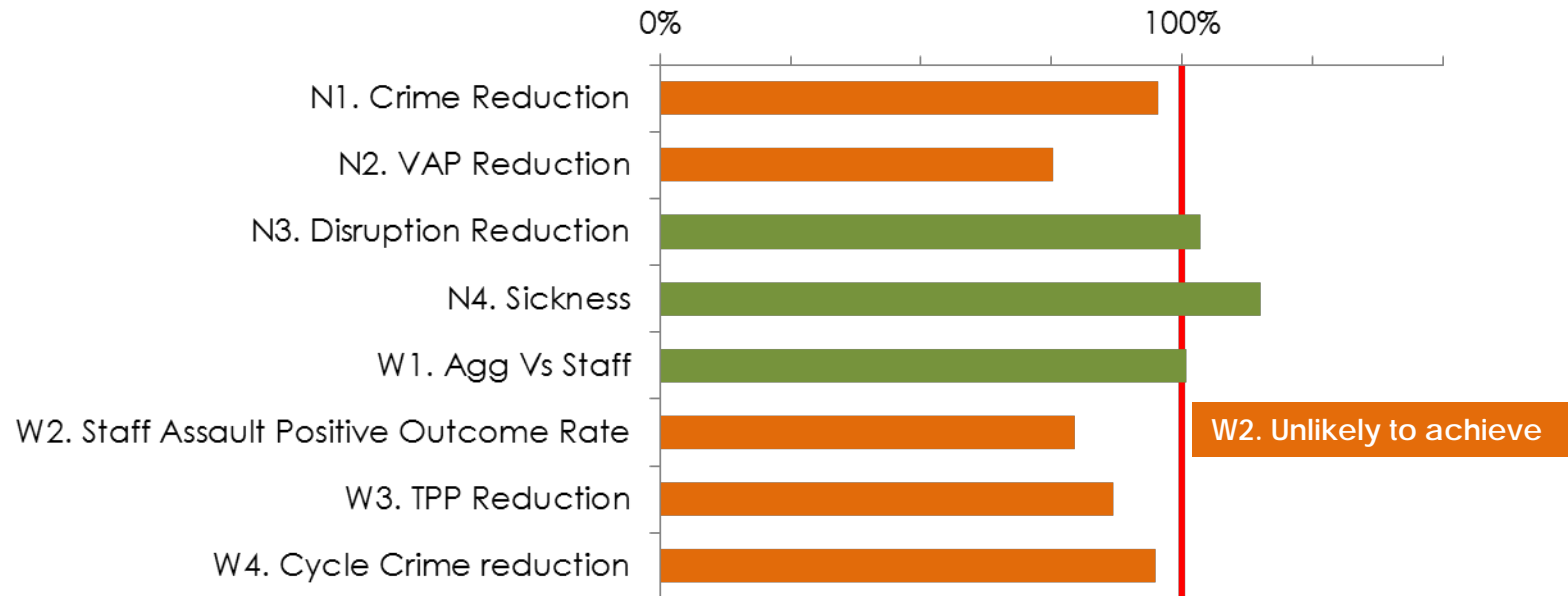
## Pennine Targets



Target	YTD	Prev YTD	Performance	Target
N1. Crime Reduction	5208	5207	0.0%	-3%
N2. VAP Reduction	1092	992	10.1%	-10%
N3. Disruption Reduction	262161	217481	20.5%	-7%
N4. Sickness	8.55	0	3.08	5.48
P1. Agg Vs Staff	455	436	4.4%	-3%
P2. Staff Assault Positive Outcome Rate	44.7%	54.2%	-13.3%	58%
P3. TPP Reduction	1081	1153	-6.2%	-5%
P4. Cycle Crime reduction	366	388	-5.7%	-2%
P5. Crime Related PSPs	All PSPs achieving			
P6. Trespass and vandalism PSPs				
P7. ASB PSP				

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

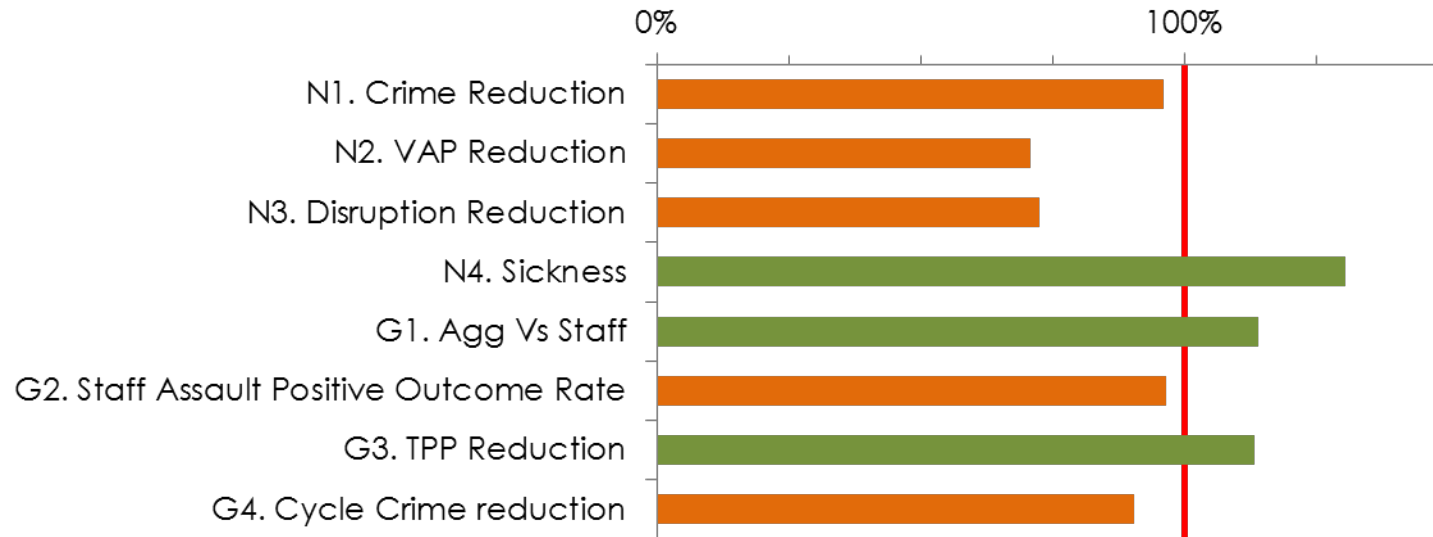
## Wales Targets



Target	YTD	Prev YTD	Performance	Target
N1. Crime Reduction	885	872	1.5%	-3%
N2. VAP Reduction	225	188	19.7%	-10%
N3. Disruption Reduction	31528	35118	-10.2%	-7%
N4. Sickness	4.76	0	-0.72	5.48
W1. Agg Vs Staff	78	82	-4.9%	-4%
W2. Staff Assault Positive Outcome Rate	43.75%	50.00%	-11.3%	55%
W3. TPP Reduction	186	170	9.4%	-5%
W4. Cycle Crime reduction	70	70	0.0%	-5%
W5. Crime Related PSPs	All PSPs achieving			
W6. Trespass and vandalism PSPs				
W7. ASB PSPs				

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

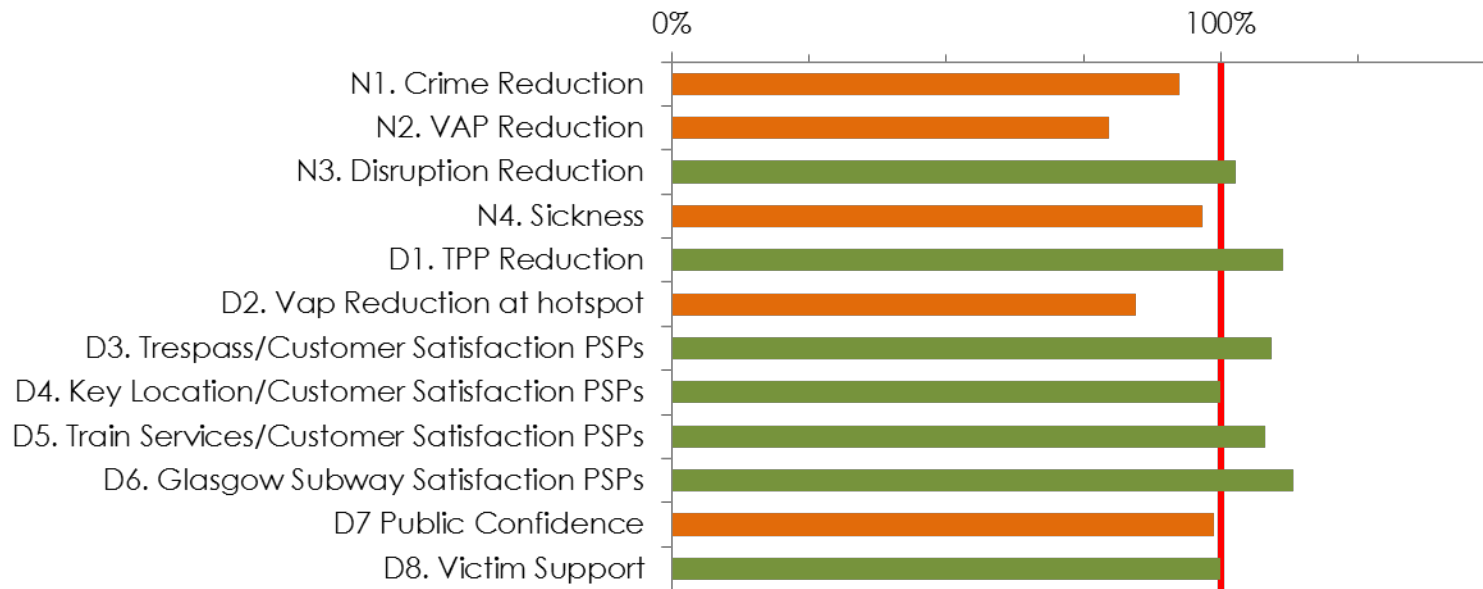
## Western Targets



Target	Prev YTD	YTD	Performance	Target
N1. Crime Reduction	1565	1551	0.9%	-3%
N2. VAP Reduction	285	224	27.2%	-10%
N3. Disruption Reduction	70539	54988	28.3%	-7%
N4. Sickness	4.20	0	-1.28	5.48
G1. Agg Vs Staff	138	162	-14.8%	-3%
G2. Staff Assault Positive Outcome Rate	61.76%	64.81%	-2.2%	64%
G3. TPP Reduction	364	434	-16.1%	-5%
G4. Cycle Crime reduction	332	316	5.1%	-5%
G5. Crime Related PSPs	All PSPs achieving			
G6. Trespass and vandalism PSPs				
G7. ASB PSPs				

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

## Scotland Targets



Target	Prev YTD	YTD	Performance	Target
N1. Crime Reduction	1298	1236	5.0%	-3%
N2. VAP Reduction	340	301	13.0%	-10%
N3. Disruption Reduction	45838	50635	-9.5%	-7%
N4. Sickness	5.67	0	0.19	5.48
D1. TPP Reduction	208	244	-14.8%	-5%
D2. VAP Reduction at hotspot locations	94	93	1.1%	-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%

British Transport Police

# Performance Review Committee (PRC) Supporting Document

2015-16 Performance Report, Quarter 3

Stavros Charidemou and Lara Adamson  
21/12/2015

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## **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.

## **2. KEY POINT SUMMARIES**

### **2.1 Reducing Crime**

- BTP recorded 988 (3%) more notifiable offences (excluding police generated) in Q3 2015-16 than in Q3 2014-15. Much of this increase is linked to increase in sexual offences through 'report it to stop it', increased reporting of criminal damage offences and increases in low level violence set against increasing passenger numbers. Violence against the person (VAP), sexual offences and criminal damage continue to record an increase when compared to the previous year to date.
- No Sub-Division is currently achieving the 3% reduction target, though East, Midlands and Pennine are recording a reduction on last year.
- Serious public disorder is now recording the largest decrease in terms of number of crimes with 371 fewer offences recorded in Q3 2015-16. This is an 11% reduction on the same period last year. Theft of passenger property (TPP) and cycle crime continue to reduce compared to last year.

### **2.2 Reducing Disruption**

- BTP is currently 5% (51,197 lost minutes) above the same period last year with C Division experiencing the largest increase.
  - Primary lost minutes are currently 1% down and Reactionary are 10% above PYTD
  - Delay minutes associated to Cable theft has increased by 11,789 minutes in Q2 2015-16. This increase was due to two impactful incidents that took place on Pennine Sub-Division in Q2 and also a cable fire incident that took place in Q3 on Midlands Sub-Division.
  - Fatalities remain the second largest contributor of lost minutes in Q3 2015-16. Although BTP has recorded less fatalities this year which could be due to more
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lifesaving interventions. The impact of the locations in which fatalities occur means BTP are currently 7,037 LMs (2%) higher than the same time last year.

- Trespass still remains a challenge this performance year with 42,577 LMs (9%) more than last year. Section 4 contains further details.

### **2.3 Reduce Violence Against the Person**

- Currently forcewide VAP is up 18% (1,146 offences) with every Sub-Division recording an increase when compared to Q3 2014-15. The increase in VAP has predominantly been low level common assaults and harassment/alarm or distress offences.

### **2.4 Value For Money**

- BTP's overall sickness rate is at 5.33 days per employee, achieving target by a margin of 767 days. Divisions B, C and D are currently not achieving target.

### **2.5 Safeguarding**

- Further develop and streamline processes to ensure that referrals to partner agencies regarding safeguarding concerns are timely and relevant.
    - Greater efficiency with the implementation of Niche and the ability for Officers to be able to input intelligence submissions after an interaction with children or vulnerable adults.
    - A weekly scorecard has been developed which is sent to all Superintendents in the Force. This scorecard provides an overview of timeliness of referrals by Sub division. These are scrutinised at the Safeguarding quarterly meetings chaired by ACC Newton.
  - Develop a process of formal risk assessment of Hate Incidents/Crimes to meet our responsibilities to identify and safeguard repeat victims of Hate incidents.
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- A Hate risk assessment form has now been approved and will be published on the 1<sup>st</sup> Feb 2016.
  - The Safeguarding unit monitor all repeat victims and link in with the Industry if a staff member has been identified as a repeat victim of hate crime. Conflict Resolution intervention is provided if required.

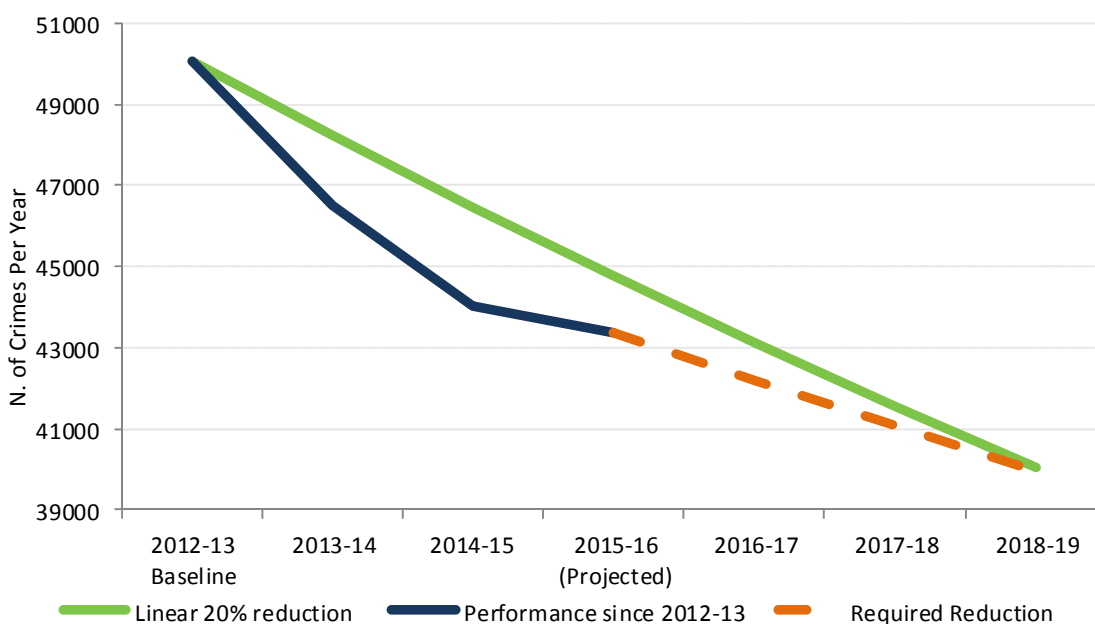
## **2.6 Cyber Crime**

- The two milestones for Q3 have been progressed and a summary is provided below.
- Establish BTP standard operational practises and guidance for the prevention of cyber-crime and the investigation of incidents with DfT/Industry.
  - At present there is no 'Industry Standard' for guidance, operational practices or strategies. Industry and partner agencies are working towards creating operational guidance and strategies and BTP is now involved in the this process.
  - Internally BTP has an on call service with contact details for the early reporting of incidents or suspected incidents of cyber crime. A briefing pack is being prepared for delivery to the Senior Duty Officer's to assist their understanding of a Cyber attack and when to impellent the on call service.
  - On 25 October 2015 BTP took part in a table top exercise with the TfL Cyber Security and Incident Response Team (CSIRT). This assisted all parties in understanding how a response following a report to BTP may work and as a result further development includes:-
    - Meetings every two weeks
    - On call arrangements
    - TFL and BTP joint training
    - BTP officer to be located in TfL to understand processes
    - Further table top exercises

- Develop and implement a Cyber Crime information sharing protocol with NWR/TfL
  - Work is being undertaken to incorporate a cyber crime sharing protocol into an overarching datasharing agreement with NWR. This will introduce one Information Sharing agreement/protocol/Memorandum of Understanding for the Industry and TfL.

### 3. CRIME

BTP 20% Notifiable Reduction Strategic Plan



- 3.1 Currently in 2015-16, BTP has recorded 34,059 notifiable offences (excluding police generated). This is 988 offences (2%) higher than this time last year. It is hard to correlate the increase in recorded crime to just one factor. However there seems to be a clear relationship with increased passenger footfall, overcrowding, infrastructure and improved crime recording. However BTP is still on track to achieve the 20:20:10 strategic objective.

- 3.2 When crime levels are examined by crime per million passenger journeys, it is evident that the public are much safer travelling on the railway now than they were in 2012-13. The table below refers to this:

**Table 1: Crime by million passenger journeys**

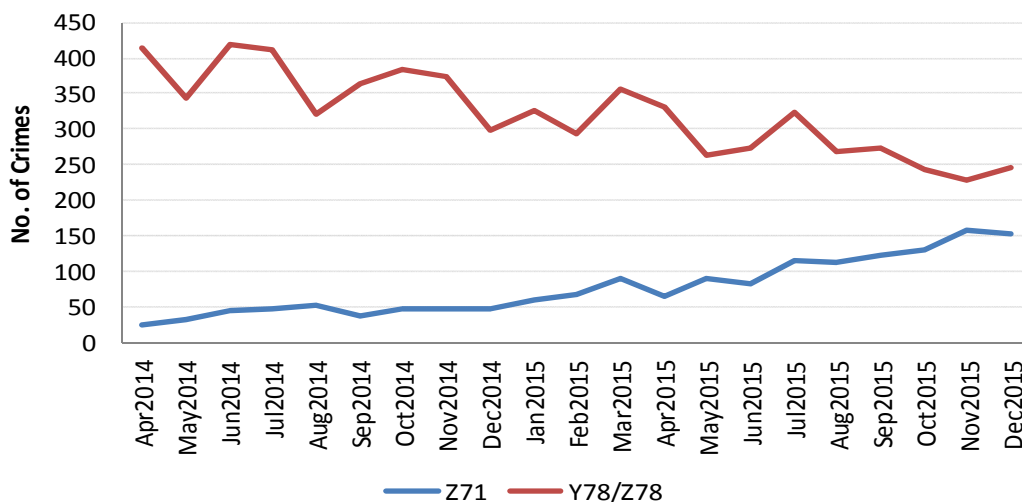
<b>Notifiable Crime</b>			
	Million Passenger Journeys	No. of Crimes	Crime Per Million Passenger Journeys
2012-13 Baseline	2862	50081	17.5
2013-14	2986	46508	15.6
2014-15	3102	44017	14.2
2015-16 (Projected)	3223	43390	13.5

- 3.3 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 sex offences and criminal damage. All Sub-Divisions are contributing to the increase in VAP which has occurred on B Division. The most notable increase in sex offences have been on TfL which has seen a 56% (241 offences) rise when compared to previous year to date (PYTD). Additionally, criminal damage offences are up YTD across both South and TfL, mainly due to low level graffiti.
- 3.4 A 13% (226 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. Additionally though criminal damage has not seen as big an increase as VAP on C Division, Pennine, Wales and Western have seen slight increases when compared to Q3 2014-15. D Division has experienced an increase in criminal damage and VAP. Common assaults has increased by 17% but also GBH offences have increased by four incidents in June 2015 (two of these incidents relate to a passenger and staff member who was stabbed due to a ticket dispute). For criminal damage, the year to date (YTD) increase has primarily been low level graffiti though it has been decreasing in Q3 2015-16.

**Violence against Person**

- 3.5 VAP still remains BTP's second most frequent crime group, with ToPP the only crime group with a larger number of crimes YTD. BTP is recording an 18% increase when compared to last year, with every Sub-Division recording an increase. Q3 2015-16 has seen VAP continue its upward trajectory with B Division seeing a steady increase since May 2015. C Division followed a similar pattern to B Division though it began to reduce in July but since the start of Q3 2015-16 it has increased again. The rise is at the lower end of the VAP spectrum with common assaults (Z70), offences causing harassment/ alarm or distress (Z71) along with racially aggravated harassment (X08) recording the largest increases.
- 3.6 Common assaults account for 45% of all violent offences across BTP and have continued to be the key driver of the increase in violent offences this performance year. Q3 2015-16 has seen common assaults remain statistic month on month though still recording above average levels. Historically Q3 usually witnesses a rise in violent offences (the run up to Christmas) followed by a decrease in the New Year, so it is predicted that a decrease will be recorded next quarter.
- 3.7 Harassment/alarm distress (Z71) offences are also recording an increase, however as highlighted in the previous PRC paper, the increase can be attributed to the recoding of Section 5 (Y78/Z78) offences, and there has been no real increase in the number of actual crimes committed. Departmental changes along with a new Force Crime Registrar have meant that there is now closer scrutiny of these offences. The graph below better illustrates the impact of the reclassification of offences.
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**Rise in Z71 offences due to reclassification of Y78/Z78 offences**



- 3.8 BTP has experienced increased levels of racially aggravated harassment crime during Q3 2015-16. Offences have nearly doubled from 43 in October 2015 to 85 in November 2015. December saw a further increase, recording 95 offences. One typical example; “Three Rowdy Males On The Train Were Overhead By Public Repeatedly Using The Word Paki And When Challenged By The Public Became Abusive And Told Them To F\*\*\* Off”. Due to recent terrorist events such as the Paris attacks in November, it is expected that general anxiety and tensions will increase. Moreover other dynamics such as migration, threats of terrorism and political change could contribute to the violent behaviour of some passengers towards each other and rail staff.
- 3.9 Op Stronghold is still on-going at key hub locations (Victoria, Euston, Paddington, etc.) where passenger footfall is at its highest, however B Division have slightly revised their approach in Q3 2015-16. The central area of Zone 1 presents the most opportunity for increased patrols for each Sub-Division, as 30% of crime occurs within Zone 1 across B Division. B Division have prioritised resources using Op Stronghold in order to provide the network with high visibility officer patrols at peak times to help deter offenders and provide a reassuring presence to the travelling public.

### 3.10 Case study 1 – Conditional Travel at Reading:



Reading has an issue with alcohol fuelled disorder from the night time economy leading to VAP/Staff Assaults and disruption. A lot of on train issues can be traced back to Reading where drunks were allowed to travel. A joint operation between NR/GWR/BTP/TVP was launched to prevent drunk or abusive people from travelling. This involved joint briefing sessions for all agencies involved and a strong media campaign (see poster). Tactics involved early intervention by staff using BTP radios to encourage staff to report antisocial behaviour and refuse travel for those being abusive. The operation has been running since December and will continue until 31st March looking to roll out on all hubs on GWR – Cardiff, Bristol & Paddington.

3.11 C Division has devised a list of tactical options with each area tailoring their plans to meet its challenges. Sheffield/ Doncaster's plan showcases some of these activities to good effect. Doncaster has improved its positive outcome rate from 48% last year to 56% YTD.

- Media: Excellent results have been achieved utilising the media. All the suspects involved in a violent disorder at Grimsby have been named via the local press. Similarly the suspects involved in an affray at Worksop have also all now been identified.
- Rail Radio: This has been in place at Doncaster since the middle of December. It has been well received by station staff as BTP are able to respond quicker.



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## **Sexual Offences**

- 3.12 When compared to the same period last year, sex offences are up 398 offences (38%) in Q3 2015-16, though month on month, December has recorded a 24% reduction on November. This pattern has been seen in previous years due to the lower passenger volumes in December. B Division has experience the majority of the increase YTD, with the largest number of offences within TfL Sub-Division (55%) and of those 72% occurring on train. The times of offending correlate with peak passenger volume commuter times and locations prone to overcrowding, mainly within Zones 1 & 2.
- 3.13 The Central Line poses the most significant challenge due to it carrying the largest share of offences (25%), where there is no CCTV coverage on train to assist with investigations until the new fleet arrives. The crime type driving this increase is predominately 'Sexual assault on a female aged 13 or over'. Around 80% of these crimes are offences involving touching, groping or kissing.
- 3.14 Proactive sexual offence teams patrol hotspots in plain clothes to catch and identify offenders so that BTP can manage them appropriately. These challenges are acknowledged by BTP and are being met with increased line track patrols during peak hours and the deployment of covert tactics in order to apprehend offenders. This is proving effective on the Central Line with positive outcome rates increasing in Q3 (Q2 13%, Q3 34%). Additionally there has been an increase in resourcing Sex Offences Investigation Units (SOU) with CID taking over cases to free up resources. Finally unidentified stills are circulated more frequently and all unidentents now put through PND for facial recognition.
- 3.15 TfL have suggested that the 'Report it, Stop it' campaign is likely to be repeated next performance year to coincide with the start of the Night Tube. As a result B Division is likely to continue to receive a high level of reported incidents.

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- 3.16 The average increase of sexual offences across England and Wales is 41% compared the previous year. BTP has recorded a 28% increase which is below the national average.
- 3.17 There has been a lot of activity conducted around sexual offences with emphasis on key locations on B Division which show high levels of sexual offending.
- On 18th November officers from the TfL Proactive Tasking Team (PTT) conducted observations 24 hours after a report from a victim of sexual assault. The suspect was identified and the victim was informed within 24 hours of this
  - On 7th Dec PTT officers conducted observations for a prolific sexual offender. He was identified and arrested and has been dealt with for 5 offences.
  - Proactive work by sexual offences teams PTT officers have been tasked with visiting local H/O forces with ID Soughts (CCTV images of offenders wanted). So far 3 IDs have been made by simply visiting police stations and Jigsaw teams (Met Sexual Offences Teams) and engaging with local officers.

### **Criminal Damage**

- 3.18 YTD Criminal damage has increased by 15% (347 offences). Sub-Divisions South and TfL are experiencing the highest increases in terms on volume but Scotland and Pennine have also seen a slight increase YTD. This is mainly from very low level graffiti offences (murals, etchings, pen markers etc.) which are up 180 offences (14%) compared to Q3 2014-15. Graffiti offences have remained stable since the start of the 2015-16 performance year; however December 2015 saw an increase due to a rise in East, South and Pennine Sub Divisions. Again these were low level graffiti and damage to building offences. Historical trends show that low level graffiti increase during December due to shorter days as low visibility allows offenders to go unnoticed. Also during the Christmas period a lot of trains are kept at depots for several days due to the railway closing which gives offenders a longer window to commit offences. With this in mind
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detailed tactical plans were put in place across the festive season to ensure stabled trains within depots were secured and regular patrols took place at identified hotspots based on intelligence.

- 3.19 **Op Snowman:** The week prior to Christmas saw the Graffiti Unit execute four search warrants on known graffiti offenders. Working alongside the Met Flying Squad, a vandal and serial robber was arrested, charged and remanded in custody. The remainder of the warrants were executed and effective. A wealth of evidence has been obtained that will support the long term and on-going investigation (Op Scribble). The short term objective of detaining offenders who were expected to cause damage to internal infrastructure on Christmas day was successful. These actions put a clear message out to the graffiti community that the team would deal with any incident over Christmas robustly and deter incursions over the Christmas close down period.

### **Case Study 2 – Scotland Criminal Damage**

#### **Problem**

Criminal Damage identified as a problematic crime type for D Division. Due to the sporadic nature of offences hotspots couldn't be identified and a different approach was taken. A Criminal Damage 'Gold' Working Group (CDWG) was established and identified a number of tactical opportunities:

- Full develop intelligence picture re criminal damage
- Full implementation of Tactical Support Unit
- Exploit ANPR and other investigative opportunities
- Target work by Source Handling Unit
- Full implementation of Offender Management Unit
- Engagement with the Procurator Fiscal to ensure routine prosecution of criminal damage offences.



**Action:**

- Allocation of a single Divisional Operational Lead chairing weekly CDWG working group meeting and a 'live action tracker' updated daily for first month until grip and pace confirmed
- Tactical patrol plan created and resources/money allocated to target known areas/offenders (Tactical Budget prioritised against this)
- Full review of all Forensic opportunities (converter type work) and full review of all TSU evidence already in system
- Identified top 5 Criminal Damage nominals and all efforts targeted against them personally

**Results:**

- Known nominal Mr 'X' caught in the act during one of the targeted Op Silverback Patrols (with one other not known new intel opportunity) and charged with seven offences – no offending since, against his 'tags'
- Fingerprint and camera evidence uncovered during review used to bring in another known nominal Mr 'Y' and three charges against him – no known offending since against his 'tags'
- Further known nominal captured over Christmas period during targeted patrols Mr 'Z' – unable to charge with Criminal Damage as no evidence of new offences when caught but reported for Trespass – therefore disrupting his behaviour.

**Cycle Crime**

- 3.20 Cycle Crime accounts for the third largest volume crime group in BTP with consistent seasonal trends (July-September) known. Year to date an 8% decrease has been seen on last year (-360 offences). This has been echoed across all Division with the most notable reductions across South (-213), Midlands (-99) East (-69) and Scotland (-34).
- 3.21 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.
- 3.22 Op Wiggins days of action continue to take place across the country in order to crack down on cycle crime further. Teams of BTP officers hold cycle surgeries, hand out

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leaflets, give crime prevention advice to commuters and carry out cycle security markings. Previous days of action have attracted widespread media coverage, including photographs of people wanted by BTP in connection with cycle thefts.

- 3.23 Additionally, considering the warm weather experienced over autumn, an increase in cycle crime was predicted however this has not materialised with cycle crime still recording a reduction on last year. This is testament to BTPs continued commitment to ensuring cyclist security on railway property.

#### **Recorded crime by Train Operating Company (TOC)**

- 3.24 TOCs with largest decrease in crime, Q3 2015-16

- **Virgin West Coast:** is recording a 5% reduction across most crime groups with public disorder (-35) and cycle crime (-16) recording the largest decrease.
- **Greater Anglia:** is recording a 32% (554 offences) decrease in Q3 2015-16 when compared to the same period last year. The decrease can in part be explained by the fact certain routes were handed to London Overground this performance year thus crime is down due to fewer lines under its umbrella. Additionally a significant reduction in cycle crime (-209) has also helped reduce crime.
- **Virgin East Coast:** is recording a 5% reduction this period with cycle crime (-35), serious public disorder (-20) and theft/ burglary railway (-18) all down when compared to the same period last year.

- 3.25 TOCs with the largest increase in crime, Q3 2015-16

- **TfL** accounts for 19% of all notifiable crime across BTP and YTD it has recorded an 11% increase when compared to the same period last year. Similar to force trends, VAP (+325), Sex offences (+228) and Criminal damage (+134) are all up. Though TfL has the largest number of crimes YTD, when using the crime rate per million passenger journeys to other TOCs, it has one of the lowest crime rates at 5.4.
- **London Overground** has seen an increase of 39% (234 offences) across most crime groups, though VAP (+126) and criminal damage (+35) have risen the most in

Q3 2015-16. The rise can partially be explained by the acquisition of new rail lines from Greater Anglia; on 31 May 2015 the Liverpool Street to Enfield Town, Cheshunt (via Seven Sisters) and Chingford services, as well as the Romford to Upminster.

- **South West Trains:** excluding public disorder and ToPP, all crime groups are recording an increase, though VAP has increased significantly by 162 offences (41%). This is due to a significant rise in harassment/alarm and distress offences and common assaults this performance year.

## 4. DISRUPTION

- 4.1 Disruption has been a challenge since the start of 2012-13 and the trend has continued into this year. Currently Forcewide disruption is 5% (51,197 minutes) over target. After the bad start to the year (April 2015 alone recorded 135,651 total lost minutes compared to April 2014 which saw 92,848 mins), disruption has gradually been reducing. Primary minutes have continued to reduce this quarter, with BTP recording a 1% reduction on last year. The average clear up time of a fatality is 87 minutes which is still below the internal target of 90 minutes. Although BTP has recorded a reduction in primary minutes, reactionary minutes (the minutes BTP has no direct impact on) have continued to rise recording a 9% increase compared to PYTD.
- 4.2 With the railway infrastructure becoming busier and congested, a single high impact event has a larger ripple effect on other train services travelling on the same line. The national daily tolerance for disruption is 3,000 minutes. However, a single high impact event has the potential to elevate the minute count of subsequent days it will effectively 'roll over' and cause the breach of the daily tolerance on days following the incident. For example, on 24<sup>th</sup> December there was a fatality at East Croydon; the total minutes lost due to this event was 15,264 minutes. The fatality on 24<sup>th</sup> December resulted in the daily minute tolerance being breached from 25<sup>th</sup> December through to the 3<sup>rd</sup> January 2016 (ten days).

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- 4.3 In Q3 there have been ten incidents causing over 3,500 disruption minutes, six on B Division and four on C Division. Of these, eight were fatalities, one trespass and one cable theft causing a total of 65,873 disruption minutes.
- 4.4 **Fatalities/injuries:** account for 34% of all disruption related lost minutes YTD. This is largely due to the nature of fatalities, as a single high impact incident can accrue a substantial amount of lost minutes, e.g. the Surbiton fatality on 7<sup>th</sup> October causing 1,298 primary minutes and 8,169 reactionary minutes. There were 70 fatalities in Q3 2015-16 which in turn led to a 2% increase when compared to Q3 2014-15. However, there have been 1039 lifesaving interventions year to date. This is already more than the 935 that were carried out for the whole of 2014-15 performance year.
- 4.5 **Trespass** still remains the most impactful disruption category and accounts for 50% of all disruption so far this year. Trespass related lost minutes are currently 9% (42,577 mins) above previous year to date. Trespass related disruption can sometimes be problematic to counter as it does not always involve a person needing to be removed from the tracks. It is also made up of a large number of incidents such as people holding doors, people needing to be evicted from trains, drunks misbehaving etc. Individually these incidents do not incur high levels of delay minutes, but given their volume are very impactful. A recent example of BTP successfully removing a prolific trespasser can be viewed below:
- London Fields Station (21<sup>st</sup> Dec 2015): An individual made threats to commit suicide on seven separate occasions at London Fields Station causing significant disruption on the railways. In brief this caused 32 train cancellations, 2 part train cancellations and 1179 minutes of delays with an estimated cost of £45K to Network rail. Working closely with the Suicide Prevention & Mental Health unit a successful prosecution was achieved.
- 4.6 **Op Decade:** 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
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a significant reduction in delay minutes – 18% reduction compared to the same period last year. Operation Decade 3 commenced on Monday 14th December 2015 and will conclude on 13th January 2016.

### **Disruption PSP Locations**

4.7 B Division has seen a substantial reduction of lost minutes at disruption PSP locations, down 58% compared to last year. Likewise across C Division the hotspot locations have seen a 15% increase and D Division currently is at a 48% reduction. This showcases that when BTP target certain pinch points and work closely with stakeholders, results can be achieved.

4.8 **Good examples of PSPs at hotspot locations:**

- **Bury Street to Seven Sisters:** OP Fortress Patrols have been conducted on a daily basis, plus a school visit was made to St Ignatius School in November. Network rail gave input on railway safety trespassing, electrical safety and level crossings. BTP officers and LOROL staff gave input on acceptable behaviour on the railway along with BTP highlighting items of railway law. Educational awareness has shown improvements of ASB at Turkey Street station with pupils showing signs of improved behaviour.
- **Guildford:** – Weekly fatality mitigation meetings continue with Samaritans, Farnham Road Hospital, South West Trains and Network Rail. Guildford perimeter fencing has been deemed insufficient so plans are in place to address and improve this, together with the inclusion of platform end barriers, anti-tread guards and new Samaritan signs throughout the station. A visit to Farnham Road Hospital was conducted (a new hospital which will accommodate 60 patients with various levels of psychiatric care) to assess possible risks. A town link radio is now being used and CCTV has also been installed at the entrance/exit to the hospital to monitor and alert BTP of any vulnerable patients.



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## 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 main delivery method has been the 'You said we did' campaign. The most recent public consultation was launched between Oct-Nov 2015 and the results are currently being analysed and will be available at the end of January 2016. 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 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.
- 5.3 Various projects and media campaigns have been on going in Q3 2015-16:



**Project Servator:** Unpredictable, highly-visible police deployments using a wide range of assets to help deter, detect and disrupt criminal activity on the rail network and reassure the travelling public and rail staff. This reassuring effect is supported and amplified by coordinated media and public relations activities and community and business engagement and partnering. A three day test deployment was carried out and 734 people were interviewed. The survey findings suggested face to face engagement is key to reassurance. However people are more likely to feel anxious about deployments if they are not engaged directly by police, highlighting the importance of officer engagement. The survey also found people are more likely to report unattended items as a result of enhanced police visibility.



**'Working for you this Christmas' campaign:** Launched during the Christmas period, to highlight what BTP are doing. Using the 'working for you this Christmas' theme, it showcased the travelling public how BTP are keeping them safe during the festive period. With a new story each day, it was an opportunity to highlight the on-going hard work across BTP, whether it's preventing cable theft, helping people in a mental crisis, dealing with the demands of football fixtures or intervening with Anti-Social Behaviour.



We're still on the hunt for your stories! Has someone's kindness helped to [#MakeTheDifference](#) to your journey?



**#MakeTheDifference:** This is an online campaign that started before Christmas where social media users were asked to let BTP know how someone had made a positive difference to their journey – this could be rail staff, BTP or a fellow passenger. The idea behind this came from the Behavioural Insights Team (also known as the Nudge Unit) who

advocate looking slightly differently at behaviour change and using positive messaging and encouragement, rather than a big stick approach, to encourage behaviour change. They had the idea behind the government writing to people who needed to fill in their tax return saying 'join the 95% of people that have already done this' – thus creating a social norm. The idea is to create a feel good factor around train travel with hopefully reducing minor violence against the person offences, which are on the rise nationally.

**Text Service Scotland:** December saw the launch of the 61016 number in Scotland with the entire U.K now being able to contact BTP via text. The launch of the text service in Scotland also saw the U.K's first operator Abellio ScotRail install 'Text BTP on 61016' stickers on every train in its entire fleet.



## 6. CRIMINAL JUSTICE

6.1 A single CPS unit was established in April 2015 with the objective to streamline our operational justice processes into one single CPS unit, governing all 43 CPS units on behalf of BTP as opposed to BTP managing 43 separate CPS leads and managing 43 disparate processes. The single CPS came to fruition after the Evidence Review Gateway (ERG) was established and an interim Electronic Case File transfer (ECF) was implemented.

6.2 **Performance** - The CPS commenced measuring BTP on ECF timeliness and quality of 'submissions' upon the creation of the single CPS in April 2015. Initially ECFs submitted to CPS for progression were poor due to the embedding of the new ECF way of working and the new ERG process. Daily feedback from CPS and weekly challenge meetings regarding the submission quality helped improve BTPs performance.

6.3 Overall our attrition/TSJ data is good: achieving in the main above the national target and the national average. The below table outlines our progress over the last 4 months.

Category	TSJ Performance Measure	National Ave	Target	Aug*	Sep	Oct	Nov
<b>Overall Convictions</b>	% Convictions	83.62%	85%	93.27%	87.32%	86.59%	85.69%
<b>1<sup>st</sup> Hearing Guilty Pleas</b>	% 1st hearing guilty pleas	69.41%	75%	81.60%	72.47%	70.82%	66.42%
<b>Finalised in 4 hearings or less</b>	% 1st hearing guilty pleas	90.59%	91%	99.25%	97.18%	96.55%	96.32%
<b>Guilty Plea Hearings Per Case</b>	Hearings per case	1.88	1.85	1.38	1.54	1.59	1.56
<b>Contested Hearings Per Case</b>	Hearings per case	3.56	3.55	2.33	2.6	2.81	2.7
<b>Witness Issues</b>	% witness issues	27.91%	25%	3.23%	9.09%	15.87	TBC
<b>Discontinuance</b>	% discontinued	14.42%	10%	3.45%	1.56%	9.35%	3.53%
<b>No Case to answer</b>	% no case to answer	3.14%	1%	0%	0%	3.33%	2.27%
<b>DV Conviction Rate</b>	% convictions	75.14%	75%	100%	100%	80%	83.33%
<b>Hate Crimes</b>	% Convictions	83.20%	85%	95%	80.65%	93.18%	94.59%

\*Excludes auto archived warrant data

6.4 BTP's post-charge Witness Care, delivered by the WACU has always been and will remain to be 'priority' and core business. The Force's post-charge witness care has been

recognised as excellent service provision by our Criminal Justice partners. The below table outlines the % of unsuccessful outcomes due to witness issues for all the forces facilitated by our West Midlands single CPS unit:

Unsuccessful Outcomes due to Witness Issues:-				
	Jul	Aug	Sep	Oct
Staffordshire	25.60%	19.19%	29.53%	28.16%
Warwickshire	13.33%	14.29%	9.38%	25.00%
West Mercia	29.59%	17.91%	30.97%	25.00%
West Midlands	36.64%	33.55%	32.14%	32.00%
BTP	6.25%	3.23%	9.09%	15.87%
<b>National</b>	<b>27.64%</b>	<b>27.96%</b>	<b>28.11%</b>	<b>27.91%</b>

6.5 **Out of Court Disposal** - The use of Out of Court disposals (OoCD) has fallen significantly in 2015/16 (up to 31/12/15) compared to the same period in 2014/15. There has been 3,203 fewer OoCD's administered, a difference of 38%. The use of Cautions has seen the most notable reduction, with 1,931 fewer offences disposed by Caution, a difference of 57%. The majority of OoCD types (such as Drugs Warnings, Community Resolutions, Fixed Penalty Notices) have seen less use in 2015/16 than in the previous performance year. The only disposal of note that has seen an increase in use is Driver Awareness Courses, of which there has been an increase of 66 offences, a difference of 10%.

6.6 **CPS Digital Charging** - CPS Digital Charging allows forces to obtain a charging decision from CPS via email, allowing CPS a minimum of 7 days for review, for either way offences.

6.7 BTPs success rate for CPS Digital Charging has been improving since inception in April as reflected in the below table:

KPI	Minimum standard	Apr	May	Jun	Jul	Aug	Sep	Oct
<b>Referral rate</b>	Above 25%	13%	16%	23%	23%	26%	44%	46%
<b>Rejection rate</b>	No higher than 20%	41%	31%	20%	29%	27%	23%	22%
<b>Action Plan rate</b>	No higher than 20%	10%	24%	33%	27%	28%	18%	30%
<b>NFA rate</b>	No higher than 20%	10%	25%	8%	13%	10%	11%	8%

6.8 In Q3 BTP's Crown Court conviction rate according to CPS was 69% which is lower than the same period last year at 81%. BTP's conviction rate for Magistrates for Q3 2015-16 is 85% which is higher than the same period last year at 83%. The national rate remained unchanged at 84% in Q3 2015-16.

## 7. SICKNESS

### Q3 2015-16 sickness to be less than 5.48 days per employee

- 7.1 At the end of Q3 BTP's overall sickness rate is at 5.33 days per employee, achieving target by a margin of 767 days. Divisions B, C and D are currently not achieving target mainly due to Police Officer sickness levels. A Division is the only Division achieving target year to date at 1,994 days under target.
- 7.2 To date long-term sickness accounts for the majority of days lost (total of 73%) but there are more instances of short-term sickness recorded in 2015-16 (83% of all instances).
- 7.3 For all Divisions the top reason given, in terms of days lost to sickness is stress. Other top reasons include operation, miscellaneous, depression and broken/fractured bones. In terms of top instance reasons influenza, miscellaneous, stress, back complaint and operation feature highly.
- 7.4 The current management of sickness is being dealt with via a robust gold group where individual instances are discussed along with any good working practices or areas where Occupational Health can contribute.

**Table 3: Sickness Breakdown by Division**

	2014-15				2015-16		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3
A Division	2.04	1.90	2.12	1.52	1.29	1.37	1.51
B Division	1.39	1.55	1.79	1.72	1.66	1.77	2.20
C Division	1.62	1.62	2.22	2.11	1.93	2.03	2.26
D Division	2.64	4.41	2.96	2.51	1.92	1.32	2.41
Force	1.68	1.81	2.05	1.82	1.64	1.68	2.00

## 8. SERVICE DELIVERY

8.1 Comparing BTP to similar Forces (Avon and Somerset, Devon and Cornwall, Sussex, Essex, Lancashire), BTP has recorded the second lowest number of sexual offences despite the on-going 'Report it to Stop it' campaign. Violent crime is up across all the similar Forces with only Devon and Cornwall recording a smaller increase than BTP. Considering national average figures, BTP is performing exceptionally well, with all crime groups either seeing greater decreases or smaller increases than England and Wales as a whole.

8.2 Organisational KPIs – Currently achieving 43 out of 90 targets across 17 different A Division departments, key performance indicators are managed on a monthly basis at Service Excellence board.

## 9. LOCAL TARGETS

**Table 4: Sub-Division local target performance**

Area	East	South	TFL	Midland	Pennine	Western	Wales	Scotland
No. of Targets	4	4	5	8	8	8	8	8
Currently Achieving	3	3	2	5	6	5	4	6
Predicted to Achieve	3	4	2	6	6	7	5	7

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- 9.1 **East** is currently achieving three targets out of four. The 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. At the end of Q4 East is likely to achieve three targets.
- 9.2 **South** are achieving three out of four targets, currently failing the cycle crime reduction by four offences. With the continuation of colder months ahead of us (Jan-Mar), this target should be achieved by the end of the performance year. It is predicted that South will achieve three targets by the end of 2015-16.
- 9.3 **TfL** is currently achieving two out of its five targets, failing crime related 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). Sex offences positive outcome rates have shown an upsurge this quarter though due to increase recording and the time it takes to successfully prosecute an offender, positive outcomes rates have taken a slight hit this year. By the end of the performance year TfL are likely to achieve two targets.
- 9.4 **Midlands** are currently achieving five out of eight local targets. Due to the increase in VAP this performance year - primarily common assaults, staff assaults positive outcome rate targets are 10% lower than the same period last year. Bespoke plans are in place across C Division and this target is likely to be achieved by the end of the performance year. At the end of the Q4 six out of eight targets are likely to be achieved.
- 9.5 **Pennine** currently are achieving six out of its eight targets. 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 and there is a risk that these targets may not be achieved. Pennine are predicted to achieve six targets in 2015-16.
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- 9.6 **Wales** year to date are achieving four out of eight targets. Staff assault positive outcome rate is just short of the 55% target and there is a risk of this target not being achieved. On the flip side aggression towards staff offences are currently lower than the same period last year. ToPP is currently unchanged when compared to the same period last year and it is still possible for Wales to achieve this target. Five targets are likely to be achieved this performance year.
- 9.7 **Western** is currently achieving five out of eight of its targets. The positive outcome rate for staff assaults is just 2% shy of achieving target and with aggression towards staff down 15% on last year in Western Sub-Division, this target is on track. Cycle crime is currently 10% higher than the require reduction and unless more is done to reduce it over the next 3 months, it runs the risk of not being achieved. It is predicted that Western will achieve seven targets.
- 9.8 **Scotland** is achieving six of its eight local targets year to date. 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. VAP at hotspots is up 1 offence on last year and with VAP offences up nationally, a 15% reduction may just be unattainable by the end of the performance year. By the end of 2015-16 Scotland are likely to achieve seven targets.