

PRC: Performance 2014-15 Q4

Friday 24th July 2015

Contents



Progress towards 2012/13 – 2018/19 Strategic Objectives

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

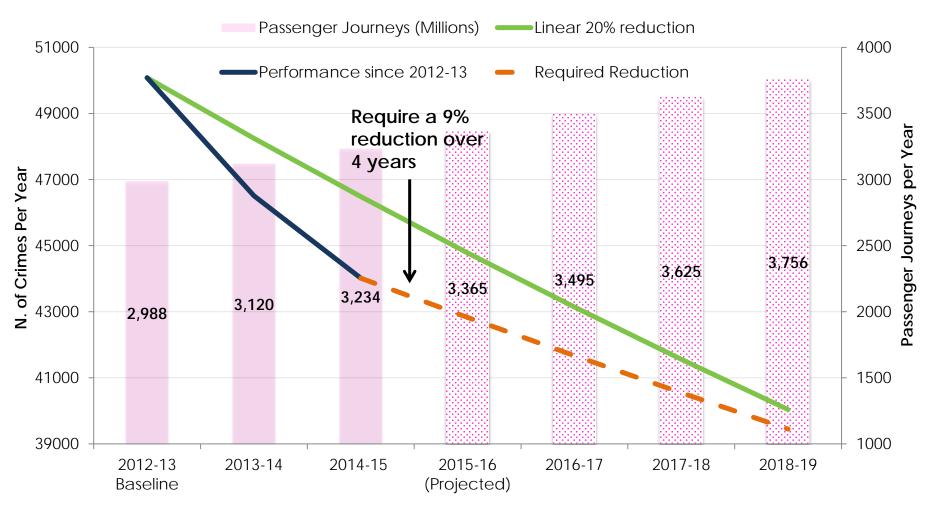
2015-16 Policing Plan Targets

- 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



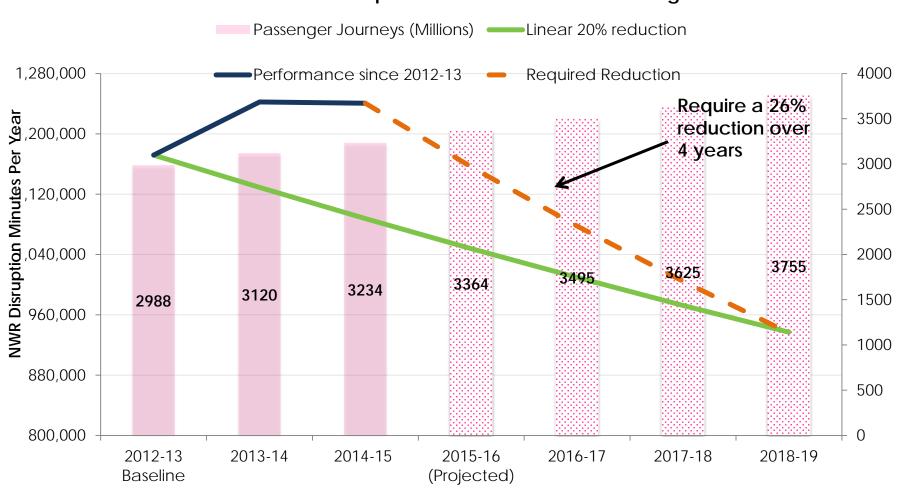
BTP 20% Notifiable Reduction Strategic Plan



Strategic Plan Objectives: Disruption Progress

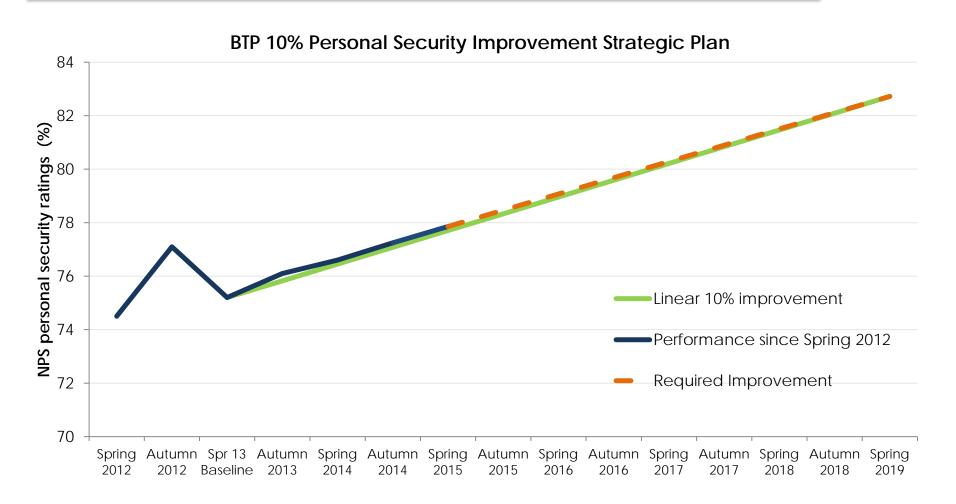


BTP 20% NWR Disruption Minutes Reduction Strategic Plan



Strategic Plan Objectives: Confidence Progress





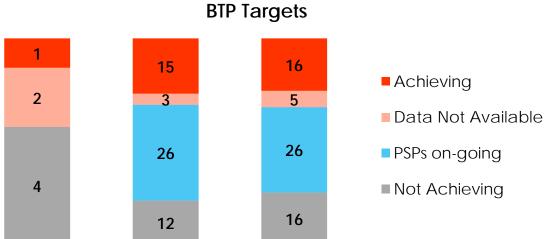


2015-16 Policing Plan: Q1 Performance

Policing plan performance: Achievement of targets Q1 2015-16

National





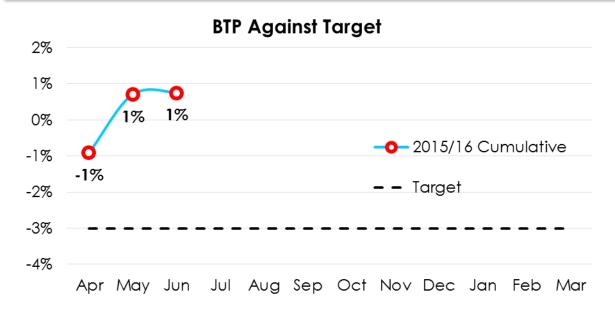
Total

	Nationa	National Targets		Local Targets		al Total Targets
	No. of Targets	Achieving	No. of Targets	Achieving	No. of Targets	Achieving
	Q1 20	Q1 2015-16		Q1 2015-16)15-16
East	4	2	5	1	9	3
South	4	0	5	1	9	1
TfL	3	2	6	3	9	5
Midlands	4	0	8	2	12	2
Pennine	4	1	8	2	12	3
Wales	4	0	8	2	12	2
Western	4	3	8	1	12	4
Scotland	4	0	8	3	12	3
BTP	7	1	56	15	63	16

Local

Notifiable Crime (excl. PG): TARGET -3%





BTP is currently 1% higher than the same period last year.

Force Crime Groups

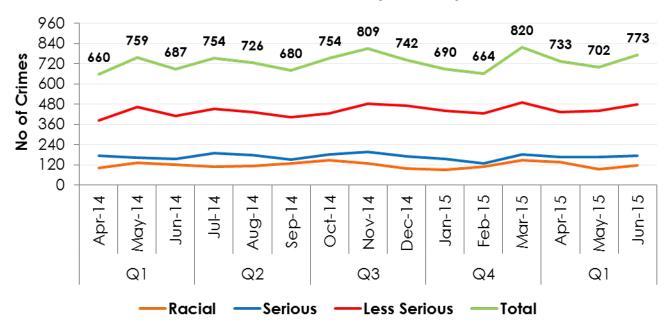
Most crime Groups have seen an increase with Sexual offences, VAP and Criminal Damage showing the largest increase. Serious Public order has seen the largest decrease which is linked the reduction in football related disorder

	Q1 2014- 15	Q1 2015- 16	% Chg
Violence Against the Person	2,199	2,295	4%
Sexual	334	472	41%
Criminal Damage	863	964	12%
Serious Line of Route	341	369	8%
Theft of Passenger Property	2,996	2,907	-3%
Motor Vehicle	346	359	4%
Cycle	1,443	1,466	2%
Robbery	96	79	-18%
Theft of Railway/Commercial Property & Burglary	1,094	971	-11%
Serious Public Order	1,161	999	-14%
Serious Fraud	98	159	62%
Other Serious	211	236	12%
Total Notifiable	11,182	11,276	1%

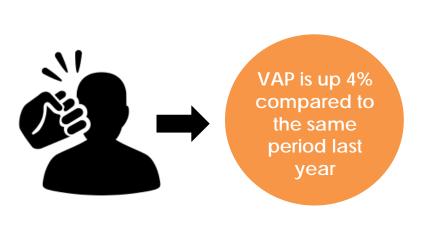
Reduce Violence against Person: TARGET -10%

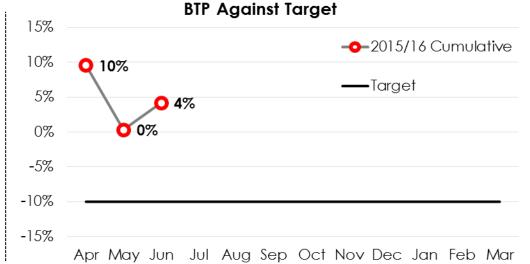


VAP Breakdown By Severity



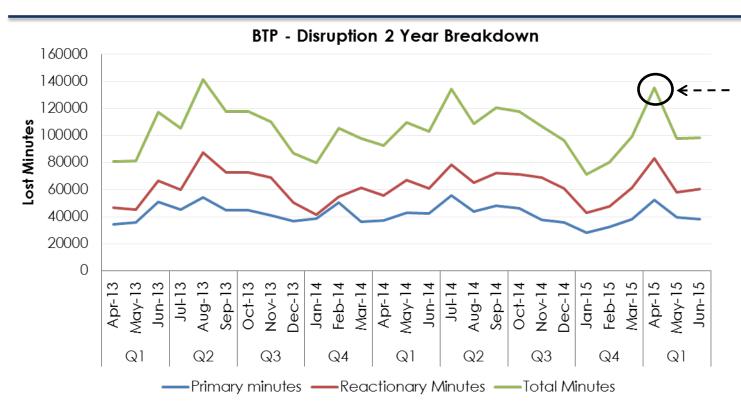
VAP has remained relatively stable over the last year with common assault/ less serious violence accounting for over 50% most months.





Reduce Disruption: TARGET -7%





April 2015 recorded a significantly large number of trespass and fatality related LMs.

There were 40 fatalities in April 2015 which was above the average of 29.

The average clear up time since April 2013 is 79 minutes

	Q1 2013-14	Q1 2014-15	Q1 2015-16
Lost Minutes	279,347	305,536	330,256
Incidents	5,791	5,507	5,826

Lost minutes and incidents have increased when compared to previous years

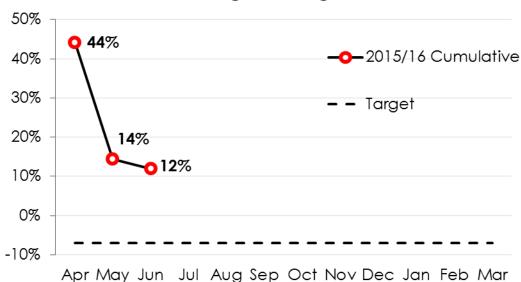
Fatalities average clear up time

2013-14	76 Minutes
2014-15	81 minutes
Q1 2015-16	82 Minutes

Reduce Disruption: TARGET - 7%







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

Fatality related
lost minutes
have seen the
largest
increase in Q1
2015-16

Lost Minutes by Category

		Q1 2014-15	Q1 2015-16	% Chg
Cable	Total minutes lost	7,994	8,643	8%
vandalism/theft	Incidents	28	21	-25%
Fatalities/injuries caused by being	Total minutes lost	100,543	121,684	21%
hit by a train	Incidents	120	138	15%
Trespass	Total minutes lost	157,675	165,426	5%
	: Incidents	4,089	4,510	10%
Vandalism/theft (including the	Total minutes lost	26,891	34,634	29%
placing of objects on line)	Incidents	697	757	9 %
Level Crossing incidents and	Total minutes lost	12,433	11,565	-7%
misuse	: : Incidents	573	572	0%
Total minutes lost	Total minutes	305,536	341,952	12%
	Incidents	5,507	5,998	9 %



Trespass Related Disruption -Hotspot Map

14 regions account for 26% of all trespass incidents across the Network

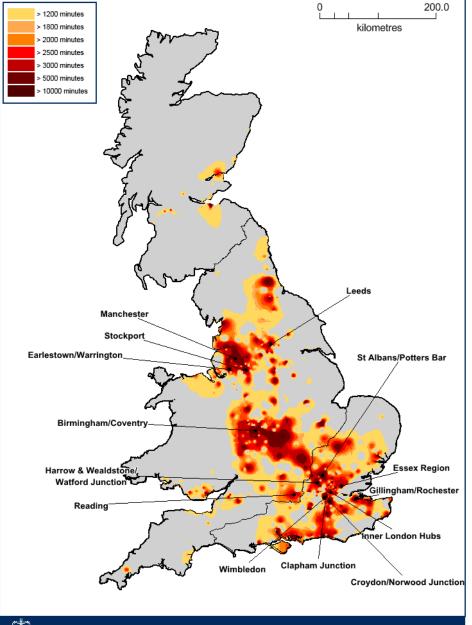
10 of the 14 Regions have recorded an increase in lost minutes in the 2014/15





Intranet Link: http://btp-

one/departments/analysis/fhq-performanceunit/Pages/Performance-Products.aspx





Disruption Hotspots

Drawn by: Alessandro Vicini F700







Map of active disruption PSPs

56 disruption PSPs are active on BTP

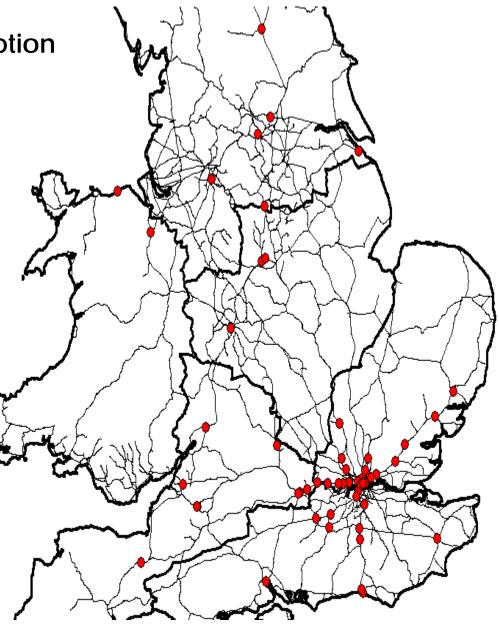
Good Examples

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

Good Tactics for PSPs

- Wales 823 Gwersyllt
 - Scanning identified youths climbing on the trains
 - •BTP has several names of youths who are regularly attending the station. Will be making home visits to these people.

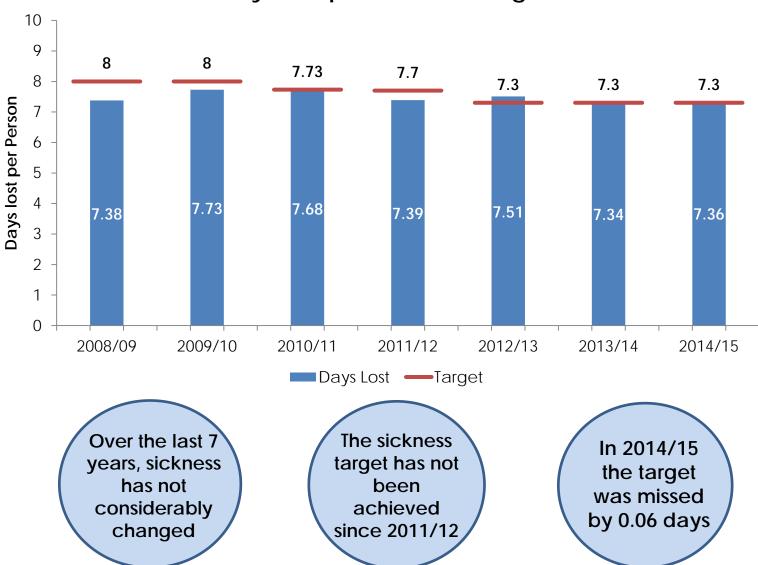
 Possible Anti-social Behaviour Contracts.



Sickness: TARGET - 7.3 Days per person

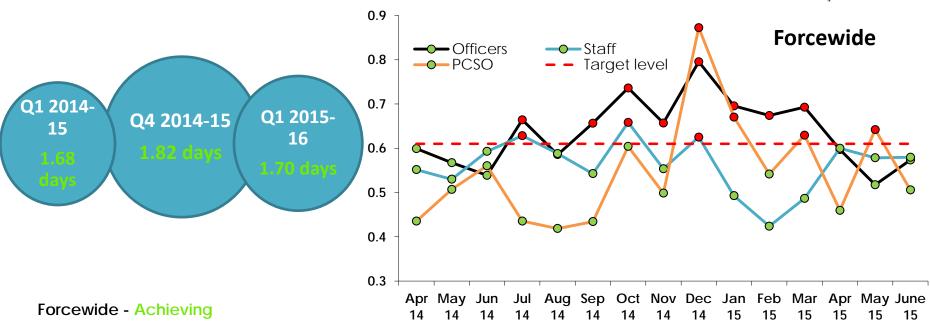


Days lost per Person v Target



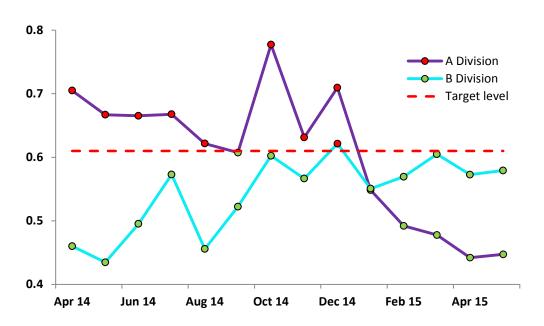
Sickness: TARGET - 7.3 Days per person





Forcewide - Achieving (1.70 days against target of 1.83 days)

- All employee types are achieving target
 - Currently C and D Divisions are not achieving



Confidence Targets: N5-N7



N5: Passenger Confidence Survey: TARGET 77.5% – Spring 2015 result 77.75%

	Spring 2012	Autumn 2012	Spring 2013	Autumn 2013	Spring 2014	Autumn 2014	Spring 2015	Spring 2019
On stations & trains	74.5%	77.1%	75.2%	76.1%	76.6%	77.25%	77.75%	2017
Policing Plan Strategic			Baseline					
Objective Target			Survey		76.4%	77.0%	77.5%	82.72%

N6: Rail staff Confidence: TARGET 67.7% - Spring 2015 result 64.8%

N7: Confidence at the Lowest Ranked Stations:

Data Not Yet Available



Cyber Crime Policing Commitment

Quarter 1
Apr - Jun

Develop and publish BTP Cyber Crime Strategy 31 June 2015



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



Quarter 2

Jul - Sept

To establish BTP with DfT/Industry standard operational practises and guidance for the prevention of cyber-crime and the investigation of incidents

Develop and implement Cyber Crime information sharing protocol with NWR/TfL 31 July 2015



Safeguarding Policing Commitment

Quarter 1 Apr - Jun

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 hate crime strategy just completed consultation.

Ensuring central oversight of all Child Serious Case Reviews and Safeguarding Adult Reviews involving BTP and that all lessons learned are disseminated and implemented (by 30th April 2015)

- An MOU with all LSCB (Local Safeguarding Children's Boards) has been developed. Local LSCB's will commission serious case reviews and contact BTP if required.
- · Research for Adult safeguarding boards is currently being developed (started in April 2015)
- 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 effective practice.

Establishing a new 'Safeguarding' command to lead and co-ordinate safeguarding portfolio within A Division, Crime and **Investigations and** incorporating central SP&MH hub (based in Camden (by 31st May 2015)

· All posts have been identified, six out of the 10 are in post, two will be in post after the CMU restructure. Awaiting start dates for Office Manager and Analyst.

Implementina a BTP Safeguarding Strategic **Management Board & BTP** Safeguarding Governance and Scrutiny Board (by 31st May 2015)

Completed and chaired by ACC Newton on 19th May 2015 highlight report to COG. This Board is held on a quarterly basis.

Introducing standard operating procedures for dealing with the identification, recording and processing of vulnerable adults, hate crime, repeat victims, and modern slavery (by 30th June 2015)

 All strands of vulnerability are being examined to find a holistic and complementary approach for context of BTP. A workshop is being conducted on the 15th July to consult on the processes for identifying and dealing with intimidated, vulnerable, trafficked, exploited adults and those repeat victims or those subjected to Hate crime in need of help and support. Changes have been made to dealing with suicide ideation and mental health adults who are now referred by SPMH teams to local Safeguarding



Adult Boards.

Quarter 2 Jul - Sept

Introducing a new policy, protocols and internal audit procedures in relation to the Care Act and dealing with **Safeguarding Adults Boards** (by 31st July 2015)



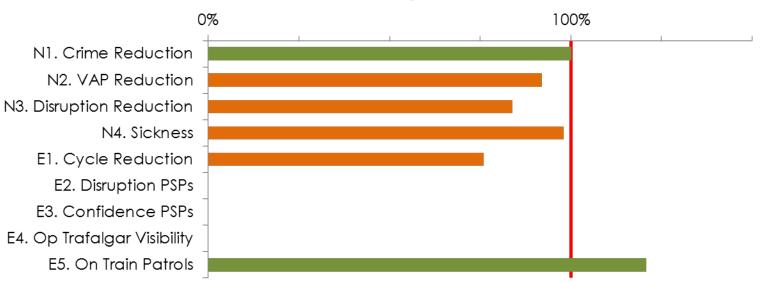


Q1 2015-16 National & Local Targets

2015-16 Policing Plan National & Local Targets, East





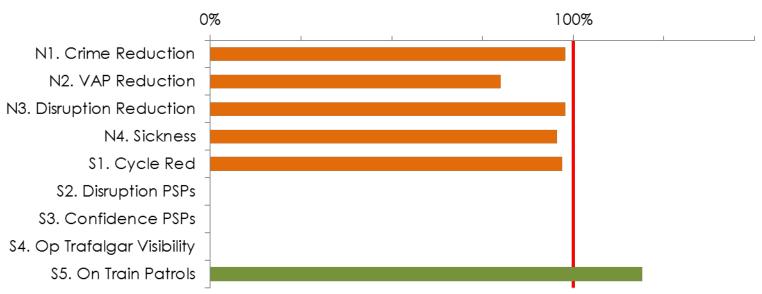


Target	Prev YTD	YTD	Target		
N1. Crime Reduction	2238	2168	-3%		
N2. VAP Reduction	407	398	-10%		
N3. Disruption Reduction	68487	75991	-7%		
N4. Sickness	N/A	1.83	1.83		
E1. Cycle Reduction	358	424	-10%		
E2. Disruption PSPs		23 Active			
E3. Confidence PSPs	24 Active				
E4. Op Trafalgar Visibility	Data not available				
E5. On Train Patrols	N/A	176	144		

2015-16 Policing Plan National & Local Targets, South



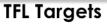
South Targets

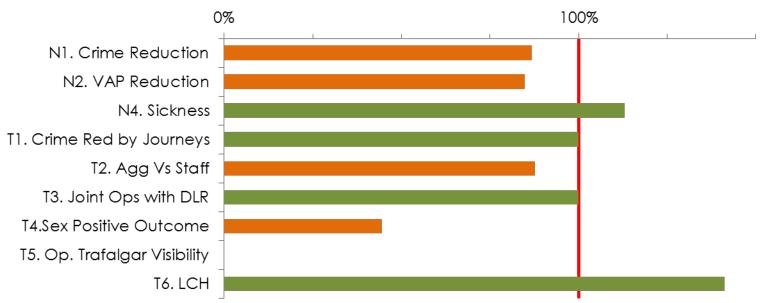


Target	Prev YTD	YTD	Target		
N1. Crime Reduction	2801	2777	-3%		
N2. VAP Reduction	507	571	-10%		
N3. Disruption Reduction	89761	85304	-7%		
N4. Sickness	0	2.02	1.83		
S1. Cycle Red	601	558	-10%		
S2. Disruption PSPs		13 Active	2		
S3. Confidence PSPs	13 Active				
S4. Op Trafalgar Visibility	Data not available				
S5. On Train Patrols	N/A	137	120		

2015-16 Policing Plan National & Local Targets, TfL



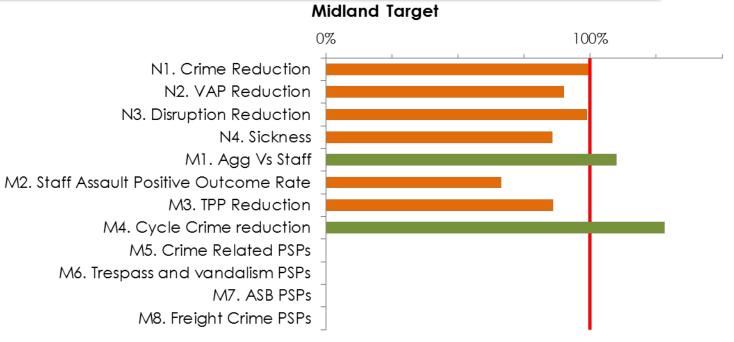




Target	Prev YTD	YTD	Target
N1. Crime Reduction	2124	2373	-3%
N2. VAP Reduction	513	544	-10%
N4. Sickness	N/A	1.62	1.83
T1. Crimes per Mill. Pass Journeys	6.8	6.8	6.8
T2. Agg. Vs Staff	107	122	0%
T3. Joint Ops with DLR	0	38	38
T4. Sex Positive Outcome	45	24	20%
T5. Op Trafalgar Visibility	Data not available		
T6. LCH Incident Reduction	160	226	160

2015-16 Policing Plan National & Local Targets, Midlands



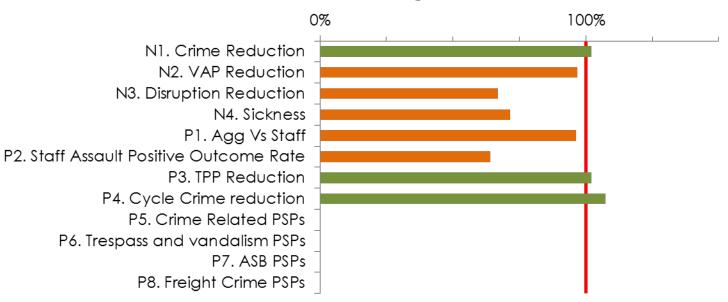


Target	Prev YTD	YTD	Target		
N1. Crime Reduction	988	964	-3%		
N2. VAP Reduction	150	150	-10%		
N3. Disruption Reduction	45902.5	43198	-7%		
N4. Sickness	0	2.18	1.83		
M1. Agg Vs Staff	94	83	-3%		
M2. Staff Assault Positive Outcome Rate	62.16%	38.46%	58%		
M3. TPP Reduction	192	209	-5%		
M4. Cycle Crime reduction	166	127	-2%		
M5. Crime Related PSPs		3 Active			
M6. Trespass and vandalism PSPs	3 Active				
M7. ASB PSPs	5 Active				
M8. Freight Crime PSPs					

2015-16 Policing Plan National & Local Targets, Pennine



Pennines Targets

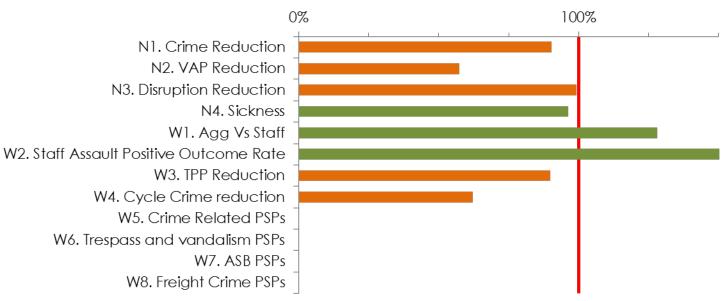


Target	Prev YTD	YTD	Target		
N1. Crime Reduction	1788	1700	-3%		
N2. VAP Reduction	327	304	-10%		
N3. Disruption Reduction	60204.1	83636	-7%		
N4. Sickness	0	2.53	1.83		
P1. Agg Vs Staff	150	151	-3%		
P2. Staff Assault Positive Outcome Rate	43.28%	37.10%	58%		
P3. TPP Reduction	389	364	-5%		
P4. Cycle Crime reduction	126	115	-2%		
P5. Crime Related PSPs		6 Active			
P6. Trespass and vandalism PSPs	4 Active				
P7. ASB PSPs	10 Active				
P8. Freight Crime PSPs					

2015-16 Policing Plan National & Local Targets, Wales





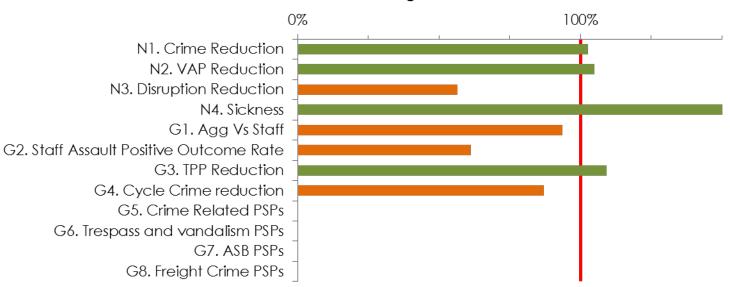


Target	Prev YTD	YTD	Target		
N1. Crime Reduction	257	276	-3%		
N2. VAP Reduction	42	66	-10%		
N3. Disruption Reduction	11066	10359	-7%		
N4. Sickness	0	1.90	1.83		
W1. Agg Vs Staff	28	21	-4%		
W2. Staff Assault Positive Outcome Rate	66.67%	87.50%	55%		
W3. TPP Reduction	53	56	-5%		
W4. Cycle Crime reduction	19	29	-5%		
W5. Crime Related PSPs		2 Active			
W6. Trespass and vandalism PSPs	3 Active				
W7. ASB PSPs	5 Active				
W8. Freight Crime PSPs					

2015-16 Policing Plan National & Local Targets, Western



Western Targets

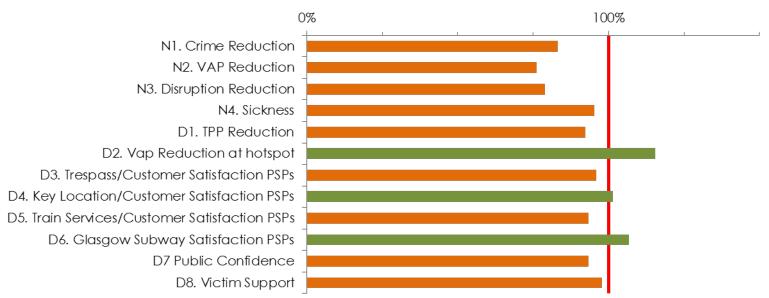


Target	Prev YTD	YTD	Target
N1. Crime Reduction	533	504	-3%
N2. VAP Reduction	84	72	-10%
N3. Disruption Reduction	16980	27925	-7%
N4. Sickness	0	0.80	1.83
G1. Agg Vs Staff	57	59	-3%
G2. Staff Assault Positive Outcome Rate	76.47%	39.13%	64%
G3. TPP Reduction	138	120	-5%
G4. Cycle Crime reduction	100	109	-5%
G5. Crime Related PSPs	4 Active		
G6. Trespass and vandalism PSPs	4 Active		
G7. ASB PSPs	2 Active		
G8. Freight Crime PSPs			

2015-16 Policing Plan National & Local Targets, Scotland



Scotland Targets



Target	Prev YTD	YTD	Targets
N1. Crime Reduction	367	428	-3%
N2. VAP Reduction	83	98	-10%
N3. Disruption Reduction	13135	15476	-7%
N4. Sickness	0	1.92	1.83
D1. TPP Reduction	67	69	-5%
D2. VAP Reduction at hotspot locations	27	20	-15%
D3. Trespass/Customer Satisfaction PSPs	0%	72.00%	75%
D4. Key Location/Customer Satisfaction PSPs	0%	76.00%	75%
D5. Train Services/Customer Satisfaction PSPs	0%	70.00%	75%
D6. Glasgow Subway Satisfaction PSPs	0%	80.00%	75%
D7 Public Confidence	0%	70.00%	75%
D8. Victim of Crime Satisfaction Rate	0%	90.00%	92%



British Transport Police

Performance Review Committee (PRC) Supporting Document

2015-16 Performance Report, Quarter 1

Stavros Charidemou and Lara Adamson 06/07/2015

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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.
- 1.2 The Paper has seven Appendices:
 - Appendix A Q1 Performance Dashboard, attached as a separate document
 - Appendix B Q1 Policing Plan Performance (PPP), attached separately
 - Appendix C Q1 Force Crime Group (FCG) data, attached as a separate document
 - Appendix D Disruption by Divisions against 2014-15 target, at end of paper
 - Appendix E Notifiable Crime Groups, Recorded offences per day, at end of paper
 - Appendix F Recorded offences by TOC, at end of paper
 - Appendix G Q1 PSPs, attached separately

2. KEY POINT SUMMARIES

2.1 Reducing Disruption

- BTP is currently 36,354 minutes above the same period last year with C division being the main contributor.
- Cable theft has slightly increased in Q1 2015-16 though only by 649 minutes and it still remains a low contributor to disruption related lost minutes.
- Vandalism is up 29% (7,743 LMs) compared to the previous year to date.
- Fatalities remain the second largest contributor of lost minutes in Q1 2015-16 with BTP currently 21,141 LMs higher than the same period last year.
- Trespass still remains a challenge this performance year though relatively speaking it
 is currently at a similar level as the same period last year with only a slight increase
 of 7,751 LMs (5%). Section 3 contains further details.



2.2 Reducing Crime

- BTP recorded 94 (0.8%) more notifiable offences (excluding police generated) in Q1 2015-16 than in Q1 2014-15.
- East, Pennine and Western are the only Sub-Divisions currently achieving target though South and Midlands have also recorded a reduction.
- Serious public order has seen the biggest decrease in terms of number of crimes with 162 fewer offences recorded in Q1 2015-16. This was a reduction of 14% compared to the previous year.
- Sexual offences, Violence against the Person (VAP), and Criminal Damage offences
 have witnessed the highest increase this quarter. Section 4 contains further details.

2.3 Reduce Violence Against the Person

- Currently forcewide VAP is up 88 offences with South and TfL sub division being the main cause for this increase.
- The increase in VAP has predominantly been lower level harassment and distress; with serious assaults remaining relatively unchanged this quarter.

2.4 Value For Money

 At the end of Q1 2015-16, BTP's overall sickness rate is at 1.70 days per employee against a target of 1.83, achieving target by 615 days. Only C & D Division are currently not achieving target.

2.5 Passenger Confidence

The spring 2015 survey data results were released in June and they show that
passengers rate their personal security at 77.75%. This is a further increase on the
last four surveys in passenger confidence.

2.6 Rail staff Confidence



• The latest results (March 2015) of the rail staff survey have recently been published and 64.8% of respondents rated their personal security at work "Good" or "Very good", which is a slight drop compared to 65.1% in the March 2014 survey.

3. Performance against targets – Disruption

N3 Reduce police related disruption minutes

3.1 BTP's 2015-16 target is to reduce police lost minutes by at least 7% which equates to 86,837 fewer disruption minutes than in 2014-15. Disruption has been a challenge since the start of 2015-16 and the trend has continued into this year. Currently Forcewide disruption is 12% (36,354 minutes) over target though this is primarily due to the bad start in April which saw a total of 133,906 LMs compared to the same month last year which only recorded 92,848 LMs. Since the bad start to the year, disruption has gradually regressed to normal levels which is evident in the graph below.

3.2 Graph 1: Disruption % increase/ decrease YTD compared to last year



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- 3.3 All Divisions and Sub-Divisions are over target year to date. Appendix D illustrates each Division against target.
- 3.4 So far this year there have been 14 incidents causing over 3,000 disruption minutes, 8 on B Division, 5 on C Division and 1 D Division. Of these, nine were fatalities, three trespass, one cable theft and one vandalism causing a total of 63,786 disruption minutes.

Table 1: Disruption breakdown by category

		Q1 2014-15	Q1 2015-16	% Change
Cable vandalism/theft	Total minutes lost 7,994		8,643	8%
Cable varidalism/theit	Incidents	28	21	-25%
Fatalities/injuries caused by being hit by a train	Total minutes lost	100,543	121,684	21%
	Incidents	120	138	15%
Trespass	Total minutes lost 157,675		165,426	5%
	Incidents	4,089	4,510	10%
Vandalism/theft (including the placing of objects on line)	Total minutes lost	26,891	34,634	29%
	Incidents	697	757	9%
Level Crossing incidents and misuse	Total minutes lost	12,433	11,565	-7%
	Incidents	573	572	0%
Total minutes last	Total minutes lost	305,536	341,952	12%
Total minutes lost	Incidents	5,507	5,998	9%

3.5 Recently a new BTP/Network Rail fusion unit has been set up as part of the national disruption gold strategy being led by Chief Superintendent Paul Brogden. This fusion team will be multi agency and work to understand disruption and its causes from a BTP and Network Rail joint perspective. This will enable BTP to effectively target its high risk high impact and low risk high impact locations more effectively. The team have already worked

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to produce two key documents. The first report looks as all disruption incidents across the force on a daily basis. The second report looks at longer trends in disruption and emerging risk locations across the force on a weekly basis. The development of a tactical and strategic review cycle is also underway which will help drive activity across the force. The fusion team will also help in the understanding of network rail data and ensure the quality of the data being submitted meet the needs of the organisation. The fusion team will also review and monitor all disruption PSPs force wide when up to strength; this is still being done on a divisional basis with on-going review of progress and quality being conducted as part of the wider gold disruption strategy.

- 3.6 Fatalities/injuries: his is one of the highest categories for disruption and in particular high impact individual incidents (e.g. the fatality at Hemel Hempstead, 01/04/2015 resulting in 8,752 minutes). Compared to last year disruption has increased 21% (21,141 minutes). As this category is one of the biggest contributors to target, a reduction is needed if we are to achieve the 2018-19 strategic objective. It is important to note that the clear up time for fatalities this quarter is 82 minutes which is well within the 90 minute target.
- 3.7 Trespass has recorded the highest increase in the number of incidents compared to the remaining reason categories. It has seen an increase of 421 incidents (10%) along with a 5% (7,752 minutes) increase in disruption minutes. Trespass has been an issue for BTP since the implementation of the target in 2012-13, steadily increasing without any indication of this trend altering. 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.
- 3.8 **Vandalism/theft** has also seen a marked increase, up 29% (7,743 minutes) on last year. This has mainly been due to a cable fire incident trackside on 2nd May at Coventry causing 5,936 minutes. There has also been an increase in the number of stone throwing incidents, up 36% on last year.



4. Performance against targets - Reduce crime & make the railway safer

N1 Reduce notifiable crime (excluding police generated)

- 4.1 BTP's Strategic Plan includes an objective to reduce notifiable offences (excluding police generated) by 20% between 2012-13 and 2018-19. Currently in 2015-16, BTP has recorded 11,190 notifiable offences (excluding police generated). This is 94 offences (0.8%) higher than this time last year.
- 4.2 B and D Division are not achieving the target; with B Division seeing an increase of 155 (2%) offences & D Division increasing 61 offences (16.6%) over last year. The rise on B Division is due to Sex offences, VAP, Criminal Damage and Serious Fraud. 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 on). The key offence for Criminal Damage is graffiti up 12% (36 offences). Serious Fraud has increased by 45 offences (165%) mainly in false representation and Possession of articles for use in fraud. The outcome rate is currently 55% which is slightly lower than the same period last year. 59% D Division has mainly seen an increase in crime groups VAP and Theft of railway/property & burglary. For VAP offences, assaults have seen the increase, 14% up on last year. The outcome rate still remains high at 60% as assaults usually mean the offender is apprehended at the scene. For theft of railway/property & burglary, shoplifting offences are up 82% (18 offences) and are concentrated at two locations, Edinburgh and Glasgow.
- 4.3 Appendix E shows the daily crime rates for each notifiable crime group. Although the crime rate has fallen steadily over the past three years, there are significant differences between the crime groups.
- 4.4 ToPP accounts for 25% of BTP's notifiable offences and is critical to the achievement of the notifiable crime reduction target. Appendix E shows that ToPP rates have fallen steadily since 2010-11. This improvement has continued into 2015-16 with 86 fewer offences compared to Q1 in 2014-15. This is due to the on-going work around ToPP and the promotion of the 'Report My Loss' website which allows the UK public to report lost property

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and place the information on the national UK Police system. 'Report my Loss' has increased significantly over the last year, with the Control Room now informing callers to use this service in order to receive a police generated reference which is leading to Theft of Passenger Property only being recorded as a crime when it is genuine.

- 4.5 Crime groups that have seen an increase YTD are Sexual, Criminal Damage and Fraud. Sex offences have increased by 139 (42%) in the first quarter of 2015/16. This indicates that both Operation Guardian & report it, stop it (launched end of April 2015) are achieving their aim to increasing confidence and encourage victims to come forward. As Operation Guardian has been rolled out Forcewide all Sub-Divisions except Wales & Western have seen an increase. It is important to note that the increase in sexual offences have predominantly been 'Sexual assault on a female aged 13 or over'. Within this category over 80% of them involved groping or touching.
- 4.6 YTD Criminal damage has increased by 12% (100 offences). Sub-divisions South (21%; 50 offences) and TfL (36%; 47 offences) are contributing the most towards this. This is mainly from very low level graffiti offences which are up 65 offences (15%) compared to 2014-15. It's worth noting that staff on South Sub-Division have been encouraged to report graffiti which has resulted in an increase in recorded offences. In order to deal with this increase, overnight patrols between 00:00 06:00 have been rolled out on South to tackle damage to line infrastructure and graffiti. Currently patrols are focussed at Newington station and Three Bridge Depot as they have been identified as key hotspots.

N2 Reduce violence against the person

- 4.7 To help achieve the notifiable strategic plan by 2019 a violence against the person (VAP) target has been set to reduce offences by at least 10% on 2014-15 levels.
- 4.8 Currently Forcewide BTP is 4% (88 offences) above this time last year. This increase has been seen across all Divisions mainly Common assault and in offences causing intentional harassment alarm or distress including racially or religiously aggravated



4.9 Table 1: VAP Offences breakdown;

Sub Division	2014/15	2015/16	% Change	2015-16 Outcome Rate
East	407	395	-5%	31%
South	507	572	13%	22%
TfL	513	546	6%	16%
Midlands	150	150	0%	29%
Pennine	327	303	-7%	40%
Wales	42	66	57%	32%
Western	84	72	-14%	37%
Scotland	83	97	17%	60%
Total	2,113	2,201	4%	27%

- 4.10 There are currently two operations 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 overcrowding, with the number of passengers increasing by 7% compared to last year. Also with the closure of Tottenham Court Road station, some lines on TfL are busier than usual which again is leading to passenger altercations. Op Shepherd has been rolled out on East and South sub division and it entails 2 train patrols every Friday at key hotpot locations to tackle VAP which tends to be alcohol related.
- 4.11 Operation Stronghold is also on-going in C division with the key hotspot locations across all sub division 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, the implementation of no drinking zones particularly on Friday and Saturday evenings and the role out of Body Warn Cameras. Collectively, these initiatives should help drive down violence against the person over the performance year.
- 4.12 South has seen the largest increase with 65 offences more than the same period last year.
 Common assault accounted for 40% of all VAP in South. Staff assaults accounted for 36%

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on South with rush hour being the peak time (8am and 5-6pm) when commuter volumes increase alongside tensions.

Criminal Justice

- 4.13 Improved conviction rates also help reduce crime on the railway. According to CPS data, BTP's Crown Court conviction rate for Q1 2014-15 was 82% which is lower than the same period last year at 87%. During the same period, the national rate for all Forces went up from 80% to 81%.
- 4.14 BTP's conviction rate for Magistrates for Q1 2015-16 remains the same as Q1 2014-15 at 85%. The national rate fell from 85% in Q1 2014-15 to 84% in Q1 2015-16.

5. Performance against targets - Promote passenger confidence on the railway

5.1 Three National Targets support the strategic objective: improving passengers' confidence ratings (N5), rail staff confidence (N6) and improve confidence at lowest ranked stations (N7).

N5 Passengers' confidence rating for their personal security

- 5.2 NPS surveys are undertaken by Passenger Focus in spring and autumn. With the Spring 2015 survey results released in June.
- 5.3 This showed that passengers rate their personal security at 77.75%. This is a further increase on the last four surveys. The latest survey was carried out between January and March, prior to the implementation of many divisional and sub-divisional PSPs to target increasing confidence. Therefore the effect of the confidence PSPs has not been observed at this stage. Data from the next wave in Autumn, surveyed between September to November 2015 should incorporate the effect of the PSPs and BTP should therefore see a further rise in confidence levels.



5.4 Table 2: Percentage of NPS respondents giving a "Fairly Good" or "Very Good" rating for their personal security

	Spring 2012	Autumn 2012	Spring 2013	Autumn 2013	Spring 2014	Autumn 2014	Spring 2015	Spring 2019
On stations & trains	74.5%	77.1%	75.2%	76.1%	76.6%	77.25%	77.75%	
Policing Plan Strategic Objective Target			Baseline survey		76.4%	77.0%	77.5%	82.72%

The Divisions have made a significant start on the PSPs for confidence. B Division has 37 PSPs currently open and the Force is planning two National Days of action in August to influence the start of the Autumn wave interviewing. This will incorporate a drive towards the Media campaign of "You said, We Did" and meet the manager type events.

N6 Rail staff confidence rate personal security at work "Good" or "Very good"

5.5 The Rail staff survey is carried out annually in March and April. The second survey was conducted in March 2015 and there were 3,587 responses from rail staff with 64.8% of respondents rating their personal security at work "Good" or "Very good". This is a slight drop compared to 65.1% in March 2014 survey which can be attributed to the increase in the number of respondents (March 2014 1,577 respondents).

6. <u>Performance against targets – Delivering value for money</u>

N4 2014-15 Level of sickness to be less than 7.3 days per employee

6.1 At the end of Q1 2015-16, BTP's overall sickness rate is at 1.70 days per employee against a target of 1.83, achieving target by 615 days. Only C & D Division are currently not achieving target.



- 6.2 There has been particular improvement in Divisions A and D, as table 3 below outlines. Over Q4 in 2014-15 & Q1 2015-16 a marked reduction across all employee types can be seen. This has mainly come from a decrease in the length and number of long-term sickness instances.
- 6.3 Forcewide all employee types are currently achieving with staff having the highest levels of sickness, due to a number of long-term sickness instances.

Table 3: Sickness Breakdown by Division

			2015-16		
Division	Q1	Q2	Q3	Q4	Q1
A Division	2.04	1.90	2.12	1.52	1.33
B Division	1.39	1.55	1.79	1.72	1.76
C Division	1.62	1.62	2.22	2.11	2.00
D Division	2.64	4.41	2.96	2.51	1.92
Force	1.68	1.81	2.05	1.82	1.70

7. Local Targets

Table 4: Sub-Division local target performance

Area	East	South	TFL	Midland	Pennine	Western	Wales	Scotland
Currently Achieving	1	1	3	2	2	1	2	3
No. of Targets	5	5	6	8	8	8	8	8

- 7.1 **East's** reduction cycle crime target is currently 66 offences above this time last year. On train patrols are achieving target with an extra 32 Friday night patrols.
- 7.2 **South** is slightly above the cycle crime reduction target of 8% at 7.2% (43 offences). On train patrols are achieving target with an extra 17 on Friday nights.
- 7.3 **TfL** aggression against staff target is 14% (15 offences) higher than same period last year. At the end of Q1 sexual offences outcomes were 47% (21 offences) below last year. The number of lost customer hour incidents is currently 66 incidents (41%) over 2014-15 levels.

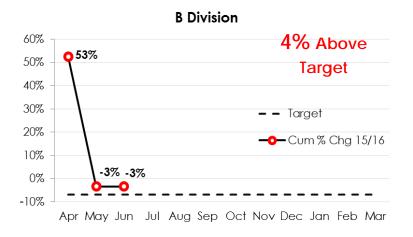
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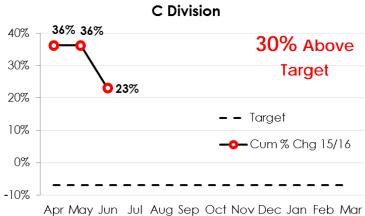


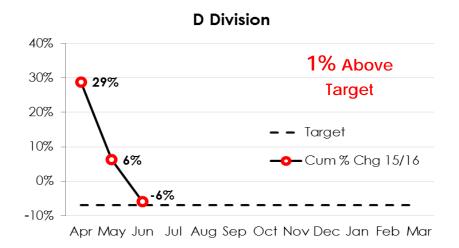
- 7.4 **Midlands** has recorded 20 more TPP offences (10%) than previous year. Cycle crime is down 39 offences achieving a reduction of 24% against last year.
- 7.5 **Pennine** just missed the aggression towards staff target by one offence. The reduction in cycle crime is 8% (11 offences) below this time last year.
- 7.6 **Wales** is achieving staff assaults positive outcome rate, 67% against a target of 55%. Cycle offences in Q1 were 53% (10 offences) above last year.
- 7.7 **Western** has seen a reduction in TPP offences by 19 (14%) compared to 2014-15 levels. Cycle crime is currently 10 offences (105) over this time last year.
- 7.8 **Scotland** in Q1 recorded 5 more TPP offences than same period last year. Violence against the person is 26% (7 offences) below the previous year.



Appendix D: Disruption by Divisions against 2014-15 target









Appendix E: Notifiable Crime Groups, Recorded offences per day

							201	4-15		2015-16
	10-11	11-12	12-13	13-14	14-15	Q1	Q2	Q3	Q4	Q1
VAP	22.4	21.6	22.3	23.1	25.1	24.3	24.5	25.8	25.7	24.2
Sexual	2.6	2.8	2.5	3.1	3.8	3.7	4.4	3.5	3.7	3.7
Criminal Damage	13.7	10.7	9.5	9.0	9.2	9.6	7.8	9.8	9.6	9.5
Serious Line of Route	4.1	3.8	3.3	3.1	3.0	3.8	3.2	2.7	2.4	3.7
ToPP	45.6	40.5	47.4	39.3	33.0	34.7	33.5	35.0	28.6	32.9
Vehicle / cycle crime	22.1	23.8	20.4	20.4	19.8	20.2	24.7	19.1	15.2	19.6
Robbery	1.9	1.8	1.5	1.2	1.0	1.1	0.9	1.0	1.0	1.1
Theft Rly/Comm Prop.	18.7	16.3	13.2	12.1	10.9	12.1	10.5	10.9	10.0	12.0
Ser. Public Disorder	17.6	13.8	13.1	13.1	12.4	12.8	12.7	12.6	11.4	12.8
Serious Fraud	2.7	2.4	2.5	1.3	1.0	1.3	8.0	1.0	1.0	1.1
Drug offences	11.8	10.0	9.5	10.9	6.5	7.9	6.1	5.8	6.0	7.9
Other Notifiable	2.3	2.3	2.6	2.7	2.3	2.4	2.4	2.1	2.2	2.3
Total Notifiable	165.6	149.9	147.6	139.3	127.9	133.8	131.4	129.4	116.9	130.8
Selected subsets										
Notifiable, excl. PG	152.5	139.1	137.2	127.4	120.6	125.0	124.4	122.8	110.0	123.0
Live cable	3.8	3.1	1.3	8.0	0.5	0.6	0.4	0.6	0.5	0.4
Non-live cable	3.7	3.4	2.1	1.4	8.0	0.8	0.7	8.0	0.7	8.0
Cycle crime	16.0	18.4	15.8	16.4	15.8	16.2	20.3	15.1	11.5	16.1
Motor crime	6.1	5.4	4.5	4.0	4.0	3.9	4.3	4.0	3.7	3.5

Appendix A 2015-16 Performance Dashboard, Q1

N/A : not applicable	2015-16 Q1 performance	↑	: improving
n/av: not available	compared with 2014-15	$oldsymbol{\Psi}$: not as good
YTD: year to date	Q4 performance:	←	: similar

	2015-16 Policing No. of targets	Plan targets Achieving
National *	4	1
Local	56	14

^{*} Figures exclude N5 (Passenger survey) which is monitored bi-annually (results avaliable in Januar N6 (rail staff survey) & N7 (Confidence at low ranked stations) both monitored by annual survey (re:

	2010-11	2011-12	2012-13	2013-14	2014-15	2014-15 Quarter 1	2014-15 Quarter 4	2015-16 Quarter 1	Direction	2015-16 Annual Target	2015-16 YTD Target	2015-16 performance
Disruption: Reducing disruption to help keep the	e railway runn	ning										
NWR police related Disruption Minutes	1,406,625	1,580,474	1,171,730	1,242,171	1,420,439	302,608	250,581	341,889	Ψ	1,153,693	305,536	341,889
NWR Disruption Minutes due to trespass	459,267	448,696	435,523	512,697	599,972	157,415	128,458	165,426	•			
NWR Disruption Minutes due to fatalities or injuries caused by being hit by a train	318,717	492,417	387,521	472,655	425,830	98,670	91,851	121,684	•			
Live cable offences	1369	1120	491	293	195	54	47	32	↑			
Average time to clear non-suspicious and unexplained fatalities (minutes)	81	76	76	76	81	80	87	82	↑			
Average time to clear one track at multi-track fatalities (minutes)	n/av	n/av	n/av	n/av	40	47	27	52	Ψ			
Protect: Reducing crime to make the railway saf	er & more sed	cure	1									
Notifiable offences, excluding police generated	55,680	50,925	50,081	46,508	44,017	11,376	10,135	11,190	Ψ	42,696	11,096	11,190
Detection rate for notifiable offences including police generated	32%	32%	31%	34%	31%	29%	30%	22%	Ψ			
Reduce Violence Against the Person offences	8,140	7,912	8,117	8,425	9,149	2,113	2,222	2,203	↑	7,946	2,113	2,203
Theft of Passenger Property offences	16,648	14,841	17,292	14,353	12,039	3,161	2,576	2,910	•			
Cycle Crime	5,854	6,746	5,779	5,993	5,776	1,478	1,039	1,467	•			
Conviction Rate, Crown Courts	81%	82%	79%	81%	81%	87%	76%	82%**	^			
Conviction Rate, Magisrates Courts	84%	84%	87%	86%	83%	85%	83%	85%**	↑			
Serve: Promoting confidence in the use of the ra	ilway							** April-May on	y (June data no	t yet available from C	PS)	
	86%	84%	85%	050/	83%	85%	83%	82%	Ψ			
Victim of Crime Survey, Overall Satisfaction rating	86%	84%	85%	85%	83%	85%	83%	82%	•			
NPS: % giving "Good" or "Satisfied" rating for personal security on board trains and at stations.	73.5%	74.6%	76.2%	76.4%	77.16%	n/av	77.16%	n/av		78.8%	N/A	N/A
Rail staff survey: % of respondents rating their personal security at work "Good" or "Very good"	n/av	n/av	n/av	65.1%	64.8%	N/A	N/A	N/A		67.7%	N/A	N/A
Station Confidence: Increase confidence levels at 20 lowest ranked stations	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		71.0%	N/A	N/A
Finance: delivering value for money												
Sickness absence (days per employee)	7.68	7.40	7.50	7.34	7.36	1.78	1.82	1.70	↑	7.30	1.83	1.70

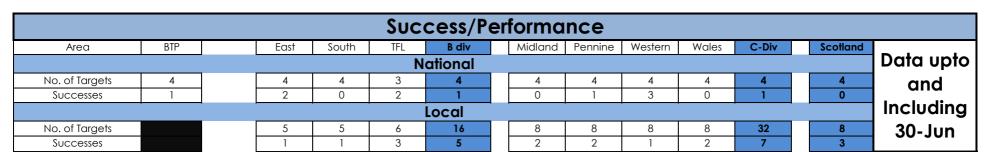
Appendix A 2015-16 Performance Dashboard, Q1

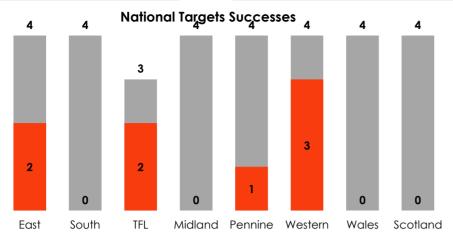
Γ	N/A : not applicable	2015-16 Q1 performance	1	:	improving
	n/av: not available	compared with 2014-15	¥	:	not as good
ı	YTD: year to date	O4 performance:	4		similar

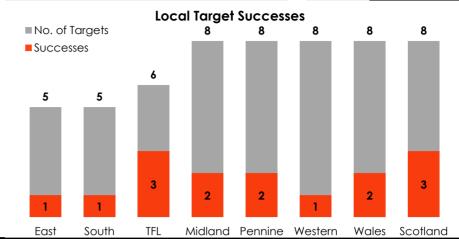
	2015-16 Quarter 1	2015-16 Annual	2015-16 YTD target	2015-16 YTD performance
B Division, East	- Quarter 1	Aiiiuui	TTD target	performance
Cycle crime	424	1,302	358	424
Trespass & Fatality PSPs	-	20	-	-
Low confidence stations PSPs	-	23	-	-
Trafalgar visibility	-	80%	80%	-
On train patrols	176	588	144	176
B Division, South				
Cycle crime	558	2,094	601	558
Trespass & Fatality PSPs	-	15	-	-
Low confidence stations PSPs	-	16	-	-
Trafalgar visibility	-	80%	80%	-
On train patrols	137	490	120	137
B Division, TfL	0.00	0.00	0.00	2.22
Notifiable Crime per passenger journeys	6.80 122	6.80 416	6.80 107	6.80
Aggression & violence against staff DLR Joint Operations	38	150	38	38
Positive outcomes for sexual offences	24	199	45	24
Trafalgar visibility	_	80%	80%	-
Lost customer hours	226	715	160	226
O District Middenda	_			
C Division, Midlands Aggression towards staff	82	306	94	82
Positive outcomes for staff assaults	38%	60%	60%	38%
Theft of Passenger Property	209	735	192	209
Cycle crime	127	663	166	127
Disruption hotspot PSPs	_	5		
Disruption category PSPs	_	5	-	_
ASB PSPs	_	10	-	-
	_			
C Division, Pennine Aggression towards staff	149	537	150	149
Positive outcomes for staff assaults	37%	61%	61%	37%
Theft of Passenger Property	364	1,264	389	364
Cycle crime	115	469	126	115
Disruption hotspot PSPs	-	6		
Disruption category PSPs	-	5	-	-
ASB PSPs	-	15	-	-
C Division Wales	_			
C Division, Wales Aggression towards staff	21	94	28	21
Positive outcomes for staff assaults	88%	62%	62%	88%
Theft of Passenger Property	56	210	53	56
Cycle crime	29	76	19	29
Disruption hotspot PSPs	-	4	-	-
Disruption category PSPs	-	4	-	-
ASB PSPs	-	6	-	-
C Division, Western				
Aggression towards staff	59	203	57	59
Positive outcomes for staff assaults	39%	66%	66%	39%
Theft of Passenger Property	120	503	138	120
Cycle crime	109	379	100	109
Disruption hotspot PSPs	-	4		
Disruption category PSPs	-	4	-	-
ASB PSPs	-	6	-	-
D Division		20.1	67	-00
Theft of Passenger Property Violence at hotspots	69 20	284	67 27	69 20
Violence at hotspots Trespass/Satisfaction PSPs	20 72%	105 75%	27 75%	72%
Key location/Satisfaction PSPs	76%	75%	75%	76%
Train Services/Satisfaction PSPs	70%	75%	75%	70%
Satisfaction PSPs	80%	75%	75%	80%
Community Rail locations	70%	75%	75%	70%
Victim of Crime Survey, satisfaction rating	90%	92%	92%	90%
		_		

	2015-16 Policing Plan targets						
	No. of targets	Achieving					
National *	4	1					
Local	56	14					

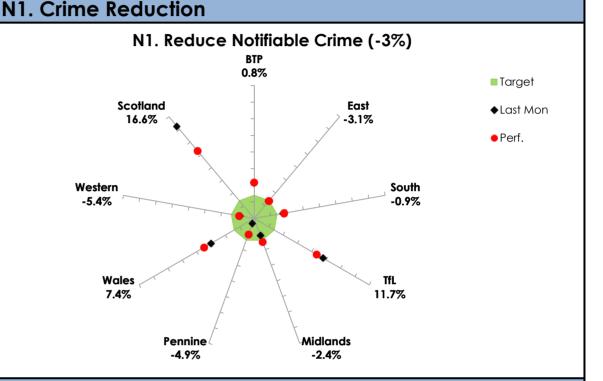
^{*} Figures exclude N5 (Passenger survey) which is monitored bi-annually (results ave N6 (rail staff survey) & N7 (Confidence at low ranked stations) both monitored by an







N1. Crime Reduction									
Area YTD Prev YTD Perf. Target Last Mon									
BTP	11190	11096	0.8%	-3%	1%				
East	2168	2238	-3.1%	-3.0%	-3.1%				
South	2777	2801	-0.9%	-3.0%	-1.1%				
TfL	2373	2124	11.7%	-3.0%	14.0%				
Midlands	964	988	-2.4%	-3.0%	-4.5%				
Pennine	1700	1788	-4.9%	-3.0%	-8.4%				
Wales	276	257	7.4%	-3.0%	4.9%				
Western	504	533	-5.4%	-3.0%	-5.7%				
Scotland	428	367	16.6%	-3.0%	26.3%				
					_				
B-Div	7318	7163	2.2%	-3.0%]				
C-Div	3444	3566	-3.4%	-3.0%]				
D-Div	428	367	16.6%	-3.0%					



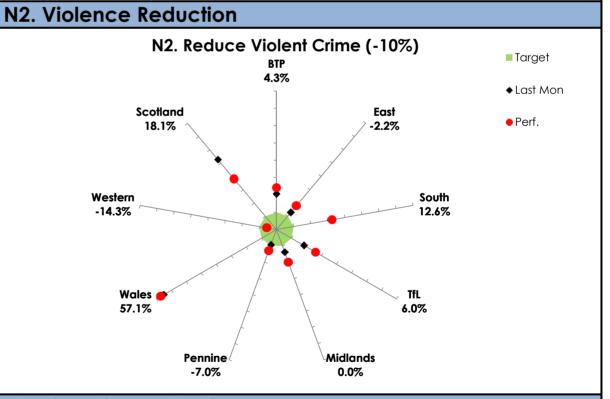
N2. Violence Reduction Area Prev YTD Perf. Target Last Mon BTP 2203 East 398 -10.0% 571 507 -10.0% South 513 TfL 544 -10.0% Midlands 150 150 -10.0% 304 327 -10.0% Pennine Wales 66 42 -10.0% 72 -14.3% -10.0% -14.0% 84 Western Scotland 98 83 -10.0% 1427 -3.0% B-Div 1513 C-Div 592 603 -3.0%

83

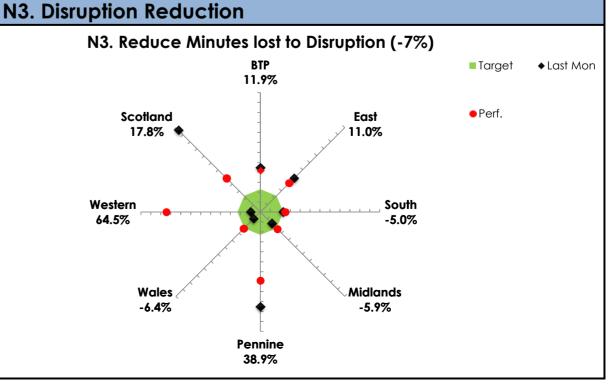
-3.0%

98

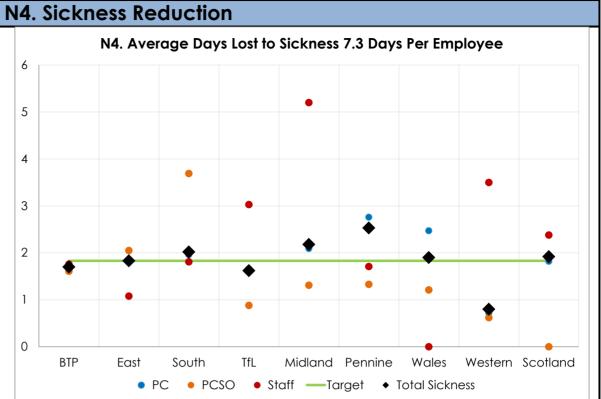
D-Div



N3. Disruption Reduction Area YTD Prev YTD Target Last Mon Perf. -7.0% East 75991.38 68487 -7.3% South 85304 89761 -7.0% Midlands 43198 45902.5 -7.0% -7.0% Pennine 83636 60204.1 -20.3% Wales 10359 11066 -7.0% 27925 16980 -7.0% Western -20.3% Scotland 15476 13135 -7.0% 161295.38 **B-Div** 158248 -7.0% C-Div 165118 134152.6 -7.0% D-Div 15476 13135 -7.0%



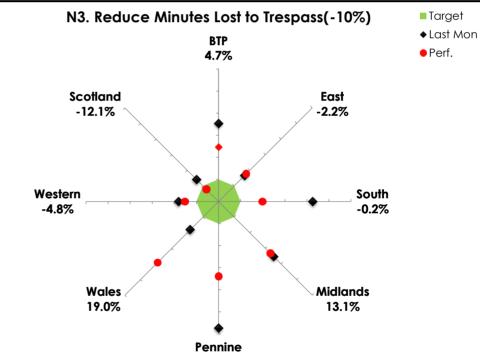
N4a N4b N4 N4c Total PC **PCSO** Staff **Target** Area Sickness 1.83 1.76 BTP 1.70 1.69 1.61 2.05 3.69 1.83 East 2.02 1.96 1.81 South 1.83 TfL 1.62 1.66 0.88 3.03 1.83 2.18 2.09 1.31 5.20 Midland 1.83 2.76 1.71 2.53 1.33 Pennine 1.83 1.90 2.47 1.21 0.00 1.83 Wales 0.80 0.72 0.62 3.50 Western 1.83 1.92 1.82 N/A 2.38 Scotland 1.83 1.76 1.87 2.09 B-Div 1.66 1.83 2.00 2.02 1.18 2.48 C-Div 1.83 1.92 1.82 2.38 N/A D-Div 1.83



N5. Passenger	Confidence	N6.Rail Sta	ff Confidence	N7. Confidence at Lowest Ranked Stations		
Target	Current Score	Target	Current Score	Target	Current Score	
78.8%		67.7%		71%		

N3a. Trespass Reduction

	N3a	. Trespass	Reduction	on	
Area	YTD	Prev YTD	Perf.	Target	Last Mon
BTP	165151.4	157674.6	5 %	-10%	15%
East	25339.38	25919	-2.2%	-10.0%	-3.3%
South	43220	43293	-0.2%	-10.0%	22.8%
Midlands	27556	24355.5	13.1%	-10.0%	15.1%
Pennine	43918	38596.1	13.8%	-10.0%	37.4%
Wales	7231	6076	19.0%	-10.0%	-1.9%
Western	10464	10986	-4.8%	-10.0%	-1.9%
Scotland	7423	8449	-12.1%	-10.0%	-5.9%



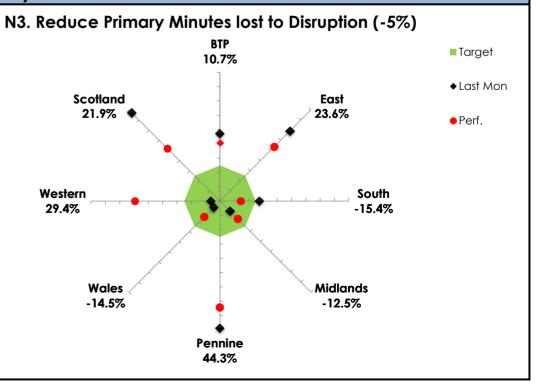
13.8%

٨	lon-Trespas	s Minutes	
Area	YTD	Prev YTD	% Change
BTP	176738	147861	20%
East	50652	42568	19%
South	42084	46468	-9 %
Midlands	15642	21547	-27 %
Pennine	39718	21608	84%
Wales	3128	4990	-37%
Western	17461	5994	191%
Scotland	8053	4686	72 %

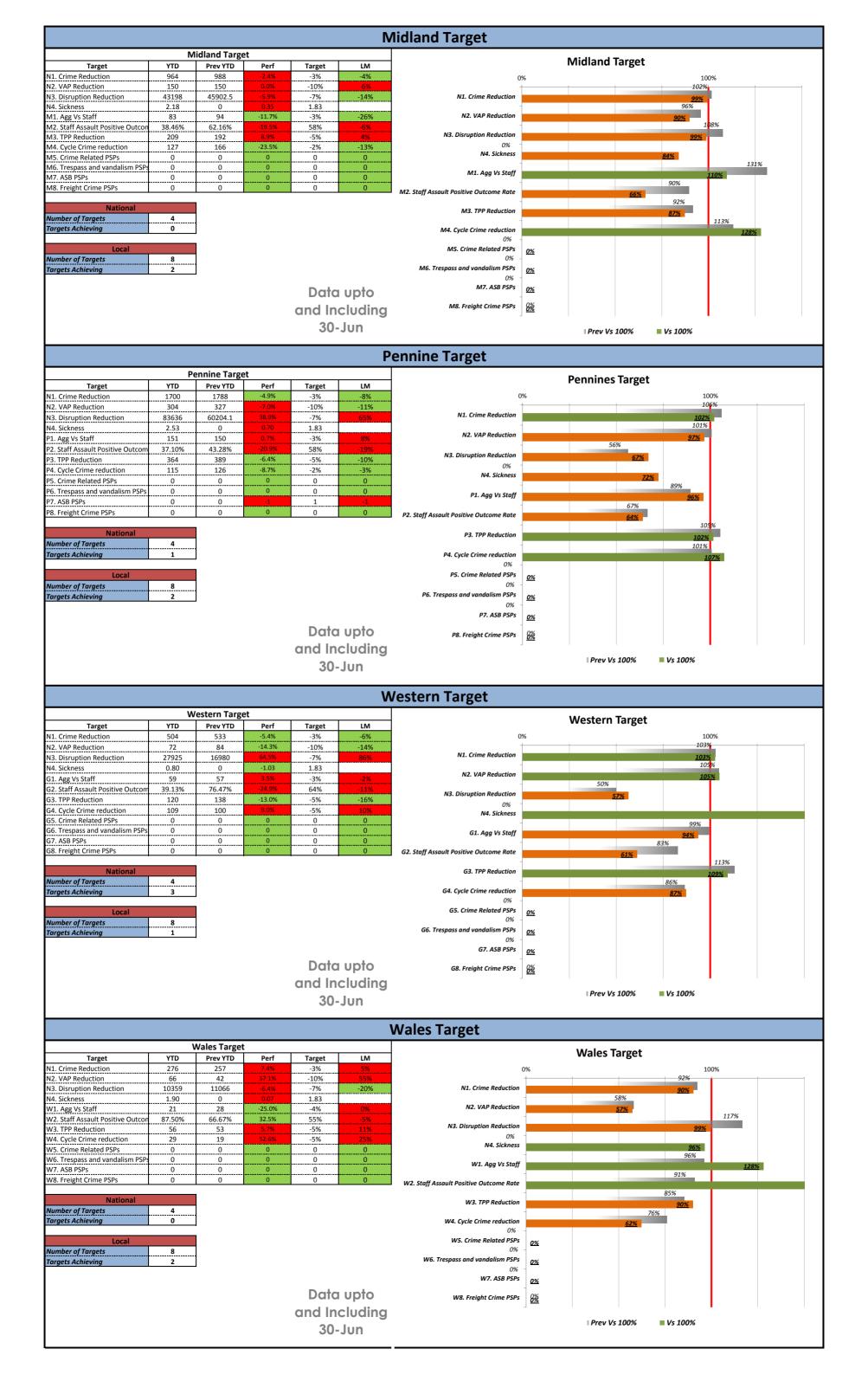
N3b. Primary Mins Reduction

	N3b. P	rimary Mi	ns Reduc	tion	
Area	YTD	Prev YTD	Perf.	Target	Last Mon
BTP	135575	122461.6	11%	-5%	17%
East	31444.48	25437	23.6%	-5.0%	39.2%
South	27099	32029	-15.4%	-5.0%	-2.5%
Midlands	17849	20396	-12.5%	-5.0%	-20.1%
Pennine	39285	27227.1	44.3%	-5.0%	58.8%
Wales	4103	4800	-14.5%	-5.0%	-23.7%
Western	8165.5	6312.5	29.4%	-5.0%	-23.7%
Scotland	7629	6260	21.9%	-5.0%	57.2%

	Reactionary	Minutes .	
Area	YTD	Prev YTD	% Change
BTP	206314.4	183074	13%
East	44546.9	43050	3%
South	58205	<i>577</i> 32	1%
Midlands	25349	25506.5	-1%
Pennine	44351	32977	34 %
Wales	6256	6266	0%
Western	19759.5	10667.5	85 %
Scotland	7847	6875	14%







RTD Force Crime	Group Data from 0	1 April 2015 00:00	to 30 June 2015 23:59:59

				01Δ	/iolence Ag	ainst the P	erson			1					02A Sexua	I Offences								03A Crim	inal Damag	e/ Maliciou	s Mischief		
Sub Division	Rec 14/15	Rec 15/16	% Diff	Det 14/15		% Diff	Det Rate 14/15	Det Rate 15/16	Diff	Sub Division	Rec 14/15	Rec 15/16	% Diff			% Diff	Det Rate 14/15	Det Rate 15/16	Diff	Sub Division	Rec 14/15	Rec 15/16	% Diff		Det 15/16		Det Rate 14/15	Det Rate 15/16	Diff
East	424	421	-1%	180	144	-20%	42%	34%	-8%	East	57	61	7%	9	13	44%	16%	21%	6%	East	157	121	-23%	27	9	-67%	17%	7%	-10%
Midlands	157	156	-1%	78	60	-23%	50%	38%	-11%	Midlands	20	32	60%	5	13	160%	25%	41%	16%	Midlands	77	97	26%	16	8	-50%	21%	8%	-13%
Pennine	343	318	-7%	161	151	-6%	47%	47%	1%	Pennine	43	51	19%	15	18	20%	35%	35%	0%	Pennine	144	168	17%	18	23	28%	13%	14%	1%
Scotland	90	105	17%	65	72	11%	72%	69%	-4%	Scotland	9	16	78%	5	10	100%	56%	63%	7%	Scotland	56	60	7%	9	3	-67%	16%	5%	-11%
South	533	597	12%	225	179	-20%	42%	30%	-12%	South	62	85	37%	15	13	-13%	24%	15%	-9%	South	243	293	21%	24	16	-33%	10%	5%	-4%
TFL	522	558	7%	191	117	-39%	37%	21%	-16%	TFL	121	213	76%	44	24	-45%	36%	11%	-25%	TFL	130	177	36%	93	3	-97%	72%	2%	-70%
Wales	44	67	52%	18	33	83%	41%	49%	8%	Wales	5	4	-20%	5	3	-40%	100%	75%	-25%	Wales	18	21	17%	5	4	-20%	28%	19%	-9%
Western	90	78	-13%	50	35	-30%	56%	45%	-11%	Western	16	10	-38%	11	3	-73%	69%	30%	-39%	Western	44	32	-27%	8	2	-75%	18%	6%	-12%
Total	2203	2300	4%	968	791	-18%	44%	34%	-10%	Total	333	472	42%	109	97	-11%	33%	21%	-12%	Total	869	969	12%	200	68	-66%	23%	7%	-16%

				04A S	erious Line	of Route O	ffences]				04B Less	Serious Li	ne of Route	Offences			Ī				05A	Theft of Pas	senger Pr	operty		
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	46	39	-15%	4	4	0%	9%	10%	2%	East	294	257	-13%	74	37	-50%	25%	14%	-11%	East	602	545	-9%	38	24	-37%	6%	4%	-2%
Midlands	74	68	-8%	11	9	-18%	15%	13%	-2%	Midlands	373	435	17%	51	32	-37%	14%	7%	-6%	Midlands	192	212	10%	16	19	19%	8%	9%	1%
Pennine	89	114	28%	14	17	21%	16%	15%	-1%	Pennine	702	897	28%	99	71	-28%	14%	8%	-6%	Pennine	389	362	-7%	28	15	-46%	7%	4%	-3%
Scotland	16	20	25%	1	3	200%	6%	15%	9%	Scotland	331	390	18%	69	71	3%	21%	18%	-3%	Scotland	67	72	7%	17	1	-94%	25%	1%	-24%
South	54	56	4%	7	7	0%	13%	13%	-0%	South	331	438	32%	72	47	-35%	22%	11%	-11%	South	614	574	-7%	32	22	-31%	5%	4%	-1%
TFL	22	27	23%	4	2	-50%	18%	7%	-11%	TFL	72	92	28%	25	29	16%	35%	32%	-3%	TFL	941	969	3%	37	30	-19%	4%	3%	-1%
Wales	16	28	75%	3	5	67%	19%	18%	-1%	Wales	166	196	18%	28	23	-18%	17%	12%	-5%	Wales	53	57	8%	2	3	50%	4%	5%	1%
Western	18	14	-22%	5	5	0%	28%	36%	8%	Western	148	148	0%	26	17	-35%	18%	11%	-6%	Western	138	119	-14%	17	8	-53%	12%	7%	-6%
Total	335	366	9%	49	52	6%	15%	14%	-0%	Total	2417	2853	18%	444	327	-26%	18%	11%	-7%	Total	2996	2910	-3%	187	122	-35%	6%	4%	-2%

										1										T									
				06A M	lotor Vehicl	e/ Cycle Of	fences								07A Robbe	ry Offences	3						08A	Theft of Ra	ilway/ Com	mercial Pro	perty & Burglary		
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	432	492	14%	55	28	-49%	13%	6%	-7%	East	16	17	6%	11	3	-73%	69%	18%	-51%	East	275	260	-5%	119	77	-35%	43%	30%	-14%
Midlands	225	170	-24%	30	23	-23%	13%	14%	0%	Midlands	6	9	50%	3	3	0%	50%	33%	-17%	Midlands	97	98	1%	22	35	59%	23%	36%	13%
Pennine	181	189	4%	23	27	17%	13%	14%	2%	Pennine	16	4	-75%	5	4	-20%	31%	100%	69%	Pennine	301	239	-21%	132	98	-26%	44%	41%	-3%
Scotland	34	43	26%	6	7	17%	18%	16%	-1%	Scotland	2	3	50%	2	3	50%	100%	100%	0%	Scotland	64	78	22%	32	42	31%	50%	54%	4%
South	706	652	-8%	72	76	6%	10%	12%	1%	South	42	26	-38%	19	5	-74%	45%	19%	-26%	South	238	196	-18%	79	51	-35%	33%	26%	-7%
TFL	58	98	69%	4	1	-75%	7%	1%	-6%	TFL	12	19	58%	5	3	-40%	42%	16%	-26%	TFL	53	43	-19%	7	9	29%	13%	21%	8%
Wales	32	40	25%	7	5	-29%	22%	13%	-9%	Wales	1		-100%		1	-100%	0	0	0	Wales	29	17	-41%	9	2	-78%	31%	12%	-19%
Western	120	143	19%	3	10	233%	3%	7%	4%	Western	1	1	0%			-100%	0	0	0	Western	35	38	9%	5	7	40%	14%	18%	4%
Total	1788	1827	2%	200	177	-12%	11%	10%	-1%	Total	96	79	-18%	45	22	-51%	47%	28%	-19%	Total	1092	969	-11%	405	321	-21%	37%	33%	-4%

				09A Se	rious Public	Disorder C	Offences							09B Less \$	Serious Pub	blic Disord	er Offences							10	A Serious F	raud Offer	ices		
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
ast	175	159	-9%	82	52	-37%	47%	33%	-14%	East	395	266	-33%	136	75	-45%	34%	28%	-6%	East	27	37	37%	17	13	-24%	63%	35%	-28%
lidlands	116	94	-19%	63	48	-24%	54%	51%	-3%	Midlands	258	179	-31%	77	69	-10%	30%	39%	9%	Midlands	5	6	20%	1	1	0%	20%	17%	-3%
ennine	246	201	-18%	150	124	-17%	61%	62%	1%	Pennine	609	447	-27%	324	199	-39%	53%	45%	-9%	Pennine	10	25	150%	6	17	183%	60%	68%	8%
cotland	1	1	0%	1	2	100%	100%	200%	100%	Scotland	367	288	-22%	215	166	-23%	59%	58%	-1%	Scotland	9	8	-11%	4	5	25%	44%	63%	18%
outh	279	249	-11%	105	68	-35%	38%	27%	-10%	South	497	427	-14%	129	76	-41%	26%	18%	-8%	South	15	18	20%	8	8	0%	53%	44%	-9%
FL	230	200	-13%	82	51	-38%	36%	26%	-10%	TFL	440	308	-30%	207	76	-63%	47%	25%	-22%	TFL	29	62	114%	17	43	153%	59%	69%	11%
/ales	52	34	-35%	30	29	-3%	58%	85%	28%	Wales	121	78	-36%	53	30	-43%	44%	38%	-5%	Wales	1		-100%			-100%	0	0	0
/estern	62	60	-3%	40	31	-23%	65%	52%	-13%	Western	104	97	-7%	34	43	26%	33%	44%	12%	Western	2	3	50%	1		-100%	50%	0	-50%
Total	1161	998	-14%	553	405	-27%	48%	41%	-7%	Total	2791	2090	-25%	1175	734	-38%	42%	35%	-7%	Total	98	159	62%	54	87	61%	55%	55%	-0%

				10B	Less Serious	Eraud Off	fonces			1					11A Drug	Offences				T				12	A Other Ser	rious Offon	coc		
				100																				12					
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	259	134	-48%	141	52	-63%	54%	39%	-16%	East	106	77	-27%	113	51	-55%	107%	66%	-40%	East	44	39	-11%	22	9	-59%	50%	23%	-27%
Midlands	163	139	-15%	68	44	-35%	42%	32%	-10%	Midlands	35	44	26%	31	33	6%	89%	75%	-14%	Midlands	26	28	8%	15	4	-73%	58%	14%	-43%
Pennine	557	228	-59%	335	125	-63%	60%	55%	-5%	Pennine	203	112	-45%	167	107	-36%	82%	96%	13%	Pennine	42	43	2%	21	9	-57%	50%	21%	-29%
Scotland	44	39	-11%	32	17	-47%	73%	44%	-29%	Scotland	26	24	-8%	27	23	-15%	104%	96%	-8%	Scotland	23	27	17%	14	13	-7%	61%	48%	-13%
South	518	273	-47%	387	64	-83%	75%	23%	-51%	South	157	126	-20%	149	88	-41%	95%	70%	-25%	South	40	57	43%	18	20	11%	45%	35%	-10%
TFL	664	129	-81%	614	48	-92%	92%	37%	-55%	TFL	129	58	-55%	121	41	-66%	94%	71%	-23%	TFL	15	21	40%	13	7	-46%	87%	33%	-53%
Wales	31	36	16%	14	10	-29%	45%	28%	-17%	Wales	20	14	-30%	13	10	-23%	65%	71%	6%	Wales	8	9	13%	7		-100%	88%	0	-88%
Western	69	61	-12%	28	18	-36%	41%	30%	-11%	Western	41	30	-27%	39	19	-51%	95%	63%	-32%	Western	13	12	-8%	8	4	-50%	62%	33%	-28%
Total	2305	1039	-55%	1619	378	-77%	70%	36%	-34%	Total	717	485	-32%	660	372	-44%	92%	77%	-15%	Total	211	236	12%	118	66	-44%	56%	28%	-28%

				12B (Other Less S	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	199	233	17%	177	76	-57%	89%	33%	-56%
Midlands	192	215	12%	88	76	-14%	46%	35%	-10%
Pennine	380	352	-7%	262	177	-32%	69%	50%	-19%
Scotland	198	210	6%	175	137	-22%	88%	65%	-23%
South	340	384	13%	587	310	-47%	173%	81%	-92%
TFL	106	47	-56%	60	15	-75%	57%	32%	-25%
Wales	85	63	-26%	65	47	-28%	76%	75%	-2%
Western	79	66	-16%	36	31	-14%	46%	47%	1%
Total	1579	1570	-1%	1450	869	-40%	92%	55%	-36%

				To	otal Notifial	ole Offend	es							Tota	l Non-Noti	fiable Offe	ences								Total Of	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	2361	2268	-4%	677	427	-37%	29%	19%	-10%	East	1147	890	-22%	528	240	-55%	46%	27%	-19%	East	3508	3158	-10%	1205	667	-45%	34%	21%	-13.2%
Midlands	1030	1014	-2%	291	256	-12%	28%	25%	-3%	Midlands	986	968	-2%	284	221	-22%	29%	23%	-6%	Midlands	2016	1982	-2%	575	477	-17%	29%	24%	-4.5%
Pennine	2007	1826	-9%	740	610	-18%	37%	33%	-3%	Pennine	2248	1924	-14%	1020	572	-44%	45%	30%	-16%	Pennine	4255	3750	-12%	1760	1182	-33%	41%	32%	-9.8%
Scotland	393	454	16%	182	182	0%	46%	40%	-6%	Scotland	944	930	-1%	492	393	-20%	52%	42%	-10%	Scotland	1337	1384	4%	674	575	-15%	50%	42%	-8.9%
South	2983	2929	-2%	753	553	-27%	25%	19%	-6%	South	1686	1522	-10%	1175	497	-58%	70%	33%	-37%	South	4669	4451	-5%	1928	1050	-46%	41%	24%	-17.7%
TFL	2262	2445	8%	618	331	-46%	27%	14%	-14%	TFL	1282	576	-55%	906	168	-81%	71%	29%	-42%	TFL	3544	3021	-15%	1524	499	-67%	43%	17%	-26.5%
Wales	279	291	4%	99	95	-4%	35%	33%	-3%	Wales	403	373	-7%	160	110	-31%	40%	29%	-10%	Wales	682	664	-3%	259	205	-21%	38%	31%	-7.1%
Western	580	540	-7%	187	124	-34%	32%	23%	-9%	Western	400	372	-7%	124	109	-12%	31%	29%	-2%	Western	980	912	-7%	311	233	-25%	32%	26%	-6.2%
Total	11895	11767	-1%	3547	2578	-27%	30%	22%	-8%	Total	9096	7555	-17%	4689	2310	-51%	52%	31%	-21.0%	Total	20991	19322	-8%	8236	4888	-41%	39%	25%	-13.9%

Fact (Sub Dicivicon)	Data from 01 Apr	11 2015 00:00 to	30 June 2015 23:50:50

									East (Sub Dis	ivison) Data	from 01	мрі і 2013	5 00:00 10	30 June 201	5 23:59:59										
					nst the Person						15110	At D.W.		A Sexual Offen			D.W		D 4495	D 45140	A/ D///			alicious Mischief	
Sector ambridge	Rec 14/15 Rec 15				% Diff Det	et Rate 14/15 E 69%	Det Rate 15/16 55%	Diff -14%	Sector Cambridge	Rec 14/15 F	2 Rec 15/16	% Diff	Det 14/15 De	et 15/16 % Di		5 Det Rate 15/16 0	Diff 0	Sector Cambridge	Rec 14/15	Rec 15/16	% Diff -71%	Det 14/15 L		6 Diff Det Rate 0% 14%	4/15 Det Rate 15/16 50%
lchester	23 32				-62%	57%	16%	-41%		4	2	-50%	1	2 1009		100%	75%	Colchester	11	13	18%	1		0% 9%	8%
gs Cross	49 32 27 34				-15% -9%	41% 41%	53% 29%	12% -11%	Euston Kings Cross	5	5	-57% 0%	2	3 2009	14%	100%	86% 0%	Euston Kings Cross	5 17	7	80% -59%	1		100% 40% 100% 6%	0
rpool Street	80 74	-8%	37	25 -	-32%	46%	34%	-12%	Liverpool Street	9	16	78%		4 -100	6 0	25%	25%	Liverpool Street	40	20	-50%	7	-1	100% 18%	0
don Overground (North) vlebone	th) 55 48 10 8				-63% -50%	49% 20%	21% 13%	-28% -8%	London Overground (North) Marvlebone	10	6	-40% 0%	2	-100°		0	-20%	London Overground (North) Marylebone	6 3	11	83% 300%	2		50% 33% 100% 67%	9%
wich	12 7				-33%	25%	29%	4%	Norwich	1	3	-100%		-100		0	0	Norwich	6	12	-100%	-		100% 07%	0
ldington	39 35	-10%		11 -	-21%	36%	31%	-4%	Paddington	1	6	500%		-100		0	0	Paddington Southend	5	11	120%			100% 0	9%
uthend venage	36 36 29				-7% -100%	39%	36% 48%	-3% 48%	Southend Stevenage	5	4	-20% -100%	2	-100 ⁴ 2 -100 ⁴		67%	-40% 67%	Stevenage	22	10	-55% -100%	3		0% 14% 100% 0	30%
Pancras	50 43				4%	46%	56%	10%	St Pancras	6	4	-33%	1	-100		0	-17%	St Pancras	24	11	-54%	7		71% 29%	18%
ratford	27 32				20%	19%	19%	0%	Stratford	3 57	7 61	133%	9	-100 ⁴		0	0	Stratford Total	11	9 121	-18%	1 27		100% 9% 67% 17%	0
Total	424 421	1 -1%	180	144	-20%	42%	34%	-8%	Total	5/	61	7%	9	13 449	16%	21%	6%	Iotai	15/	121	-23%	21	9 -	6/% 1/%	7%
					Route Offence									rious Line of R									eft of Passen		
Sector	Rec 14/15 Rec 15		Det 14/15 De			et Rate 14/15 C			Sector	Rec 14/15 F	Rec 15/16			et 15/16 % Di		5 Det Rate 15/16		Sector Cambridge	Rec 14/15			Det 14/15 [4/15 Det Rate 15/16
mbridge lichester	2 2 8 5				-100%	0	0	0	Cambridge Colchester	24	9 22	-63% 0%	5	1 -839		11%	-14% -5%	Colchester	17	24 19	14% 12%	1		100% 0 100% 6%	4% 0
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Sector	O1A Violence Against the Person	te 15/16 Diff	Sector	Rec 14/15 F	Rec 15/16	% Diff D	02A Sexual Of let 14/15 Det 15/16 9		1/15 Det Rate 15/16) Diff	Sector	Rec 14/15	Rec 15/16	% Diff	Det 14/15		/ Malicious I % Diff	Nischief Det Rate 14/15 De	at Rate 15/16	Diff
Birmingham		% -16%	Birmingham	9		56%		0% 0	29%	29%	Birmingham	33	45	36%	2	2	0%	6%	4%	-2%
Coventry	14 13 -7% 3 3 0% 21% 23		Coventry			100%		% 0	100%	100%	Coventry	12	12	0%	4	2	-50%	33%	17%	-17%
Derby Leicester	5 6 20% 2 -100% 0 33 3 8 167% 5 7 40% 167% 88	% 33% % -79%	Derby Leicester	6		-83%		0% 0 0% 33%	100%	100%	Derby Leicester	3 6	5 6	67% 0%	3	1	-100% -100%	0 50%	20%	-50%
Lincoln	11 7 -36% 7 5 -29% 64% 71		Lincoln	1		0%		% 100%	100%	0%	Lincoln	4	2	-50%	1		-100%	25%	0	-25%
Milton Keynes		% -43%	Milton Keynes			100%		0% 0	43%	43%	Milton Keynes	5	8	60%	1	1	0%	20%	13%	-8%
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	04A Serious Line of Route Offences		1 [04B Less Serious Line o	Route Offences			1				05A TI	heft of Pass	enger Prope	erty		
Sector		te 15/16 Diff						Diff Det Rate 1	_		Sector		Rec 15/16		Det 14/15	_		Det Rate 14/15 De		
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Leicester		% -11%	Leicester	47		26%		1% 4%	5%	1%	Leicester	9	14	56%	1	2	100%	11%	14%	3%
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Nottingham	12 9 -25% 2 -100% 17%		Nottingham	44		5%		5% 20%	9%	-12%	Nottingham	9	15	67%	1	1	0%	11%	7%	-4%
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Rugby Wolverhampton	3 3 0% 2 -100% 0 67 7 12 71% 3 -100% 0 25		Rugby Wolverhampton	8 36		25% 31%		0% 25% 3% 17%	10%	-15% -8%	Rugby Wolverhampton	13	20	-25% 54%	2		-100% -100%	15%	0	-15%
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	06A Motor Vehicle/ Cycle Offences][07A Robbery O											rty & Burglary		
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Birmingham	The Table The Total Addition of the Total Ad				Rec 15/16	% Diff D	let 14/15 Det 15/16 %					Rec 14/15	Rec 15/16	% Diff	Det 14/15	Det 15/16				-
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				Te	otal Notifia	ble Offend	es							Tota	I Non-Not	ifiable Off	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	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	402	368	-8%	98	71	-28%	24%	19%	-5%	Birmingham	243	225	-7%	35	29	-17%	14%	13%	-2%	Bir
Coventry	87	92	6%	14	17	21%	16%	18%	2%	Coventry	74	73	-1%	18	13	-28%	24%	18%	-7%	Co
Derby	48	57	19%	14	18	29%	29%	32%	2%	Derby	102	69	-32%	40	15	-63%	39%	22%	-17%	De
Leicester	68	82	21%	27	28	4%	40%	34%	-6%	Leicester	158	167	6%	53	55	4%	34%	33%	-1%	Le
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Milton Keynes	106	116	9%	25	35	40%	24%	30%	7%	Milton Keynes	78	104	33%	12	11	-8%	15%	11%	-5%	Mi
Nottingham	65	82	26%	37	28	-24%	57%	34%	-23%	Nottingham	140	100	-29%	61	30	-51%	44%	30%	-14%	No
Peterborough	93	52	-44%	34	6	-82%	37%	12%	-25%	Peterborough	53	64	21%	26	36	38%	49%	56%	7%	Pe
Rugby	27	18	-33%	6	7	17%	22%	39%	17%	Rugby	13	24	85%	2	7	250%	15%	29%	14%	Ru
Wolverhampton	81	96	19%	19	29	53%	23%	30%	7%	Wolverhampton	78	81	4%	22	13	-41%	28%	16%	-12%	w
Total	1030	1014	-2%	291	256	-12%	28%	25%	-3%	Total	986	968	-2%	284	221	-22%	29%	23%	-6.0%	\vdash
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						Total Of	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
_	Birmingham	645	593	-8%	133	100	-25%	21%	17%	-3.8%
_	Coventry	161	165	2%	32	30	-6%	20%	18%	-1.7%
6	Derby	150	126	-16%	54	33	-39%	36%	26%	-9.8%
_	Leicester	226	249	10%	80	83	4%	35%	33%	-2.1%
6	Lincoln	100	112	12%	32	29	-9%	32%	26%	-6.1%
╝	Milton Keynes	184	220	20%	37	46	24%	20%	21%	0.8%
6	Nottingham	205	182	-11%	98	58	-41%	48%	32%	-15.9%
_	Peterborough	146	116	-21%	60	42	-30%	41%	36%	-4.9%
_	Rugby	40	42	5%	8	14	75%	20%	33%	13.3%
6	Wolverhampton	159	177	11%	41	42	2%	26%	24%	-2.1%
6	Total	2016	1982	-2%	575	477	-17%	29%	24%	-4.5%

				014	Violence A	gainst the Pe	erson			Pennine (Sub Di					02A Se:	kual Offence	.							03A Crim	ninal Dama	ge/ Malicious	Mischief	
Sector		Rec 15/16				% Diff	Det Rate 14/15	Det Rate 15/16		Sector		5 Rec 15/1		Det 14/1		16 % Diff	Det Rate 14/15	5 Det Rate 15/1		Sector	Rec 14/15	Rec 15/1		Det 14/1:		% Diff	Det Rate 14/15	Det Rate 15/1
•	13	13	250%	1	7	400% 600%	50% 8%	71% 54%	21% 46%	Carlisle Crewe	2	1	-100% -50%	1	2	-100% 100%	50% 50%	200%	-50% 150%	Carlisle Crewe	7	8	-100% 14%		2	-100% -100%	0	25%
ton/Middlesbrough	10	8	-20% -7%	6 11	2	-67% -36%	60% 79%	25% 54%	-35% -25%	Darlington/Middlesbrough Doncaster	2	5	150%	1	2	100%	50% 100%	40% 50%	-10% -50%	Darlington/Middlesbrough Doncaster	1 9	11	1,000%		3	-100% 200%	0	0 43%
	8	13	63%	4	7	75%	50%	54%	4%	Hull	3		-100%	3		-100%	100%	0	-100%	Hull	2	4	100%		1	-100%	0	25%
ster	6 82	71	-33% -13%	2 48	3 39	50% -19%	33% 59%	75% 55%	42% -4%	Lancaster Leeds	12	12	-100% 0%	2	1	-100% -50%	17%	100%	100%	Lancaster Leeds	5 26	2 50	-60% 92%	4	5	-100% 25%	15%	10%
ool	69	40	-42%	23	14	-39%	33%	35%	2%	Liverpool	7	6	-14%	3	2	-33%	43%	33%	-10%	Liverpool	22	19	-14%		1	-50%	9%	5%
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n Id	16	16	0%	12	13	8%	75%	81%	6%	Preston	2	4	100%		2	-100%	0	50%	50%	Preston Sheffield	5	7	40%		ļ.,	-100%	60%	0
a .	15	23 7	53% 17%	3	5	67% -50%	20% 67%	22% 29%	2% -38%	Sheffield Wigan	1	2	-100% 100%	1	1	-100% 0%	100%	50%	-50%	Wigan	6	6	400%	3	1	-67% -100%	300%	20%
Total	19	14	-26%	12	9	-25%	63% 47%	64%	1%	York	1 43	2 51	100%	15	40	-100% 20%	0 35%	0 35%	0%	York Total	2 144	6	200%		5	400% 28%	50% 13%	83% 14%
Total	343	318	-7%	161	151	-6%	47%	47%	1%	Total	43	51	19%	15	18	20%	35%	35%	0%	Total	144	168	1/%	18	23	28%	13%	14%
			01 PH		Serious Line	of Route Of				Sector	D 44/4/	5 Rec 15/1	6 % Diff			Line of Rou	Det Rate 14/15	5 Det Rate 15/1	6 Diff	Sector	Rec 14/15	D 45/4	6 % Diff			ssenger Prop	erty Det Rate 14/15	Det Rate 15/1
Sector	Rec 14/15	Rec 15/16	-100%	Det 14/15	Det 15/16	% Diff -100%	Det Rate 14/15 0	Det Rate 15/16	Diff 0	Carlisle	23	15	-35%	5	1	-80%	22%	7%	-15%	Carlisle	3	5	67%	Det 14/1.	J Del IS/10	-100%	0	0
n/Middlesbrough	7	3 8	-57% -20%	4	1 1	-100% -75%	0 40%	33% 13%	33% -28%	Crewe Darlington/Middlesbrough	52 52	46	-12% 17%	7 5	6 8	-14% 60%	13%	13%	-0% 3%	Crewe Darlington/Middlesbrough	20	20 5	-74%	1 2	2	-100% 0%	5% 11%	0 40%
er	5	8	60%	1	2	100%	20%	25%	5%	Doncaster	41	59	44%	7	4	-43%	17%	7%	-10%	Doncaster	12	15	25%	3	2	-33%	25%	13%
er	2 2	1 4	-50% 100%	2	3	-100% 50%	100%	75%	-25%	Hull Lancaster	8 22	24	200%	4	1 2	-100% -50%	18%	4% 7%	4% -11%	Hull Lancaster	6	7	17%	1 1	1	-100%	17% 17%	14%
· 	6	32	433%		4	-100%	0	13%	13%	Leeds	81	171	111%	12	6	-50%	15%	4%	-11%	Leeds	103	79	-23%		1	-67%	3%	1%
ter	10	9	-10% -5%	1 2	3	200%	10%	33% 5%	23%	Liverpool Manchester	73 148	56 152	-23% 3%	6 23	10	67% -65%	8% 16%	18% 5%	10%	Liverpool Manchester	31 93	22 91	-29%	1 8	1 3	-63%	3% 9%	5% 3%
e	5	5	0%	2		-100%	40%	0	-40%	Newcastle	37	78	111%	11	5	-55%	30%	6%	-23%	Newcastle	27	30	11%	3	3	0%	11%	10%
	5	9	40% 50%	1	1	-100% -100%	0 17%	14%	14% -17%	Preston Sheffield	67 30	69	3% 113%	6	2	-17% -33%	9% 10%	7% 3%	-2% -7%	Preston Sheffield	26 13	23 25	-12% 92%	3	2	-33% -100%	12%	9%
	7	5	-29%	1		-100%	14%	0	-14%	Wigan	52	49	-6%	3	7	133%	6%	14%	9%	Wigan	9	11	22%	1		-100%	11%	0
Total	4 89	114	-50% 28%	14	17	-100% 21%	16%	50% 15%	50% -1%	York Total	16 702	24 897	50% 28%	99	6 71	-14% -28%	44% 14%	25% 8%	-19% -6%	York Total	21 389	20 362	-5% -7%	28	15	-100% -46%	5% 7%	0 4%
						ile/ Cycle Of]						bery Offence											erty & Burglary	
Sector	Rec 14/15	Rec 15/16	% Diff -100%	Det 14/15	Det 15/16	% Diff -100%	Det Rate 14/15 0	Det Rate 15/16	Diff 0	Sector Crewe	Rec 14/15	5 Rec 15/1	6 % Diff -100%		15 Det 15/1	16 % Diff -100%	Det Rate 14/15 200%	5 Det Rate 15/1	6 Diff -200%	Sector Carlisle	Rec 14/15	Rec 15/1	6 % Diff 300%	Det 14/1:	5 Det 15/16	% Diff -100%	Det Rate 14/15 0	Det Rate 15/1 25%
	8	9	13%	1	1	0%	13%	11%	-1%	Doncaster	1		-100%			-100%	0	0	0	Crewe	11	10	-9%	2	4	100%	18%	40%
/Middlesbrough	11 26	4	-64% -58%	2	3	50%	18% 4%	75% 55%	57% 51%	Leeds Liverpool	8	2	-100% -33%	1	2	-100% 100%	13%	100%	-13% 67%	Darlington/Middlesbrough Doncaster	13 15	7 18	-46% 20%	2	3 8	50% 300%	15%	43% 44%
	5	9	80%	1	2	100%	20%	22%	2%	Manchester	1		-100%	<u> </u>		-100%	0	0	0	Hull	8	3	-63%			-100%	0	0
	30	5 28	-100% -7%	7	3	-100% -57%	0 23%	11%	-13%	Newcastle Preston	1	1 1	-100%	1	1	-100%	100%	100%	0%	Lancaster Leeds	2 80	2 53	0% -34%	1 44	18	-100% -59%	50% 55%	0 34%
	32	34	6%	3	6	100%	9%	18%	8%	Wigan	1 16		-100% -75%	5	1 4	-100% -20%	0	0	0	Liverpool Manchester	28	28	0%	5 47	6	20%	18%	21%
r	32 7	42 10	31% 43%	2	3	-33% 50%	9% 29%	5% 30%	-5% 1%	Total	16	4	-/3%	3	•	-20%	31%	100%	69%	Newcastle	33	8	-76%	18	33	-78%	55%	50%
	3	8	167% 40%	1	1	-100%	33% 20%	13%	-21% -20%											Preston Sheffield	7 14	12 22	71% 57%	1	5	400% 83%	14% 43%	42% 50%
	5	10	100%	1		-100%	0	0	0											Wigan	5	11	120%		1	-100%	0	9%
Total	17 181	8 189	-53% 4%	23	27	-100% 17%	0 13%	0	0 2%	-										York Total	7 301	4 239	-43% -21%	132	4 98	0% -26%	57% 44%	100% 41%
					oriou P · ·	c Disorder C	Monec -			-				000.	n Co-l-	Public Disord	or Officer								0.4.0	Eroud Of	_	
Sector	Rec 14/15				Det 15/16	% Diff	Det Rate 14/15			Sector		5 Rec 15/1		Det 14/1	15 Det 15/1	16 % Diff	Det Rate 14/15			Sector	Rec 14/15			Det 14/1			Det Rate 14/15	
	1 16	7	400% -56%	12	9	-100% -25%	0 75%	20% 129%	20% 54%	Carlisle Crewe	13	18	38% -58%	10	9	-10% -71%	77% 43%	50% 29%	-27% -13%	Crewe Darlington/Middlesbrough	+	1	-100% -100%		2	-100% -100%	0	200%
Middlesbrough	12	6	-50%	10	4	-60%	83%	67%	-17%	Darlington/Middlesbrough	35	18	-49%	10	7	-30%	29%	39%	10%	Doncaster Leeds	1	1 2	0%		2	-100%	0	200%
	14	15 7	7% 133%	12	10	-17% 167%	86% 100%	67% 114%	-19% 14%	Doncaster Hull	26 9	25 11	-4% 22%	19	15	-21% -60%	73% 111%	60% 36%	-13% -75%	Liverpool	1 2	3	200% 50%	3	1	-100% -67%	150%	33% 33%
	4	3	-25%	2	4	100%	50%	133%	83%	Lancaster	12	4 84	-67% -2%	8 46	5 43	-38% -7%	67% 53%	125% 51%	58%	Manchester Newcastle	3	9	200%		6	500%	33% 50%	67% 0
	37 38	35 33	-5% -13%	17 15	16 17	-6% 13%	39%	46% 52%	-0% 12%	Liverpool	96	68	-29%	30	19	-37%	31%	28%	-3%	Preston	1	3	200%		2	-100%	0	67%
er	50 11	42 13	-16% 18%	37 6	27 6	-27% 0%	74% 55%	64% 46%	-10% -8%	Manchester Newcastle	101	79 30	-22% -40%	52 32	36 18	-31% -44%	51% 64%	46% 60%	-6% -4%	Sheffield Wigan		1	-100% -100%		2	-100% -100%	0	0
	18	11	-39%	11	7	-36%	61%	64%	3%	Preston	39	30	-23%	25	9	-64%	64%	30%	-34%	York		3	-100%	1	1	-100%	0	0
	8	7	-13% -9%	5	8	60% 33%	63% 27%	114% 40%	52% 13%	Sheffield Wigan	29 32	13	-55% -53%	16 20	5	-69% -90%	55% 63%	38% 13%	-17% -49%	Total	10	25	150%	6	17	183%	60%	68%
Total	23	7 201	-70% -18%	17 150	3	-82% -17%	74% 61%	43%	-31% 1%	York Total	41	35 447	-15% -27%	29	22	-24%	71% 53%	63% 45%	-8% -9%									
														,														
Sector	Rec 14/15	Rec 15/16		Det 14/15	Less Serior		Det Rate 14/15	Det Rate 15/16		Sector		5 Rec 15/1		_				5 Det Rate 15/1		Sector				Det 14/1			Det Rate 14/15	
	6	15 27	150%	5 19	6	20%	83% 31%	40% 33%	-43% 2%	Carlisle Crewe	2	1 5	-50% -55%	1 8	10	-100% 25%	50% 73%	0 200%	-50% 127%	Carlisle Crewe	1 3	2	100%		1	-100% 0%	100%	0 50%
/Middlesbrough	9	5	-44%	1	1	0%	11%	20%	9%	Darlington/Middlesbrough	2	1	-50%	2	1	-50%	100%	100%	0%	Darlington/Middlesbrough	2	3	50%	1	1	0%	50%	33%
	29	22	-24% 0%	14	12	-14% -100%	48% 67%	55%	6%	Doncaster Hull	4	7	75%	2	8	300%	50% 200%	114%	64% -200%	Doncaster Hull	3 4	5	67% -75%	2	1	-100% 0%	67% 25%	0 100%
	4	1	-75%	3		-100%	75%	0	-75%	Lancaster	1		-100%			-100%	0	0	0	Lancaster	2	1	-50%		<u> </u>	-100%	0	0
	25 240	10 39	-60% -84%	183	4 55	-50% -70%	32% 76%	40% 141%	8% 65%	Leeds Liverpool	14 54	14	-69%	10 45	10	0% -49%	71% 83%	71% 135%	0% 52%	Leeds Liverpool	6	6	0% -67%		+	-100% -100%	67% 17%	0
er	66	56	-15%	37	15	-59%	56%	27%	-29%	Manchester	61	39	-36%	50	32	-36%	82%	82%	0%	Manchester Newcastle	5	9	80%	5	1	-80%	100%	11%
	15 43	20	-27% -53%	5 30	5	-83%	33% 70%	73% 25%	39% -45%	Newcastle Preston	15	8	-13% -47%	15	7	-75% -53%	100%	29% 88%	-71% -13%	Preston	3 4	3	-33% -25%	2	5	-100% 150%	33% 50%	0 167%
	21	7	-67%	10	4	-60%	48%	57%	10%	Sheffield	17	4 8	-76% 60%	13		-92% 50%	76% 120%	25% 113%	-51% -8%	Sheffield Wigan	1	3	200%			-100% -100%	100%	0
	15	7	-67% -65%	12 6	2	-67% -67%	80% 30%	80% 29%	0% -1%	Wigan York	8	1	-88%	5	4	-20%	63%	400%	338%	York	2	3	50%	1		-100%	50%	0
Total	557	228	-59%	335	125	-63%	60%	55%	-5%	Total	203	112	-45%	167	107	-36%	82%	96%	13%	Total	42	43	2%	21	9	-57%	50%	21%
Sector	Ran 44/45	Rec 15/10	% Di#			Serious Offe		Det Rate 15/16	Diff]																		
Sector	10	5	-50%	6	2	-67%	60%	40%	-20%																			
Middlesbrough	30 37	18 28	-40% -24%	20 24	9	-55% -33%	67% 65%	50% 57%	-17% -8%	-																		
rmiddiesbrough	32	34	6%	25	23	-8%	78%	68%	-10%	1																		
	27 10	32 18	19% 80%	14	27 9	93% 125%	52% 40%	84% 50%	33% 10%																			
	32	34	6%	13	13	0%	41%	38%	-2%	1																		
er	56 59	83 25	48% -58%	19 62	11 23	-42% -63%	34% 105%	13% 92%	-21% -13%	-																		
	17	19	12%	17	11	-35% -56%	100% 148%	58% 107%	-42% -41%	-																		
	7	11	57%	5	8	60%	71%	73%	1%																			
	10 30	6 25	-40% -17%	5 14	1 9	-80% -36%	50% 47%	17% 36%	-33% -11%	-																		
Total					177		69%	50%	-19%	1																		
				Т	otal Notifi	able Offeno	es			1						otifiable Of										Offences		
Sector	Rec 14/15	Rec 15/16 30	% Diff 131%	Det 14/15	Det 15/16	% Diff 40%	Det Rate 14/15 38%	Det Rate 15/16 23%	Diff -15%	Sector Carlisle	Rec 14/15	5 Rec 15/16 53	6 % Diff 2%	Det 14/1: 26		6 % Diff -31%	Det Rate 14/15 50%	Det Rate 15/16 34%		Sector Carlisle	Rec 14/15 65			Det 14/15			Det Rate 14/15 48%	Det Rate 15/16 30%
Maria .	99	79	-20%	29	37	28%	29%	47%	18%	Crewe	183	108	-41%	63	29	-54%	34%	27%	-8%	Crewe	282	187	-34%	92	66	-28%	33%	35%
n/Middlesbrough r	82 105	59 102	-28% -3%	30 36	21 49	-30% 36%	37% 34%	36% 48%	-1% 14%	Darlington/Middlesbrough Doncaster	133 128	112	-16% 9%	40 65	32 54	-20% -17%	30% 51%	29% 39%		Darlington/Middlesbrough Doncaster	215 233	171 242	-20% 4%		53 103	-24% 2%	33% 43%	31% 43%
	42	45	7%	15	20	33%	36%	44%	9%	Hull	47	70	49%	26	32	23%	55%	46%	-10%	Hull	89	115	29%	41	52	27%	46%	45%
r	28 405	33 383	18% -5%	140	13	-30%	29% 35%	39% 26%	11%	Lancaster Leeds	48 224	52 299	33%	19 79	16	-16% -16%	40% 35%	31% 22%		Lancaster Leeds	76 629	85 682	12% 8%	27 219	29 164	7% -25%	36% 35%	34% 24%
or.	302	215	-29%	103	76	-26%	34%	35%	1%	Liverpool Manchester	465 374	246	-47% -17%	238	95	-60%	51% 47%	39%	-13%	Liverpool	767	461	-40%	341	171	-50%	44%	37%
er e	455 132	415 115	-9% -13%	181 54	141 30	-22% -44%	40% 41%	34% 26%	-6% -15%	Newcastle	119	312 138	16%	65	82 42	-53% -35%	55%	26% 30%	-24%	Manchester Newcastle	829 251	727 253	-12% 1%	355 119	223 72	-37% -39%	43% 47%	31% 28%
	102	103	1% 29%	48 33	45 27	-6% -18%	47% 40%	44% 25%	-3% -15%	Preston Sheffield	172 87	133 95	-23% 9%	95 34	34 19	-64% -44%	55% 39%	26% 20%		Preston Sheffield	274 169	236 201	-14% 19%	143	79	-45% -31%	52% 40%	33%
	82						/O									/O		20/0										
	82 56 104	106 71 70	27%	16	20 26	25% -38%	29% 40%	28% 37%	-0%	Wigan York	109	75 91	-31% -15%	40	14	-65% -30%	37% 52%	19% 43%	-18%	Wigan York	165	146	-12% -24%	56	46 34 65	-39%	34% 46%	23%

Scotland (Sub Disivison)	Data from 01 April 2015	00:00 to 30 June 2015 23:59:59
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		Scotland (Sub	ivison) Data from 01 April 2015 00:00 to 30 June 2015 23:59:59	
	01A Violence Against the Person		02A Sexual Offences	03A Criminal Damage/ 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		15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff
Aberdeen	3 2 -33% 2 -100% 67% 0 -67%	Dundee	1 -100% 0 0 0 Aberdeen	2 -100% -100% 0 0 0
Dalmuir Dundee	3 -100% 1 -100% 0 33% 33% 2 -100% 1 -100% 0 50% 50%	Edinburgh Falkirk/Stirling	1 5 400% 5 -100% 0 100% 100% Dalmuir 3 1 1 -100% -100% 0 0 0 0 Dundee 1	-100% 1 -100% 33% 0 -33% 4 300% -100% 0 0 0
Edinburgh	2 -100% 1 -100% 0 50% 50% 28 27 -4% 20 25 25% 71% 93% 21%	Glasgow		9 -18% -100% 0 0 0
Falkirk/Stirling	6 3 -50% 6 2 -67% 100% 67% -33%	Inverness	1 -100% 1 -100% 0 100% 100% Falkirk/Stirling 1	2 100% -100% 0 0 0
Glasgow	27 34 26% 18 17 -6% 67% 50% -17%	Kilwinning		18 0% 3 1 -67% 17% 6% -11% 2 -60% -100% 0 0 0
Inverness	2 5 150% 3 -100% 0 60% 60% 7 12 71% 4 12 200% 57% 100% 43%	Motherwell Perth		2 -60% -100% 0 0 0 0 7 250% 2 1 -50% 100% 14% -86%
Kirkcaldy	7 3 -57% 7 1 -86% 100% 33% -67%	Total	1 1200 1 1200 1 1200 1	1 -80% 1 -100% 20% 0 -20%
Motherwell	7 4 -43% 6 3 -50% 86% 75% -11%			10 233% 1 -100% 0 10% 10%
Paisley Total	3 10 233% 2 7 250% 67% 70% 3% 90 105 17% 65 72 11% 72% 69% -4%			4 -20% 2 -100% 40% 0 -40% 1 -50% -100% 0 0 0
Total	90 103 17% 03 72 11% 72% 03% -4%			60 7% 9 3 -67% 16% 5% -11%
	04A Serious Line of Route Offences		04B Less Serious Line of Route Offences	05A Theft of Passenger Property
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 Rec 15/16	
Dalmuir	1 1 0% 1 -100% 0 100% 100%	Aberdeen		2 0% -100% 0 0 0
Edinburgh	1 2 100% 1 -100% 0 50% 50%	Dalmuir		3 50% 1 -100% 50% 0 -50% 2 100% 1 -100% 0 50% 50%
Falkirk/Stirling Glasgow	3 -100%	Dundee Edinburgh		2 100% 1 -100% 0 50% 50% 18 6% 3 -100% 18% 0 -18%
Inverness	2 -100% -100% 0 0 0	Falkirk/Stirling		1 -67% 1 -100% 33% 0 -33%
Kilwinning	4 -100% 1 -100% 0 25% 25%	Glasgow		26 -7% 10 -100% 36% 0 -36%
Kirkcaldy	1 -100% -100% 0 0 0	Inverness		2 0% -100% 0 0 0
Motherwell Paislev	5 3 -40% -100% 0 0 0 1 -100% -100% 0 0 0	Kilwinning		7 75% 1 -100% 25% 0 -25% 4 -20% -100% 0 0 0
Total	16 20 25% 1 3 200% 6% 15% 9%	Motherwell		5 67% 1 -100% 33% 0 -33%
		Paisley		2 -100% 0 0 0
		Perth		72 7% 17 1 -94% 25% 1% -24%
		Total	331 390 18% 69 71 3% 21% 18% -3%	
	06A Motor Vehicle/ Cycle Offences		07A Robbery Offences	08A Theft of Railway/ Commercial Property & 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
Aberdeen	1 1 0% -100% 0 0 0	Edinburgh	1 -100% 1 -100% 0 100% 100% Aberdeen 4	-100% 5 -100% 125% 0 -125%
Dalmuir	1 -100% -100% 0 0 0	Glasgow	2 -100% 1 1 0% 0 50% 50% Dalmuir 2	-100% 0 0 0 0
Dundee Edinburgh	1 -100%	Kilwinning Kirkcaldy	1 -100% 1 -100% 100% 0 -100% Dundee 1 -100% 1-100% 0 0 0 Edinburch 18	1 -100% 1 -100% 0 100% 100% 28 56% 9 14 56% 50% 50% 0%
Falkirk/Stirling	5 6 20% 3 1 -67% 60% 17% -43% 3 2 -33% 1 -100% 0 50% 50%	Paisley		28 36% 9 14 36% 50% 50% 0% 2 0% -100% 0 0 0
Glasgow	11 14 27% 1 -100% 0 7% 7%	Total	1000 0 0 0 0 0 0	33 22% 12 26 117% 44% 79% 34%
Inverness	3 2 -33% 2 -100% 67% 0 -67%			3 -100% 0 0 0
Kilwinning	10 10 0% 4 -100% 0 40% 40%		<u> </u>	3 200% 1 -100% 100% 0 -100% 2 0% -100% 0 0 0
Kirkcaldy Motherwell	1 -100% 1 -100% 100% 0 -100% 4 -100% -100% 0 0 0			2 0% -100% 0 0 0 5 25% 2 -100% 50% 0 -50%
Paisley	1 -100% -100% 0 0 0		Paisley 4	1 -75% 2 1 -50% 50% 100% 50%
Perth	1 -100% 0 0 0		Perth	-100% 1 -100% 0 0 0
Total	34 43 26% 6 7 17% 18% 16% -1%		Total 64	78 22% 32 42 31% 50% 54% 4%
0	09A Serious Public Disorder Offences Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Det Rate 15/16	Sector	09B Less Serious Public Disorder 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 Rec 14/15 Rec	10A Serious Fraud Offences 15/16
Sector Edinburgh	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 1 -100% 2 -100% 0 200% 200%	Aberdeen		1 -100% -100% 0 0 0
Glasgow	1 -100% 1 -100% 100% 0 -100%	Dalmuir	11 15 36% 7 4 -43% 64% 27% -37% Dundee 1	-100% -100% 0 0 0
Total	1 1 0% 1 2 100% 100% 200% 100%	Dundee		2 -33% 2 1 -50% 67% 50% -17%
		Edinburgh		3 0% 1 1 0% 33% 33% 0% -100% 0 0 0
		Falkirk/Stirling Glasgow	16 13 -19% 7 5 -29% 44% 38% -5% Inverness 1 1 142 100 -30% 87 72 -17% 61% 72% 11% Kilwinning	1 -100% 2 -100% 0 0 0 0 0 1 1 -100% 1 1 -100% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		Inverness	10 12 20% 5 7 40% 50% 58% 8% Motherwell 1	-100% 1 -100% 100% 0 -100%
		Kilwinning	37 25 -32% 17 9 -47% 46% 36% -10% Paisley	1 -100% 1 -100% 0 100% 100%
		Kirkcaldy		8 -11% 4 5 25% 44% 63% 18%
		Motherwell Paisley	22 25 14% 11 9 -18% 50% 36% -14% 13 16 23% 11 5 -55% 85% 31% -53%	
		Perth	8 1 -88% 6 -100% 75% 0 -75%	
		Total	367 288 -22% 215 166 -23% 59% 58% -1%	
	10B Less Serious Fraud Offences		11A Drug Offences	12A Other Serious Offences
Sector Aberdeen	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff	Sector Aberdeen	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	2 15/16
Dalmuir	1 1 0% -100% 0 0 0 2 2 0% 2 -100% 100% 0 -100%	Edinburgh		2 -100% 1 -100% 0 50% 50%
Dundee	4 -100% 1 -100% 0 25% 25%	Glasgow		10 400% 4 -100% 0 40% 40%
Edinburgh	10 4 -60% 7 3 -57% 70% 75% 5%	Kilwinning		2 -100% 2 -100% 0 100% 100%
Falkirk/Stirling	1 4 300% 1 -100% 0 25% 25% 7 9 29% 4 9 125% 57% 100% 43%	Kirkcaldy Motherwell		8 -43% 8 3 -63% 57% 38% -20% 1 -67% 2 1 -50% 67% 100% 33%
Glasgow Inverness	7 9 29% 4 9 125% 57% 100% 43% 1 -100% -100% 0 0 0	Paisley	1 2 100% 1 2 100% 100% 100% 0% Kirkcaldy 1	-100% 2 1 -50% 57% 100% 33% 1-100% 2 100% 200% 0 -200%
Kilwinning	12 10 -17% 9 3 -67% 75% 30% -45%	Perth	1 1 0% 1 -100% 100% 0 -100% Mothenwell 2	1 -50% 1 -100% 50% 0 -50%
Kirkcaldy	1 -100% 1 -100% 100% 0 -100%	Total	26 24 -8% 27 23 -15% 104% 96% -8% Paisley	1 -100% 0 0 0
Motherwell	2 2 0% 2 -100% 100% 0 -100%			1 -100% 1 -100% 0 100% 100% 27 17% 14 13 -7% 61% 48% -13%
Paisley Perth	5 1 -80% 5 -100% 100% 0 -100% 2 2 0% 2 -100% 100% 0 -100%		TUIAI 23	27 17% 14 13 -7% 61% 48% -13%
Total	44 39 -11% 32 17 -47% 73% 44% -29%			
	12B Other Less Serious Offences			
Sector Aberdeen	Rec 14/15 Rec 15/16 % Diff Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 18 12 -33% 5 8 60% 28% 67% 39%			
Dalmuir	18 12 -33% 5 8 60% 28% 67% 39% 5 5 0% 1 -100% 20% 0 -20%			
Dundee	6 20 233% 5 11 120% 83% 55% -28%			
Edinburgh	51 29 -43% 74 25 -66% 145% 86% -59%			
Falkirk/Stirling	7 11 57% 4 5 25% 57% 45% -12%			
Glasgow Inverness	47 53 13% 39 37 -5% 83% 70% -13% 23 17 -26% 14 10 -29% 61% 59% -2%			
Kilwinning	9 13 44% 7 9 29% 78% 69% -9%			
Kirkcaldy	3 12 300% 4 6 50% 133% 50% -83%			
Motherwell	24 30 25% 20 23 15% 83% 77% -7%			
Paisley Perth	2 3 50% 1 3 200% 50% 100% 50% 3 5 67% 1 -100% 33% 0 -33%			
Total	3 5 6/% 1 -100% 33% 0 -33% 198 210 6% 175 137 -22% 88% 65% -23%			
	Total Notifiable Offences		Total Non-Notifiable Offences	Total Offences
Sector Aberdeen	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 9 9 0% 7 1 -86% 78% 11% -67%	Sector Aberdeen		15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 44 -20% 23 17 -26% 42% 39% -3.2%
Dalmuir	9 9 0% 3 3 0% 33% 33% 0%	Dalmuir		44 -20% 23 17 -26% 42% 39% -3.2% 39 -20% 18 9 -50% 37% 23% -13.7%
Dundee	3 13 333% 4 -100% 0 31% 31%	Dundee	17 49 188% 8 17 113% 47% 35% -12% Dundee 20 6	62 210% 8 21 163% 40% 34% -6.1%
Edinburgh	95 119 25% 47 63 34% 49% 53% 3%	Edinburgh	173 155 -10% 133 95 -29% 77% 61% -16% Edinburgh 268 2	74 2% 180 158 -12% 67% 58% -9.5%
Falkirk/Stirling	15 16 7% 7 5 -29% 47% 31% -15%	Falkirk/Stirling		55 6% 18 20 11% 35% 36% 1.7%
Glasgow Inverness	143 154 8% 62 59 -5% 43% 38% -5% 14 15 7% 2 4 100% 14% 27% 12%	Glasgow Inverness		08 -5% 215 192 -11% 50% 47% -2.9% 75 -9% 28 23 -18% 34% 31% -3.5%
Kilwinning	34 46 35% 15 23 53% 44% 50% 6%	Kilwinning		75 -9% 28 23 -18% 34% 31% -3.5% 28 -3% 57 48 -16% 43% 38% -5.7%
Kirkcaldy	24 10 -58% 13 1 -92% 54% 10% -44%	Kirkcaldy	102	20 -3% 37 48 -10% 43% 38% -3.7% 52 -12% 29 19 -34% 49% 37% -12.6%
Motherwell	28 36 29% 14 6 -57% 50% 17% -33%	Motherwell	90 119 32% 44 37 -16% 49% 31% -18% Motherwell 118 1	55 31% 58 43 -26% 49% 28% -21.4%
Paisley Perth	16 22 38% 10 11 10% 63% 50% -13% 3 5 67% 2 2 0% 67% 40% -27%	Paisley Perth		59 38% 28 21 -25% 56% 30% -25.6%
Total	3 5 67% Z Z 0% 67% 40% -27% 393 454 16% 182 182 0% 46% 40% -6%	Total	100 22 4	23 5% 12 4 -67% 55% 17% -37.2% 384 4% 674 575 -15% 50% 42% -8.9%
			. , , , , , , , , , , , , , , , , , , ,	44./0 -0.376

South (Sub Disivison) Data from 01 April 2015 00:00 to 30 June 2015 23:59:59

				01A	Violence Ag	ainst the P	erson								02A Sexua	I 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
Ashford/Maidstone	83	61	-27%	22	11	-50%	27%	18%	-8%	Ashford/Maidstone	6	1	-83%		1	-100%	0	100%	100%	Ashford/Maidstone	71	79	11%	6	1	-83%	8%	1%	-7%
Brighton	46	79	72%	30	13	-57%	65%	16%	-49%	Brighton	5	2	-60%	1		-100%	20%	0	-20%	Brighton	23	32	39%	1	2	100%	4%	6%	2%
Croydon	42	86	105%	21	29	38%	50%	34%	-16%	Croydon	7	13	86%	2	2	0%	29%	15%	-13%	Croydon	23	32	39%			-100%	0	0	0
Inner London (South)	307	298	-3%	132	95	-28%	43%	32%	-11%	Inner London (South)	37	59	59%	10	8	-20%	27%	14%	-13%	Inner London (South)	86	119	38%	12	10	-17%	14%	8%	-6%
South West Quadrant	55	73	33%	20	31	55%	36%	42%	6%	South West Quadrant	7	10	43%	2	2	0%	29%	20%	-9%	South West Quadrant	40	31	-23%	5	3	-40%	13%	10%	-3%
Total	533	597	12%	225	179	-20%	42%	30%	-12%	Total	62	85	37%	15	13	-13%	24%	15%	-9%	Total	243	293	21%	24	16	-33%	10%	5%	-4%

				04A S	erious Line	of Route O	ffences							04B Less	Serious L	ine of Rout	e Offences							05A	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
Ashford/Maidstone	12	9	-25%	3		-100%	25%	0	-25%	Ashford/Maidstone	71	60	-15%	17	4	-76%	24%	7%	-17%	Ashford/Maidstone	68	65	-4%	6	4	-33%	9%	6%	-3%
Brighton	7	3	-57%			-100%	0	0	0	Brighton	41	60	46%	7	7	0%	17%	12%	-5%	Brighton	74	75	1%	4	5	25%	5%	7%	1%
Croydon	13	5	-62%	1	1	0%	8%	20%	12%	Croydon	26	40	54%	4	2	-50%	15%	5%	-10%	Croydon	43	51	19%	3	2	-33%	7%	4%	-3%
Inner London (South)	12	20	67%	1	4	300%	8%	20%	12%	Inner London (South)	105	153	46%	22	22	0%	21%	14%	-7%	Inner London (South)	342	313	-8%	16	9	-44%	5%	3%	-2%
South West Quadrant	10	19	90%	2	2	0%	20%	11%	-9%	South West Quadrant	88	125	42%	22	12	-45%	25%	10%	-15%	South West Quadrant	87	70	-20%	3	2	-33%	3%	3%	-1%
Total	54	56	4%	7	7	0%	13%	13%	-0%	Total	331	438	32%	72	47	-35%	22%	11%	-11%	Total	614	574	-7%	32	22	-31%	5%	4%	-1%

										_																			
				06A I	Motor Vehic	le/ Cycle Of	fences								07A Robbe	ry Offence	s						A80	Theft of Ra	ilway/ Com	mercial 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	6 Diff
Ashford/Maidstone	143	101	-29%	13	10	-23%	9%	10%	1%	Ashford/Maidstone	1	2	100%	1	2	100%	100%	100%	0%	Ashford/Maidstone	18	9	-50%	2		-100%	11%	0	-11%
Brighton	86	78	-9%	11	10	-9%	13%	13%	0%	Brighton	3	1	-67%	2		-100%	67%	0	-67%	Brighton	13	11	-15%			-100%	0	0	0
Croydon	56	39	-30%	5	1	-80%	9%	3%	-6%	Croydon	9	4	-56%	4		-100%	44%	0	-44%	Croydon	12	12	0%	1	1	0%	8%	8%	0%
Inner London (South)	209	224	7%	7	21	200%	3%	9%	6%	Inner London (South)	24	14	-42%	9	3	-67%	38%	21%	-16%	Inner London (South)	168	125	-26%	70	35	-50%	42%	28%	-14%
South West Quadrant	212	210	-1%	36	34	-6%	17%	16%	-1%	South West Quadrant	5	5	0%	3		-100%	60%	0	-60%	South West Quadrant	27	39	44%	6	15	150%	22%	38%	16%
Total	706	652	-8%	72	76	6%	10%	12%	1%	Total	42	26	-38%	19	5	-74%	45%	19%	-26%	Total	238	196	-18%	79	51	-35%	33%	26%	-7%

				09A S	erious Publi	c Disorder	Offences							09B Less	Serious Pul	blic Disord	er Offences							10	A Serious Fr	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 14/15	Rec 15/16	% Diff	Det 14/15	Det 15/16	% Diff	Det Rate 14/15	Det Rate 15/16	6 Diff
Ashford/Maidstone	53	41	-23%	11	6	-45%	21%	15%	-6%	Ashford/Maidstone	81	67	-17%	23	9	-61%	28%	13%	-15%	Ashford/Maidstone	2	1	-50%	2		-100%	100%	0	-100%
Brighton	45	34	-24%	20	7	-65%	44%	21%	-24%	Brighton	61	44	-28%	13	11	-15%	21%	25%	4%	Brighton	2	1	-50%			-100%	0	0	0
Croydon	20	41	105%	10	10	0%	50%	24%	-26%	Croydon	60	42	-30%	15	7	-53%	25%	17%	-8%	Croydon	2	1	-50%	1	1	0%	50%	100%	50%
Inner London (South)	130	91	-30%	55	25	-55%	42%	27%	-15%	Inner London (South)	238	194	-18%	70	38	-46%	29%	20%	-10%	Inner London (South)	9	15	67%	4	7	75%	44%	47%	2%
South West Quadrant	31	42	35%	9	20	122%	29%	48%	19%	South West Quadrant	57	80	40%	8	11	38%	14%	14%	-0%	South West Quadrant			-100%	1		-100%	0	0	0
Total	279	249	-11%	105	68	-35%	38%	27%	-10%	Total	497	427	-14%	129	76	-41%	26%	18%	-8%	Total	15	18	20%	8	8	0%	53%	44%	-9%

				10B I	Less Serious	s Fraud Of	fences			1					11A Drug	Offences				1				12	A Other Seri	ious Offenr	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	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	66	33	-50%	45	10	-78%	68%	30%	-38%	Ashford/Maidstone	18	9	-50%	16	4	-75%	89%	44%	-44%	Ashford/Maidstone	7	9	29%	3	3	0%	43%	33%	-10%
Brighton	21	38	81%	13	5	-62%	62%	13%	-49%	Brighton	19	13	-32%	14	7	-50%	74%	54%	-20%	Brighton	4	7	75%	2	7	-100%	50%	0	-50%
Croydon	81	27	-67%	65	9	-86%	80%	33%	-47%	Croydon	28	24	-14%	30	12	-60%	107%	50%	-57%	Croydon	5	4	-20%	3	2	-33%	60%	50%	-10%
Inner London (South)	305	130	-57%	246	26	-89%	81%	20%	-61%	Inner London (South)	85	67	-21%	84	57	-32%	99%	85%	-14%	Inner London (South)	18	23	28%	9	13	44%	50%	57%	7%
South West Quadrant	45	45	0%	18	14	-22%	40%	31%	-9%	South West Quadrant	7	13	86%	5	8	60%	71%	62%	-10%	South West Quadrant	6	14	133%	1	2	100%	17%	14%	-2%
Total	518	273	-47%	387	64	-83%	75%	23%	-51%	Total	157	126	-20%	149	88	-41%	95%	70%	-25%	Total	40	57	43%	18	20	11%	45%	35%	-10%

				12B (Other Less S	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	54	51	-6%	75	39	-48%	139%	76%	-62%
Brighton	62	49	-21%	148	79	-47%	239%	161%	-77%
Croydon	44	20	-55%	75	27	-64%	170%	135%	-35%
Inner London (South)	106	137	29%	198	84	-58%	187%	61%	-125%
South West Quadrant	74	127	72%	91	81	-11%	123%	64%	-59%
Total	340	384	13%	587	310	-47%	173%	81%	-92%

				To	tal Notifial	ole Offen	ces							Tota	l 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	6 Diff
Ashford/Maidstone	482	387	-20%	85	42	-51%	18%	11%	-7%	Ashford/Maidstone	272	211	-22%	160	62	-61%	59%	29%	-29%	Ashford/Maidstone	754	598	-21%	245	104	-58%	32%	17%	-15.1%
Brighton	327	336	3%	85	44	-48%	26%	13%	-13%	Brighton	185	191	3%	181	102	-44%	98%	53%	-44%	Brighton	512	527	3%	266	146	-45%	52%	28%	-24.2%
Croydon	260	312	20%	81	61	-25%	31%	20%	-12%	Croydon	211	129	-39%	159	45	-72%	75%	35%	-40%	Croydon	471	441	-6%	240	106	-56%	51%	24%	-26.9%
Inner London (South)	1427	1368	-4%	409	287	-30%	29%	21%	-8%	Inner London (South)	754	614	-19%	536	170	-68%	71%	28%	-43%	Inner London (South)	2181	1982	-9%	945	457	-52%	43%	23%	-20.3%
South West Quadrant	487	526	8%	93	119	28%	19%	23%	4%	South West Quadrant	264	377	43%	139	118	-15%	53%	31%	-21%	South West Quadrant	751	903	20%	232	237	2%	31%	26%	-4.6%
Total	2983	2929	-2%	753	553	-27%	25%	19%	-6%	Total	1686	1522	-10%	1175	497	-58%	70%	33%	-37.0%	Total	4669	4451	-5%	1928	1050	-46%	41%	24%	-17.7%

										TFL (Sub Disi	vison) Nat	a from 01	April 201	5 00:00	to 30 lu	ne 2015 7	2-50-50												
										TTE (Sub Distr	risoii) Dad	u 110111 01	April 202	.5 00.00	10 30 34	110 2013 2	.5.55.55												
					A Violence A											al Offences										e/ Malicious			
Sector	Rec 14/15						Det Rate 14/15		Diff	Sector					5 Det 15/16			Det Rate 15/16	Diff	Sector				Det 14/1	5 Det 15/16		Det Rate 14/15		
Bakerloo Line	28	30	7%	13	9	-31%	46%	30%	-16%	Bakerloo Line	6	7	17%	5	1	-80%	83%	14%	-69%	Bakerloo Line	7	13	86%	7		-100%	100%	0	-100%
Central Line Circle Line	75	75	0%	26	13	-50%	35%	17%	-17%	Central Line	25	45 11	80% 38%	10	5	-50% -80%	40% 63%	11% 9%	-29% -53%	Central Line Circle Line	35 6	24 8	-31% 33%	18	+	-100% -100%	51% 183%	0	-51% -183%
District Line	53	56	6%	22	10	-55%	42%	18%	-24%	Circle Line District Line	12	10	-17%	3	4	300%	8%	40%	32%	District Line	17	43	153%	22	-	-95%	129%	2%	-183%
DISTRICT LINE DLR	38	46 41	21%	11	5	-55%	29%	11%	-18%	DI R	5	9	80%	2	1	-50%	40%	11%	-29%	DI R	11	3	-73%	- 22	+ '-	-100%	0	0	0
Jubliee Line & Stratford Hub	26 78	82	58% 5%	28	10	0% -46%	38%	24% 18%	-14% -18%	Jubliee Line & Stratford Hub	21	28	33%	8	3	-63%	38%	11%	-27%	Jubliee Line & Stratford Hub	7	9	29%	3	+	-100%	43%	0	-43%
Metropolitan Line	36	25	-31%	9	5	-44%	25%	20%	-5%	Metropolitan Line	6	13	117%	l -	2	-100%	0	15%	15%	Metropolitan Line	12	17	42%	18	+	-100%	150%	0	-150%
Northern Line	70	64	-9%	37	24	-35%	53%	38%	-15%	Northern Line	17	29	71%	4	3	-25%	24%	10%	-13%	Northern Line	11	21	91%	5	1	-80%	45%	5%	-41%
Piccadilly Line	57	83	46%	20	15	-25%	35%	18%	-17%	Piccadilly Line	8	29	263%	4	3	-25%	50%	10%	-40%	Piccadilly Line	18	21	17%	8	1	-88%	44%	5%	-40%
Victoria Line	61	56	-8%	15	11	-27%	25%	20%	-5%	Victoria Line	13	32	146%	5	1	-80%	38%	3%	-35%	Victoria Line	6	18	200%	1	_	-100%	17%	0	-17%
Total	522	558	7%	191	117	-39%	37%	21%	-16%	Total	121	213	76%	44	24	-45%	36%	11%	-25%	Total	130	177	36%	93	3	-97%	72%	2%	-70%
																	-											-	
				044	Serious Line	of Poute C	Offences							MRIA	ss Serious L	ine of Pout	Offences			1				05/	Thaft of Dag	senger Prop	erty		
Sector	Rec 14/15	D 45/40	0/ D:#		Det 15/16		Det Rate 14/15	Det Rate 15/16	Diff	Sector	Pac 1//15	Rec 15/16	% Diff		5 Det 15/16		Det Rate 14/15	Det Rate 15/16	Diff	Sector	Pac 1//15	Rec 15/16	% Diff				Det Rate 14/15	Dat Pata 15/16	6 Diff
Bakerloo Line	Rec 14/15	4	% Diff 0%	Det 14/15	Det 15/16	% Diff	Det Rate 14/15	Det Rate 15/16	0	Bakerloo Line	8	4	-50%	2	1	-50%	25%	25%	0%	Bakerloo Line	65	77	18%	1	1	0%	2%	1%	-0%
Central Line	3	1	-67%	_	1	-100%	0	100%	100%	Central Line	12	13	8%	2	4	100%	17%	31%	14%	Central Line	160	133	-17%	4	2	-50%	3%	2%	-1%
Circle Line	3	2	-100%	_	+ '-	-100%	0	0	0	Circle Line	6	5	-17%	2	2	0%	33%	40%	7%	Circle Line	77	102	32%	3	4	33%	4%	4%	0%
District Line	10	7	-100%	3	+	-100%	30%	0	-30%	District Line	8	13	63%	3	2	-33%	38%	15%	-22%	District Line	76	77	1%	4	1	-75%	5%	1%	-4%
DI R	1	5	400%	Ť	_	-100%	0	0	0	DI R	14	10	-29%	8	4	-50%	57%	40%	-17%	DLR	26	26	0%	1	1	0%	4%	4%	0%
Jubliee Line & Stratford Hub	2	1	-50%		+	-100%	0	0	0	Jubliee Line & Stratford Hub	8	16	100%	4	12	200%	50%	75%	25%	Jubliee Line & Stratford Hub	111	103	-7%	3	6	100%	3%	6%	3%
Metropolitan Line	1	1	0%			-100%	0	0	0	Metropolitan Line	5	9	80%		2	-100%	0	22%	22%	Metropolitan Line	50	34	-32%	6	1	-83%	12%	3%	-9%
Northern Line	1	3	200%	1		-100%	100%	0	-100%	Northern Line	7	6	-14%	2		-100%	29%	0	-29%	Northern Line	126	135	7%	3	6	100%	2%	4%	2%
Piccadilly Line	3	6	100%		1	-100%	0	17%	17%	Piccadilly Line	1	15	1,400%	1	2	100%	100%	13%	-87%	Piccadilly Line	128	155	21%	8	7	-13%	6%	5%	-2%
Total	22	27	23%	4	2	-50%	18%	7%	-11%	Victoria Line	3	1	-67%	1	1	-100%	33%	0	-33%	Victoria Line	119	126	6%	4	1	-75%	3%	1%	-3%
										Total	72	92	28%	25	29	16%	35%	32%	-3%	Waterloo & City Line	3	1	-67%	i –		-100%	0	0	0
																				Total	941	969	3%	37	30	-19%	4%	3%	-1%
					Motor Vehic											ery Offence											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 15/16		Det 14/15	5 Det 15/16			Det Rate 15/16	Diff	Sector		Rec 15/16	% Diff	Det 14/1	5 Det 15/16		Det Rate 14/15		
Bakerloo Line	1	3	200%			-100%	0	0	0	Bakerloo Line	2	2	0%	1		-100%	50%	0	-50%	Bakerloo Line	2	6	200%		1	-100%	0	17%	17%
Central Line	8	23	188%			-100%	0	0	0	Central Line	1	4	300%	1	1	0%	100%	25%	-75%	Central Line	4	7	75%	1	1	0%	25%	14%	-11%
District Line	2	3	50%			-100%	0	0	0	Circle Line	1		-100%			-100%	0	0	0	Circle Line	1	5	400%		4	-100%	0	80%	80%
DLR	5	9	80%			-100%	0	0	0	District Line	3	1	-67%	1	1	0%	33%	100%	67%	District Line	2	7	250%	1		-100%	50%	0	-50%
Jubliee Line & Stratford Hub	6	7	17%	_	_	-100%	0	0	0	DLR	1	2	100%		_	-100%	0	0	0	DLR	6	2	-67%	1	-	-100%	17%	0	-17%
Metropolitan Line	14	26	86%	1	1	0%	7%	4%	-3%	Jubliee Line & Stratford Hub	<u> </u>	-	-100% 100%	1	-	-100%	0	0	0	Jubliee Line & Stratford Hub Metropolitan Line	16	4	-75%	1	1 1	0%	6%	25%	19%
Northern Line	7	5	-29%	-	+	-100%	0	0	0	Metropolitan Line	1	2	-100%	-	-	-100%	0	0 0	_	Northern Line	5	5	-55%	2	1	-50%	18%	20%	2%
Piccadilly Line	11	16 6	45%	3	+	-100%	27%	0	-27% 0	Northern Line	2	6	200%	<u>'</u>	+ '	-100%	0	0	0	Piccadilly Line	4	5	-80% 25%	-	1	-100% -100%	0	20%	20%
Victoria Line Total	58	98	50% 69%	4	1	-100% -75%	7%	1%	-6%	Piccadilly Line Victoria Line	1	2	100%		+	-100%	0	0	0	Victoria Line	2	1	-50%	1	+	-100%	50%	0	-50%
I otai	36	96	69%	4	1 1	-/3%	176	170	-6%	Total	12	19	58%	5	3	-40%	42%	16%	-26%	Total	53	43			9	29%	13%	21%	8%
										Total						10,10		1277					1070						
				09A S	erious Publi	c Disorder	Offences							09B Less	s Serious Pu	ıblic Disord	er Offences			1				1	0A Serious F	raud Offence	es		
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		5 Det 15/16		Det Rate 14/15	Det Rate 15/16	Diff	Sector	Rec 14/15	Rec 15/16	% Diff		5 Det 15/16		Det Rate 14/15	Det Rate 15/16	6 Diff
Bakerloo Line	18	12	-33%	1	1	0%	6%	8%	3%	Bakerloo Line	20	20	0%	8	6	-25%	40%	30%	-10%	Bakerloo Line	2	5	150%	2	2	0%	100%	40%	-60%
Central Line	37	23	-38%	11	6	-45%	30%	26%	-4%	Central Line	56	42	-25%	26	6	-77%	46%	14%	-32%	Central Line	4	6	50%	2	2	0%	50%	33%	-17%
Circle Line	19	20	5%	8	6	-25%	42%	30%	-12%	Circle Line	39	23	-41%	16	11	-31%	41%	48%	7%	Circle Line	6	22	267%	3	20	567%	50%	91%	41%
District Line	31	22	-29%	12	9	-25%	39%	41%	2%	District Line	46	46	0%	25	12	-52%	54%	26%	-28%	District Line	8	8	0%	3	4	33%	38%	50%	13%
DLR	13	8	-38%	9		-100%	69%	0	-69%	DLR	21	11	-48%	5		-100%	24%	0	-24%	DLR		2	-100%		1	-100%	0	50%	50%
Jubliee Line & Stratford Hub	29	24	-17%	10	4	-60%	34%	17%	-18%	Jubliee Line & Stratford Hub	67	37	-45%	39	13	-67%	58%	35%	-23%	Jubliee Line & Stratford Hub	4	6	50%	2	7	250%	50%	117%	67%
Metropolitan Line	9	13	44%	8	3	-63%	89%	23%	-66%	Metropolitan Line	39	28	-28%	27	6	-78%	69%	21%	-48%	Metropolitan Line	1	2	100%		1	-100%	0	50%	50%
Northern Line	34	27	-21%	14	7	-50%	41%	26%	-15%	Northern Line	55	41	-25%	27	13	-52%	49%	32%	-17%	Northern Line	2	3	50%	2	2	0%	100%	67%	-33%
Piccadilly Line	21	34	62%	2	9	350%	10%	26%	17%	Piccadilly Line	62	31	-50%	17	3	-82%	27%	10%	-18%	Piccadilly Line	1	6	500%	2	2	0%	200%	33%	-167%
Victoria Line	19	17	-11%	7	6	-14%	37%	35%	-2%	Victoria Line	34	28	-18%	17	6	-65%	50%	21%	-29%	Victoria Line	1	2	100%	1	2	100%	100%	100%	0%
Total	230	200	-13%	82	51	-38%	36%	26%	-10%	Waterloo & City Line	1	1	0%	ļ.,	-	-100%	0	0	0	Total	29	62	114%	17	43	153%	59%	69%	11%
										Total	440	308	-30%	207	76	-63%	47%	25%	-22%]									
				10B	Less Seriou	us Fraud Of	fences								11A Dru	g Offences				1				1	2A Other Se	rious Offence	es		
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 14/15			Det Rate 14/15	Det Rate 15/16	Diff	Sector	Rec 14/15	Rec 15/16	% Diff		5 Det 15/16		Det Rate 14/15	Det Rate 15/16	6 Diff
Bakerloo Line	60	11	-82%	58	1	-98%	97%	9%	-88%	Bakerloo Line	7	4	-43%	9	1	-89%	129%	25%	-104%	Bakerloo Line	2	1	-50%	1	1	-100%	50%	0	-50%
Central Line	73	11	-85%	58	6	-90%	79%	55%	-25%	Central Line	13	4	-69%	11	4	-64%	85%	100%	15%	Central Line	1	5	400%	1	1	0%	100%	20%	-80%
Circle Line	56	7	-88%	53	3	-94%	95%	43%	-52%	Circle Line	7	9	29%	7	8	14%	100%	89%	-11%	Circle Line	1	2	100%		2	-100%	0	100%	100%
District Line	103	19	-82%	100	4	-96%	97%	21%	-76%	District Line	8	3	-63%	7	3	-57%	88%	100%	13%	District Line	4	1	-75%	4		-100%	100%	0	-100%
DLR	28	5	-82%	29	3	-90%	104%	60%	-44%	DLR	18	5	-72%	17	4	-76%	94%	80%	-14%	DLR	3	2	-33%	3		-100%	100%	0	-100%
Jubliee Line & Stratford Hub	141	20	-86%	133	13	-90%	94%	65%	-29%	Jubliee Line & Stratford Hub	31	13	-58%	27	5	-81%	87%	38%	-49%	Jubliee Line & Stratford Hub		1	-100%			-100%	0	0	0
Metropolitan Line	18	13	-28%	20	1	-95%	111%	8%	-103%	Metropolitan Line	8		-100%	5		-100%	63%	0	-63%	Metropolitan Line		2	-100%		1	-100%	0	50%	50%
Northern Line	78	12	-85%	65	6	-91%	83%	50%	-33%	Northern Line	12	10	-17%	12	7	-42%	100%	70%	-30%	Northern Line		2	-100%	1	1	0%	0	50%	50%
Piccadilly Line	54	18	-67%	40	6	-85%	74%	33%	-41%	Piccadilly Line	20	6	-70%	19	4	-79%	95%	67%	-28%	Piccadilly Line	3	4	33%	1	2	100%	33%	50%	17%
Victoria Line	53	13	-75%	58	5	-91%	109%	38%	-71%	Victoria Line	5	4	-20%	7	5	-29%	140%	125%	-15%	Victoria Line	1	1	0%	2		-100%	200%	0	-200%
Total	664	129	-81%	614	48	-92%	92%	37%	-55%	Total	129	58	-55%	121	41	-66%	94%	71%	-23%	Total	15	21	40%	13	7	-46%	87%	33%	-53%
				12B	Other Less	Serious 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																				
Bakerloo Line	9		-100%	4		-100%	44%	0	-44%																				

				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
Bakerloo Line	9		-100%	4		-100%	44%	0	-44%
Central Line	23	7	-70%	9	3	-67%	39%	43%	4%
Circle Line	9	6	-33%	6	1	-83%	67%	17%	-50%
District Line	10	6	-40%	7	1	-86%	70%	17%	-53%
DLR	1	1	0%	1		-100%	100%	0	-100%
Jubliee Line & Stratford Hub	18	3	-83%	14	3	-79%	78%	100%	22%
Metropolitan Line	8	8	0%	3	2	-33%	38%	25%	-13%
Northern Line	9	7	-22%	7	1	-86%	78%	14%	-63%
Piccadilly Line	14	6	-57%	6	2	-67%	43%	33%	-10%
Victoria Line	5	3	-40%	3	2	-33%	60%	67%	7%
Total	106	47	-56%	60	15	-75%	57%	32%	-25%

										1 1										1									
				T	otal Notifi	able Offer	ices							Tota	I Non-Not	fiable Off	ences								Total O	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
Bakerloo Line	141	161	14%	40	16	-60%	28%	10%	-18%	Bakerloo Line	97	35	-64%	72	8	-89%	74%	23%	-51%	Bakerloo Line	238	196	-18%	112	24	-79%	47%	12%	-34.8%
Central Line	366	350	-4%	85	36	-58%	23%	10%	-13%	Central Line	164	73	-55%	95	19	-80%	58%	26%	-32%	Central Line	530	423	-20%	180	55	-69%	34%	13%	-21.0%
Circle Line	179	237	32%	59	55	-7%	33%	23%	-10%	Circle Line	110	41	-63%	77	17	-78%	70%	41%	-29%	Circle Line	289	278	-4%	136	72	-47%	47%	26%	-21.2%
District Line	211	228	8%	69	28	-59%	33%	12%	-20%	District Line	167	84	-50%	135	19	-86%	81%	23%	-58%	District Line	378	312	-17%	204	47	-77%	54%	15%	-38.9%
DLR	115	114	-1%	43	17	-60%	37%	15%	-22%	DLR	64	27	-58%	43	7	-84%	67%	26%	-41%	DLR	179	141	-21%	86	24	-72%	48%	17%	-31.0%
Jubliee Line and Stratford Hub			-100%			-100%	0	0	0	Jubliee Line and Stratford Hub			-100%			-100%	0	0	0	Jubliee Line and Stratford Hub			-100%	1		-100%	0	0	0
						10070	-			Jubliee Line & Stratford Hub	234	76	-68%	190	41	-78%	81%	54%	-27%	Jubliee Line & Stratford Hub	539	354	-34%	273	82	-70%	51%	23%	-27.5%
Jubliee Line & Stratford Hub	305	278	-9%	83	41	-51%	27%	15%	-12%	Metropolitan Line	70	58	-17%	50	11	-78%	71%	19%	-52%	Metropolitan Line	219	198	-10%	99	26	-74%	45%	13%	-32.1%
Metropolitan Line	149	140	-6%	40	15	-69%	33%	11%	-22%	Northern Line	149	66	-56%	101	20	-80%	68%	30%	-37%	Northern Line	434	366	-16%	181	72	-60%	42%	20%	-22.0%
				80	- 50	-35%		17%	-11%	Piccadilly Line	131	70	-47%	64	13	-80%	49%	19%	-30%	Piccadilly Line	407	441	8%	131	58	-56%	32%	13%	-19.0%
Northern Line	285	300	5%		52		28%			Victoria Line	95	45	-53%	79	13	-84%	83%	29%	-54%	Victoria Line	327	310	-5%	122	39	-68%	37%	13%	-24.7%
Piccadilly Line	276	371	34%	67	45	-33%	24%	12%	-12%	- Waterloo & City Line	4	4	0070		- 10	-100%	0070	2070	0170	Waterloo & City Line	4	0.0	500/		- 00		0770	0	24.170
Victoria Line	232	265	14%	43	26	-40%	19%	10%	-9%		1	'	U%				U	U	U		4		-50%			-100%	U	U	U
Waterloo & City Line	3	1	-67%			-100%	0	0	0	Total	1282	576	-55%	906	168	-81%	71%	29%	-41.5%	Total	3544	3021	-15%	1524	499	-67%	43%	17%	-26.5%
Total	2262	2445	8%	618	331	-46%	27%	14%	-14%	1																			

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

			01A	Violence Ag	ainst the P	erson								02A Sexua	al Offences								03A Crim	inal Damage	/ Malicious	Mischief		
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
5	3	-40%	1		-100%	20%	0	-20%	Bangor	1		-100%			-100%	0	0	0	Bangor	1	3	200%	1	1	0%	100%	33%	-67%
29	47	62%	10	25	150%	34%	53%	19%	Cardiff	1	3	200%	4	1	-75%	400%	33%	-367%	Cardiff	7	9	29%	4		-100%	57%	0	-57%
3	7	133%	3	3	0%	100%	43%	-57%	Shrewsbury	2	1	-50%	1		-100%	50%	0	-50%	Shrewsbury	3	1	-67%		1	-100%	0	100%	100%
7	10	43%	4	5	25%	57%	50%	-7%	Swansea	1		-100%		2	-100%	0	0	0	Swansea	7	8	14%		2	-100%	0	25%	25%
44	67	52%	18	33	83%	41%	49%	8%	Total	5	4	-20%	5	3	-40%	100%	75%	-25%	Total	18	21	17%	5	4	-20%	28%	19%	-9%
Re	5 29 3 7	5 3 29 47 3 7 7 10	5 3 -40% 29 47 62% 3 7 133% 7 10 43%	tc 14/15 Rec 15/16 % Diff Det 14/15 5 3 -40% 1 29 47 62% 10 3 7 133% 3 7 10 43% 4	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 5 3 -40% 1 29 47 62% 10 25 3 7 133% 3 3 7 10 43% 4 5	tc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff 5 3 -40% 1 -100% 29 47 62% 10 25 150% 3 7 133% 3 3 0% 7 10 43% 4 5 25%	5 3 -40% 1 -100% 20% 29 47 62% 10 25 150% 34% 3 7 133% 3 3 0% 100% 7 10 43% 4 5 25% 57%	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Det Rate 15/16 5 3 -40% 1 -100% 20% 0 29 47 62% 10 25 150% 34% 53% 3 7 133% 3 3 0% 100% 43% 7 10 43% 4 5 25% 57% 50%	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Diff 5 3 -40% 1 -100% 20% 0 -20% 29 47 62% 10 25 150% 34% 53% 19% 3 7 133% 3 3 0% 100% 43% -57% 7 10 43% 4 5 25% 57% 50% -7%	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Diff Sector 5 3 -40% 1 -100% 20% 0 -20% Bangor 29 47 62% 10 25 150% 34% 53% 19% Cardiff 3 7 133% 3 3 0% 100% 43% -57% Shrewsbury 7 10 43% 4 5 25% 57% 50% -7% Swansea	cc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 Diff Sector Rec 14/15 5 3 -40% 1 -100% 20% 0 -20% Bangor 1 29 47 62% 10 25 150% 34% 53% 19% 3 7 133% 3 3 0% 100% 43% -57% 7 10 43% 4 5 25% 57% 50% -7% Swansea 1	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Diff Det Rate 15/16 Diff Sector Rec 14/15 Rec 15/16 5 3 -40% 1 -100% 20% 0 -20% Bangor 1	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 5 3 -40% 1 -100% 20% 0 -20% Bangor 1 -100% 29 47 62% 10 25 150% 34% 53% 19% Cardiff 1 3 200% 3 7 133% 3 3 0% 100% 43% -57% Shrewsbury 2 1 -50% 7 10 43% 4 5 25% 57% 50% -7% 5wansea 1 -100%	cc 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 3 -40% 1 -100% 20% 0 -20% Bangor 1 -100% -100% 29 47 62% 10 25 150% 34% 53% 19% Cardiff 1 3 200% 4 3 7 133% 3 3 0% 100% 43% -57% Shrewsbury 2 1 -50% 1 7 10 43% 4 5 25% 57% 50% -7% Swansea 1 -100%	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 5 3 -40% 1 -100% 20% 0 -20% Bangor 1 -100% 0 -20% Cardiff 1 3 200% 4 1 3 200% 4 1 3 200% 4 1 3 200% 4 1 3 200% 4 1 3 200% 4 1 3 3 10% 100% 43% -57% 50% 57% 50% -7% 50% 2 1 -50% 1 -100% 2	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 Diff Sector Rec 14/15 Rec 14/15 No Diff Det 14/15 Det 14/15 Det 15/16 % Diff 5 3 -40% 1 -100% 20% 0 -20% Bangor 1 -100% -100% -100% 29 47 62% 10 25 150% 34% 53% 19% Cardiff 1 3 200% 4 1 -75% 3 7 133% 3 3 0% 100% 43% -57% Shrewsbury 2 1 -50% 1 -100% 5 5 55% 57% 50% -7% Swansea 1 -100% 2 -100%	cc 14/15 Rec 15/16 % Diff Det 14/15 Det 14/15 Det 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det 14/15	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 Diff Det Rate 15/16 Diff Det Rate 15/16 Det Rate 15/16 Diff Det Rate 15/16 Det Rate 15/1	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 14/15 Diff Det Rate 14/15 Det Rate 15/16 Diff Det Rate 14/15 Det Rate 15/16 Diff Det Rate 15/16 Det Rate 15/16 Diff Det Rate 15/16 Det Rate 15/16 Diff Det Rate 15/16 Det	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det Rate 14/15 Det Rate 14/15 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 Rate 14/15 Det Rate 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 Det Rate 15/16 Diff Det Rate 15/16 Diff Det Rate 15/16 Diff Det Rate 15/16 Sector Rec 14/15 Rec 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff Det Rate 1	xc 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det Rate 14/15 Det Rate 14/15 Diff Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 Diff Det Rate 15/16 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					04A Ser	ious Line o	of Route O	fences							04B Less	Serious Li	ne of Route	e Offences							05A T	heft of Pas	senger Pro	perty		
Sector	Rec 14/15	Rec 15/1	6 % Diff	Det	14/15 I	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	2	4	100%				-100%	0	0	0	Bangor	16	25	56%	1		-100%	6%	0	-6%	Bangor	2	6	200%		1	-100%	0	17%	17%
Cardiff	7	18	157%		1	4	300%	14%	22%	8%	Cardiff	97	91	-6%	17	15	-12%	18%	16%	-1%	Cardiff	23	33	43%	1	1	0%	4%	3%	-1%
Shrewsbury	2	2	0%		1		-100%	50%	0	-50%	Shrewsbury	24	33	38%	2	3	50%	8%	9%	1%	Shrewsbury	6	5	-17%			-100%	0	0	0
Swansea	5	4	-20%		1	1	0%	20%	25%	5%	Swansea	29	47	62%	8	5	-38%	28%	11%	-17%	Swansea	22	13	-41%	1	1	0%	5%	8%	3%
Total	16	28	75%		3	5	67%	19%	18%	-1%	Total	166	196	18%	28	23	-18%	17%	12%	-5%	Total	53	57	8%	2	3	50%	4%	5%	1%

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				06A I	Motor Vehicle	e/ Cycle Of	fences								07A Robbe	y Offence	s						08 <i>A</i>	Theft of Ra	lway/ Com	mercial 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 14/1	5 Rec 15/16	% Diff	Det 14/15	Det 15/16	% Diff	Det Rate 14/15	Det Rate 15/16	Diff
Bangor	1		-100%			-100%	0	0	0	Cardiff	1		-100%		1	-100%	0	0	0	Bangor	4	1	-75%			-100%	0	0	0
Cardiff	22	19	-14%	6	1	-83%	27%	5%	-22%	Total	1		-100%		1	-100%	0	0	0	Cardiff	15	13	-13%	7	2	-71%	47%	15%	-31%
Shrewsbury	9	12	33%		1	-100%	0	8%	8%											Shrewsbury	3		-100%			-100%	0	0	0
Swansea		9	-100%	1	3	200%	0	33%	33%]										Swansea	7	3	-57%	2		-100%	29%	0	-29%
Total	32	40	25%	7	5	-29%	22%	13%	-9%											Total	29	17	-41%	9	2	-78%	31%	12%	-19%

				09A Se	rious Public	Disorder	Offences]				09B Less	Serious Pub	lic Disord	er Offences							10/	Serious Fra	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	% Diff	Det 14/15	Det 15/16	% Diff	Det Rate 14/15	Det Rate 15/16	Diff
Bangor	5	4	-20%	1	3	200%	20%	75%	55%	Bangor	18	9	-50%	8	8	0%	44%	89%	44%	Shrewsbury	1		-100%			-100%	0	0	0
Cardiff	35	19	-46%	23	13	-43%	66%	68%	3%	Cardiff	68	35	-49%	31	16	-48%	46%	46%	0%	Total	1		-100%			-100%	0	0	0
Shrewsbury	6	7	17%	2	11	450%	33%	157%	124%	Shrewsbury	13	10	-23%	7	3	-57%	54%	30%	-24%										
Swansea	6	4	-33%	4	2	-50%	67%	50%	-17%	Swansea	22	24	9%	7	3	-57%	32%	13%	-19%										
Total	E2	24	250/	20	20	20/	E99/	9E9/	200/	Total	121	78	-36%	53	30	-43%	44%	38%	-5%										

				10	OB Less S	erious F	Fraud Offe	ences								11A Dru	g Offences]				12	A Other Seri	ious Offenc	es		
Sector	Rec 14/15	Rec 15/16	% Diff	Det 14/	15 Det 1	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	14	15	7%	2	- 3	3	50%	14%	20%	6%	Bangor	4		-100%	2		-100%	50%	0	-50%	Bangor	2	2	0%	1		-100%	50%	0	-50%
Cardiff	5	10	100%	4	1	2	-50%	80%	20%	-60%	Cardiff	8	7	-13%	7	5	-29%	88%	71%	-16%	Cardiff	2	3	50%	3		-100%	150%	0	-150%
Shrewsbury	11	3	-73%	8	4	1	-50%	73%	133%	61%	Shrewsbury	3	3	0%	3	3	0%	100%	100%	0%	Shrewsbury	1	3	200%	2		-100%	200%	0	-200%
Swansea	1	8	700%		1	1	-100%	0	13%	13%	Swansea	5	4	-20%	1	2	100%	20%	50%	30%	Swansea	3	1	-67%	1		-100%	33%	0	-33%
Total	31	36	16%	14	1	0	-29%	45%	28%	-17%	Total	20	14	-30%	13	10	-23%	65%	71%	6%	Total	8	9	13%	7		-100%	88%	0	-88%

				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	1	5	400%	1		-100%	100%	0	-100%
Cardiff	35	25	-29%	18	9	-50%	51%	36%	-15%
Shrewsbury	18	15	-17%	25	14	-44%	139%	93%	-46%
Swansea	31	18	-42%	21	24	14%	68%	133%	66%
Total	85	63	-26%	65	47	-28%	76%	75%	-2%

			Te	otal Notifia	ble Offen	ces							Tota	l Non-Noti	fiable Off	iences								Total O	ffences			
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
27	23	-15%	6	5	-17%	22%	22%	-0%	Bangor	49	54	10%	12	11	-8%	24%	20%	-4%	Bangor	76	77	1%	18	16	-11%	24%	21%	-2.9%
150	171	14%	66	53	-20%	44%	31%	-13%	Cardiff	205	161	-21%	70	42	-40%	34%	26%	-8%	Cardiff	355	332	-6%	136	95	-30%	38%	29%	-9.7%
39	41	5%	12	19	58%	31%	46%	16%	Shrewsbury	66	61	-8%	42	24	-43%	64%	39%	-24%	Shrewsbury	105	102	-3%	54	43	-20%	51%	42%	-9.3%
63	56	-11%	15	18	20%	24%	32%	8%	Swansea	83	97	17%	36	33	-8%	43%	34%	-9%	Swansea	146	153	5%	51	51	0%	35%	33%	-1.6%
279	291	4%	99	95	-4%	35%	33%	-3%	Total	403	373	-7%	160	110	-31%	40%	29%	-10.2%	Total	682	664	-3%	259	205	-21%	38%	31%	-7.1%
	27 150 39 63	27 23 150 171 39 41 63 56	27 23 -15% 150 171 14% 39 41 5% 63 56 -11%	Rec 14/15 Rec 15/16 % Diff Det 14/15 27 23 -15% 6 150 171 14% 66 39 41 5% 12 63 56 -11% 15	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 27 23 -15% 6 5 150 171 14% 66 53 39 41 5% 12 19 63 56 -11% 15 18	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff 27 23 -15% 6 5 -17% 150 171 14% 66 53 -20% 39 41 5% 12 19 58% 63 56 -11% 15 18 20%	27 23 -15% 6 5 -17% 22% 150 171 14% 66 53 -20% 44% 39 41 5% 12 19 58% 31% 63 56 -11% 15 18 20% 24%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 27 23 -15% 6 5 -17% 22% 22% 150 171 14% 66 53 -20% 44% 31% 39 41 5% 12 19 58% 31% 46% 63 56 -11% 15 18 20% 24% 32%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% 150 171 14% 66 53 -20% 44% 31% -13% 39 41 5% 12 19 58% 31% 46% 16% 63 56 -11% 15 18 20% 24% 32% 8%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Diff Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 39 41 5% 12 19 58% 31% 46% 16% Shrewsbury 63 56 -11% 15 18 20% 24% 32% 8% Swansea	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff Det Rate 14/15 Det Rate 14/15<	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Diff Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 49 54 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 205 161 39 41 5% 12 19 58% 31% 46% 16% 16% 5hrewsbury 66 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 61 </th <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 49 54 10% 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 205 161 -21% 39 41 5% 12 19 58% 31% 46% 16% Shrewsbury 66 61 -8% 63 56 -11% 15 18 20% 24% 32% 8% Swansea 83 97 17%</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% 150 171 14% 66 53 -20% 44% 31% -13% 39 41 5% 12 19 58% 31% 46% 16% 63 56 -11% 15 18 20% 24% 32% 8%</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 49 54 10% 12 11 150 171 14% 66 53 -20% 44% 31% -13% 39 41 5% 12 19 58% 31% 46% 16% 63 56 -11% 15 18 20% 24% 32% 8%</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 15/16 % Di</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% 49 54 10% 12 11 -8% 24% 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 205 161 -21% 70 42 -40% 34% 39 41 5% 12 19 58% 31% 46% 16% Shrewsbury 66 61 -8% 42 24 -43% 64% 63 56 -11% 15 18 20% 24% 32% 8% Swansea 83 97 17% 36 33 -8% 43%</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 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39 41 5% 12 19 58% 31% 46% 16% 5hrewsbury 66 61 -8% 42 24 -43% 64% 39% -24% 5hrewsbury 5hrewsbury 5masea 83 97 17% 36 33 -8% 43% 34% -9% 5wansea</th> <th>Rec 14/15 Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det Rate 15/16 Diff Sector Rec 14/15 Rec 14/15 Rec 14/15 Det 14/15 Det Rate 15/16 % Diff Det Rate 15/16 % Diff Det Rate 15/16 % Diff Det Rate 15/16 Diff Bangor 76 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 205 161 -21% 70 42 -40% 34% 26% -8% Cardiff 355 39 41 5% 12 19 58% 31% 46% 16% 5hrewsbury 66 61 -8% 42 24 -43% 64% 39% -24% 5hrewsbury 105 63 56 -11% 15 18 20% 24% 32% 8% 5wansea 83 97 17% 36 33 -8% 43% 34% 99 5wansea</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 Det Rate 14/15 Det Rate 15/16 Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 D</th> <th>Rec 14/15 Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det Rate 15/16 % Diff 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 49 54 10% 12 11 -8% 24% 20% -4% Bangor 76 77 1% 39 41 5% 12 19 58% 31% 46% 16% Shrewsbury 66 61 -8% 42 24 -43% 64% 39% -24% Shrewsbury 105 102 -3% 63 56 -11% 15 18 20% 24% 32% 8% Swansea 83 97 17% 36 33 -8% 43% 34% 99 50 50 50 50 -8% 42 24 -43% 64% 8% 50 50 50 50 50 50 50</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 15/16 % Diff Det 14/15 Det 15/16 % Diff D</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 %</th> <th>Rec 14/15 Rec 15/16 WDiff Det 14/15 Det 15/1</th> <th>Rec 14/15 Rec 15/16 V Diff Det 14/15 Det 15/16 V</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 %</th>	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 49 54 10% 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 205 161 -21% 39 41 5% 12 19 58% 31% 46% 16% Shrewsbury 66 61 -8% 63 56 -11% 15 18 20% 24% 32% 8% Swansea 83 97 17%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% 150 171 14% 66 53 -20% 44% 31% -13% 39 41 5% 12 19 58% 31% 46% 16% 63 56 -11% 15 18 20% 24% 32% 8%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 49 54 10% 12 11 150 171 14% 66 53 -20% 44% 31% -13% 39 41 5% 12 19 58% 31% 46% 16% 63 56 -11% 15 18 20% 24% 32% 8%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 15/16 % Di	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% 49 54 10% 12 11 -8% 24% 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 205 161 -21% 70 42 -40% 34% 39 41 5% 12 19 58% 31% 46% 16% Shrewsbury 66 61 -8% 42 24 -43% 64% 63 56 -11% 15 18 20% 24% 32% 8% Swansea 83 97 17% 36 33 -8% 43%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% 49 54 10% 12 11 -8% 24% 20% 150 171 14% 66 53 -20% 44% 31% -13% 24% 205 161 -21% 70 42 -40% 34% 26% 39 41 5% 12 19 58% 31% 46% 16% 63 56 -11% 15 18 20% 24% 32% 8% Swansea 83 97 17% 36 33 -87 43% 43% 43% 34%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 27 23 -15% 6 5 -17% 22% 22% -0% 49 54 10% 12 11 -8% 24% 20% -4% 150 171 14% 66 53 -20% 44% 31% -13% -13% 205 161 -21% 70 42 -40% 34% 26% -8% 39 41 5% 12 19 58% 31% 46% 16% Shrewsbury 66 61 -8% 42 24 -43% 64% 39% -24% 63 56 -11% 15 18 20% 24% 32% 8% 8% 83 97 17% 36 33 -8% 43% 34% -9%	Rec 14/15 Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det Rate 15/16 Diff Sector 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 49 54 10% 12 11 -8% 24% 20% -4% Bangor 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 205 161 -21% 70 42 -40% 34% 26% -8% Cardiff 39 41 5% 12 19 58% 31% 46% 16% 5hrewsbury 66 61 -8% 42 24 -43% 64% 39% -24% 5hrewsbury 5hrewsbury 5masea 83 97 17% 36 33 -8% 43% 34% -9% 5wansea	Rec 14/15 Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det Rate 15/16 Diff Sector Rec 14/15 Rec 14/15 Rec 14/15 Det 14/15 Det Rate 15/16 % Diff Det Rate 15/16 % Diff Det Rate 15/16 % Diff Det Rate 15/16 Diff Bangor 76 150 171 14% 66 53 -20% 44% 31% -13% Cardiff 205 161 -21% 70 42 -40% 34% 26% -8% Cardiff 355 39 41 5% 12 19 58% 31% 46% 16% 5hrewsbury 66 61 -8% 42 24 -43% 64% 39% -24% 5hrewsbury 105 63 56 -11% 15 18 20% 24% 32% 8% 5wansea 83 97 17% 36 33 -8% 43% 34% 99 5wansea	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 Det Rate 14/15 Det Rate 15/16 Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 D	Rec 14/15 Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det Rate 15/16 % Diff 27 23 -15% 6 5 -17% 22% 22% -0% Bangor 49 54 10% 12 11 -8% 24% 20% -4% Bangor 76 77 1% 39 41 5% 12 19 58% 31% 46% 16% Shrewsbury 66 61 -8% 42 24 -43% 64% 39% -24% Shrewsbury 105 102 -3% 63 56 -11% 15 18 20% 24% 32% 8% Swansea 83 97 17% 36 33 -8% 43% 34% 99 50 50 50 50 -8% 42 24 -43% 64% 8% 50 50 50 50 50 50 50	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 15/16 % Diff Det 14/15 Det 15/16 % Diff D	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 %	Rec 14/15 Rec 15/16 WDiff Det 14/15 Det 15/1	Rec 14/15 Rec 15/16 V Diff Det 14/15 Det 15/16 V	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 %

Western(Sub Disivison) Data from 01 April 2015 00:00 to 30 June 2015 23:59:59

				01A	Violence Ag	ainst the P	erson			1					02A Sexu	al Offences	S							03A Crim	inal Damage	/ 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	3 Diff
Bristol	32	27	-16%	22	15	-32%	69%	56%	-13%	Bristol	6	2	-67%	6	1	-83%	100%	50%	-50%	Bristol	20	5	-75%	5		-100%	25%	0	-25%
Exeter	9	12	33%		9	-100%	0	75%	75%	Exeter			-100%	1	1	0%	0	0	0	Exeter	3	7	133%			-100%	0	0	0
Gloucester	13	7	-46%	2	2	0%	15%	29%	13%	Gloucester	1	1	0%			-100%	0	0	0	Gloucester	3	5	67%		2	-100%	0	40%	40%
Plymouth	10	4	-60%	5	2	-60%	50%	50%	0%	Plymouth		1	-100%			-100%	0	0	0	Plymouth	5	3	-40%	1		-100%	20%	0	-20%
Reading	18	23	28%	16	5	-69%	89%	22%	-67%	Reading	8	5	-38%	4	1	-75%	50%	20%	-30%	Reading	10	6	-40%	2		-100%	20%	0	-20%
Truro	8	5	-38%	5	2	-60%	63%	40%	-23%	Truro	1	1	0%			-100%	0	0	0	Truro	3	6	100%			-100%	0	0	0
Total	90	78	-13%	50	35	-30%	56%	45%	-11%	Total	16	10	-38%	11	3	-73%	69%	30%	-39%	Total	44	32	-27%	8	2	-75%	18%	6%	-12%

				04A S	Serious Line	of Route O	ffences							04B Less	s Serious Li	ne of Route	e Offences]				05A	heft 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	10	6	-40%	1	3	200%	10%	50%	40%	Bristol	72	52	-28%	8	4	-50%	11%	8%	-3%	Bristol	37	40	8%	1		-100%	3%	0	-3%
Exeter	1	6	500%		2	-100%	0	33%	33%	Exeter	10	14	40%	5	4	-20%	50%	29%	-21%	Exeter	18	13	-28%	1	1	0%	6%	8%	2%
Gloucester	3		-100%	2		-100%	67%	0	-67%	Gloucester	24	41	71%	5	2	-60%	21%	5%	-16%	Gloucester	18	9	-50%	3	2	-33%	17%	22%	6%
Plymouth	1		-100%			-100%	0	0	0	Plymouth	6	13	117%	1	1	0%	17%	8%	-9%	Plymouth	9	6	-33%	2		-100%	22%	0	-22%
Reading	3	1	-67%	2		-100%	67%	0	-67%	Reading	30	15	-50%	4	5	25%	13%	33%	20%	Reading	44	43	-2%	5	3	-40%	11%	7%	-4%
Truro		1	-100%			-100%	0	0	0	Truro	6	13	117%	3	1	-67%	50%	8%	-42%	Truro	12	8	-33%	5	2	-60%	42%	25%	-17%
Total	18	14	-22%	5	5	0%	28%	36%	8%	Total	148	148	0%	26	17	-35%	18%	11%	-6%	Total	138	119	-14%	17	8	-53%	12%	7%	-6%

			06A I	Notor Vehicl	e/ Cycle Of	fences			1					07A Robber	ry Offence	s						08A	Theft of Rai	Iway/ Comr	mercial Pro	perty & Burglary		
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
50	36	-28%	1	1	0%	2%	3%	1%	Gloucester	1	1	0%			-100%	0	0	0	Bristol	12	13	8%		3	-100%	0	23%	23%
5	14	180%		2	-100%	0	14%	14%	Total	1	1	0%			-100%	0	0	0	Exeter	3	2	-33%			-100%	0	0	0
22	27	23%	1	1	0%	5%	4%	-1%											Gloucester	2	4	100%			-100%	0	0	0
	2	-100%			-100%	0	0	0]										Plymouth	4	4	0%			-100%	0	0	0
42	61	45%	1	6	500%	2%	10%	7%	1										Reading	11	12	9%	5	4	-20%	45%	33%	-12%
1	3	200%			-100%	0	0	0											Truro	3	3	0%			-100%	0	0	0
120	143	19%	3	10	233%	3%	7%	4%											Total	35	38	9%	5	7	40%	14%	18%	4%
	50 5 22 42 1	50 36 5 14 22 27 2 42 61 1 3	50 36 -28% 5 14 180% 22 27 23% 2 -100% 42 61 45% 1 3 200%	Rec 14/15 Rec 15/16 % Diff Det 14/15 50 36 -28% 1 5 14 180% 22 22 27 23% 1 2 -100% 1 42 61 45% 1 1 3 200%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 50 36 -28% 1 1 5 14 180% 2 22 27 23% 1 1 2 -100% -100% -100% -100% 42 61 45% 1 6 1 3 200%	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff 50 36 -28% 1 1 0% 5 14 180% 2 -100% 22 27 23% 1 1 0% 2 -100% -100% -100% 42 61 45% 1 6 500% 1 3 200% -100%	50 36 -28% 1 1 0% 2% 5 14 180% 2 -100% 0 22 27 23% 1 1 0% 5% 2 -100% -100% 0 0 42 61 45% 1 6 500% 2% 1 3 200% -100% 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 50 36 -28% 1 1 0% 2% 3% 5 14 180% 2 -100% 0 14% 22 27 23% 1 1 0% 5% 4% 2 -100% -100% 0 0 0 0 42 61 45% 1 6 500% 2% 10% 1 3 200% -100% 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 2 -100% 0 0 0 0 0 0 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Diff Sector 50 36 -28% 1 1 0% 2% 3% 1% Gloucester 5 14 180% 2 -100% 0 14% 14% 1 22 27 23% 1 1 0% 5% 4% -1% 2 -100% 0 0 0 0 0 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 15/16 Diff Sector Rec 14/15 50 36 -28% 1 1 0% 2% 3% 1% Gloucester 1 5 14 180% 2 -100% 0 14% 14% 1 Total 1 2 2 -100% 0 0 0 0 0 0 0 1 4 1 4 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 18/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff Sector Rec 14/15 Rec 15/16 Sector Rec 15/16 Sector Rec 14/15 Rec 15/16 Sector Rec 15/16 Sector Rec 15/16	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 18/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 18/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 18/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 14/15 Det Rate 14/15 Det Rate 15/16 Diff Sector Rec 14/15 Rec 14/15 Det Rate 14/15 Det Rate 15/16 Diff Det Rate 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff Sector 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 18/16 % Diff Det Rate 14/15 Det Rate 15/16 Diff 50 36 -28% 1 1 0% 2% 3% 1% 5 14 180% 2 -100% 0 14% 14% 22 27 23% 1 1 0% 5% 4% -1% 42 61 45% 1 6 500% 2% 10% 7% 1 3 200% -100% 0 0 0 0 0	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 14/15 Det Rate 14/15 Det	Rec 14/15 Rec 15/16 % Diff bet 14/15 Det 14/15 Det 14/15 Det 14/15 Det 14/15 Det 14/15 Det 14/15 Mec 15/16 % Diff Det 14/15 Det	Rec 14/15 Rec 15/16 % Diff bet 14/15 Det 18/16 % Diff bet 14/15 Det 18/16 % Diff Det 18/15 D	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 14/15 Det 14/15 Det Rate 15/16 % Diff Det Rate 14/15 Det Rate 14/15 </th <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 14/15 Det Rate 14/15 Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 % Diff Det Rate 14/15 Det Rate 15/16 % Diff Det Rate 15/16 % Diff Det Rate 14/15 Det Rate 15/16 % Diff Det 14/15 Det 14/15 Det Rate 15/16 % Diff <</th> <th>Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 14/15 Det Rate 14/15 Det</th> <th>Rec 14/15 Rec 15/16 WDiff Det 14/15 Det 14/15</th>	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 14/15 Det Rate 14/15 Det Rate 14/15 Det Rate 14/15 Det Rate 15/16 % Diff Det Rate 14/15 Det Rate 15/16 % Diff Det Rate 15/16 % Diff Det Rate 14/15 Det Rate 15/16 % Diff Det 14/15 Det 14/15 Det Rate 15/16 % Diff <	Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 14/15 Det Rate 14/15 Det	Rec 14/15 Rec 15/16 WDiff Det 14/15

				09A Se	rious Public	Disorder C	Offences							09B Less	Serious Pub	lic Disord	er 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	ıΓ
Bristol	24	24	0%	18	13	-28%	75%	54%	-21%	Bristol	26	30	15%	12	21	75%	46%	70%	24%	Bi
Exeter	12	7	-42%	7	2	-71%	58%	29%	-30%	Exeter	25	11	-56%	6	4	-33%	24%	36%	12%	P
Gloucester	5	12	140%		3	-100%	0	25%	25%	Gloucester	10	14	40%	4	3	-25%	40%	21%	-19%	ıΓ
Plymouth	5	3	-40%	2	2	0%	40%	67%	27%	Plymouth	18	4	-78%	4	1	-75%	22%	25%	3%	Ι_
Reading	10	10	0%	10	6	-40%	100%	60%	-40%	Reading	19	28	47%	7	13	86%	37%	46%	10%	
Truro	6	4	-33%	3	5	67%	50%	125%	75%	Truro	6	10	67%	1	1	0%	17%	10%	-7%	
Total	62	60	-3%	40	31	-23%	65%	52%	-13%	Total	104	97	-7%	34	43	26%	33%	44%	12%	

				10	A Serious Fr	raud Offen	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
Bristol	1	3	200%			-100%	0	0	0
Plymouth	1		-100%	1		-100%	100%	0	-100%
Total	2	3	50%	1		-100%	50%	0	-50%

				10B	Less Seriou	s Fraud Off	ences								11A Drug	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	
Bristol	26	21	-19%	14	7	-50%	54%	33%	-21%	Bristol	15	13	-13%	13	5	-62%	87%	38%	-4
Exeter	13	7	-46%	2	2	0%	15%	29%	13%	Exeter	4	3	-25%	5	4	-20%	125%	133%	8
Gloucester	3	5	67%	1	1	0%	33%	20%	-13%	Gloucester	5	3	-40%	5	2	-60%	100%	67%	-3
Plymouth	5	4	-20%	2	3	50%	40%	75%	35%	Plymouth	3	1	-67%	3		-100%	100%	0	-10
Reading	17	20	18%	8	4	-50%	47%	20%	-27%	Reading	11	7	-36%	9	6	-33%	82%	86%	4
Truro	5	4	-20%	1	1	0%	20%	25%	5%	Truro	3	3	0%	4	2	-50%	133%	67%	-6
Total	69	61	-12%	28	18	-36%	41%	30%	-11%	Total	41	30	-27%	39	19	-51%	95%	63%	-3
				12B	Other Less	Serious Off	ences			l									

					12	A Other Seri	ous Offend	es		
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
-48%	Bristol	8	6	-25%	7	1	-86%	88%	17%	-71%
8%	Exeter	1	1	0%		1	-100%	0	100%	100%
-33%	Gloucester	1	1	0%			-100%	0	0	0
-100%	Plymouth	1		-100%			-100%	0	0	0
4%	Reading	2	4	100%	1	2	100%	50%	50%	0%
-67%	Total	13	12	-8%	8	4	-50%	62%	33%	-28%
-32%										
	-48% 8% -33% -100% 4% -67%	-48% Bristol Exeter Gloucester Plymouth Reading Total	-48% Bristol 8 8% Exeter 1 -33% Gloucester 1 -100% Plymouth 1 4% Reading 2 Total 13	-48% Bristol 8 6 8% Exeter 1 1 -33% Gloucester 1 1 -100% Plymouth 1 4% Reading 2 4 -67% Total 13 12	-48% Bristol 8 6 -25% 8% Exeter 1 1 0% -33% Gloucester 1 1 0 -100% Plymouth 1 -100% 4% Reading 2 4 100% -67% Total 13 12 -8%	Diff Sector Rec 14/15 Rec 15/16 % Diff Det 14/15	Diff Sector Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16	Diff Sector Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Sector Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 15/16 % Diff Det 15/16 % Diff Det 15/16 % Diff Det 14/15 Det 15/16 % Diff Det 14/15 Det 15/16 Det 15/16 Det 14/15 Det 15/16 Det 15/16 Det 14/15 Det 15/16 Det 14/15 Det 15/16 Det 15/16 Det 14/15 Det 15/16 Det 15/16 Det 14/15 Det 15/16 Det	448% Bristol 8 6 -25% 7 1 -86% 88% 8% Exeter 1 1 0% 1 -100% 0 -33% Gloucester 1 1 0% -100% 0 -100% Plymouth 1 -100% -100% 0 4% Reading 2 4 100% 1 2 100% 50% -67% Total 13 12 -8% 8 4 -50% 62%	Diff Sector Rec 14/15 Rec 15/16 % Diff Det 14/15 Det 15/16 % Diff Det Rate 14/15 Det Rate 15/16 Sector Rec 15/16 Sector

				12B (Other Less S	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
Bristol	20	17	-15%	4	4	0%	20%	24%	4%
Exeter	10	9	-10%	2	1	-50%	20%	11%	-9%
Gloucester	12	15	25%	10	17	70%	83%	113%	30%
Plymouth	6	4	-33%			-100%	0	0	0
Reading	27	16	-41%	19	6	-68%	70%	38%	-33%
Truro	4	5	25%	1	3	200%	25%	60%	35%
Total	79	66	-16%	36	31	-14%	46%	47%	1%

				т.	otal Notifial	ala Offan								T-4-	I Non-Noti	tiable Of			
				10	otal Notifial	ole Offend	ces							Tota	ii Non-Noti	nable On	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	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	215	175	-19%	74	42	-43%	34%	24%	-10%	Bristol	144	120	-17%	38	36	-5%	26%	30%	4%
Exeter	56	65	16%	14	22	57%	25%	34%	9%	Exeter	58	41	-29%	15	11	-27%	26%	27%	1%
Gloucester	74	70	-5%	13	12	-8%	18%	17%	-0%	Gloucester	49	75	53%	20	23	15%	41%	31%	-10%
Plymouth	39	24	-38%	14	4	-71%	36%	17%	-19%	Plymouth	35	25	-29%	7	5	-29%	20%	20%	0%
Reading	159	172	8%	55	33	-40%	35%	19%	-15%	Reading	93	79	-15%	38	28	-26%	41%	35%	-5%
Truro	37	34	-8%	17	11	-35%	46%	32%	-14%	Truro	21	32	52%	6	6	0%	29%	19%	-10%
Total	580	540	-7%	187	124	-34%	32%	23%	-9%	Total	400	372	-7%	124	109	-12%	31%	29%	-1.7%

						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
_	Bristol	359	295	-18%	112	78	-30%	31%	26%	-4.8%
_	Exeter	114	106	-7%	29	33	14%	25%	31%	5.7%
	Gloucester	123	145	18%	33	35	6%	27%	24%	-2.7%
_	Plymouth	74	49	-34%	21	9	-57%	28%	18%	-10.0%
_	Reading	252	251	-0%	93	61	-34%	37%	24%	-12.6%
	Truro	58	66	14%	23	17	-26%	40%	26%	-13.9%
6	Total	980	912	-7%	311	233	-25%	32%	26%	-6.2%

						Crime	Sub Category	Data (2015-1	5) from 01 Apri	I 2015 00:00 t	o 30 June 201	5 23:59:59							
	2015-16 Crime Sub Category	Ea		Midl		Pennir		Scot		Sou		TI		Wal		Wes		ВТІ	
01A	Attempted Murder	Rec 0	Det 0	Rec 0	Det 0	Rec 0	Det 0	Rec 0	Det 0	Rec 0	Det 1	Rec 0	Det 0	Rec 0	Det 0	Rec 0	Det 0	Rec 0	Det 1
	Common Assault Firearms/Explosive Offences	183 25	53 15	72 6	23 6	139 14	57 11	66 4	39 4	254 26	56 21	259 14	42 8	33	14	41 6	11 4	1,047 96	295 70
	Homicide	0	0	0	0	14	11	0	0	0	0	0	0	0	0	0	0	1	1
	Police Assault	17	13	5	4	20	19	14	13	29	21	19	12	2	2	8	6	114	90
	Racially Aggravated Harassment Serious Assault	60 96	26 30	17 31	8 13	44 69	17 36	0 4	0 4	78 138	35 34	78 117	18 26	4 18	11	3 13	5 5	284 486	110 159
	Other Violence	40	7	23	5	31	10	8	4	71	11	68	11	9	4	6	4	256	56
01Δ	Total Violence against the Person	0 421	0 144	2 156	60	0 318	0 151	6 102	6 70	1 597	0 179	3 558	0 117	0 67	0 33	1 78	0 35	13 2,297	7 789
														o,	33	70			
02A	Sexual/ Indecent Exposure Sexual Offences against Females	9 34	7	3 19	1 11	6 32	5 11	5 7	3	8 40	9	18 149	2 14	1	1	1 8	2	51 290	16 59
	Sexual Offences against Males	1	0	0	0	3	1	0	0	3	0	3	0	1	0	0	0	11	1
	Other Sexual	17 0	5 0	10 0	0	10 0	0	0	3	34 0	0	43 0	8	0	0	0	0	116	18 3
02A	Total Sexual Offences	61	13	32	13	51	18	16	10	85	13	213	24	4	3	10	3	472	97
03A	Arson/Fire-raising	6	1	3	0	6	0	1	0	2	0	0	0	2	0	2	0	22	1
	Criminal Damage/Malicious Mischief	60	6	45	4	105	20	7	0	125	9	48	2	15	2	15	0	420	43
	Graffiti Other Criminal Damage	52 3	0	49 0	0	57 0	0	25 16	2	164 2	7	123 6	0	0	0	15 0	0	489 27	20 3
	Vandalism Rolling Stock	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	6	1
03A	Total Criminal Damage/ Malicious Mischief	121	9	97	8	168	23	55	3	293	16	177	3	21	4	32	2	964	68
04A	Destroy or Damage/Endanger Safety	1	0	3	1	7	1	7	2	10	1	5	1	2	0	2	0	37	6
	Obstruction Throw Missile at Rail Vehicle	19 19	0	36 29	8	84 23	16 0	3 15	0	27 19	6	7 15	0	21 5	5 0	12 0	5 0	209 125	45 1
04A	Total Serious Line Of Route Offences	39	4	68	9	114	17	25	3	56	7	27	2	28	5	14	5	371	52
04B	Railway Trespass	253	36	391	32	806	70	349	70	402	47	84	28	177	22	142	17	2,604	322
y-113	Stonethrowing	4	1	37	0	61	1	24	1	36	0	7	0	15	1	6	0	190	4
	Transport and Works Offences Other Less Serious Route Offences	0	0	7	0	0 30	0	0 17	0	0	0	1 0	1	0	0	0	0	1 58	1
04B	Total Less Serious Line Of Route Offences	257	37	435	32	897	71	390	71	438	47	92	29	196	23	148	17	2,853	327
05A	Theft from the Person	182	5	38	0	65	3	13	0	176	5	727	26	2	0	15	0	1,218	39
USA	Theft Luggage	60	5	52	9	77	2	13	0	50	3	13	0	19	2	31	2	315	23
051	Theft Personal Property	303	14	122	10	220	10	46	1	348	14	229	4	36	1	73	6	1,377	60
05A	Total Theft of Passenger Property	545	24	212	19	362	15	72	1	574	22	969	30	57	3	119	8	2,910	122
06A	Damage to Motor Vehicle	31	3	22	1	31	7	14	2	49	6	5	0	9	1	11	0	172	20
	Interfere with Motor Vehicle Take Vehicle w/o Consent	0	1	0	0	0	0	0	0	7	2	0	0	0	0	3 1	0	14 6	3
	Theft/Damage Pedal Cycle offences	424	23	127	22	115	20	26	5	558	68	78	1	29	4	110	10	1,467	153
	Theft from Vehicle Theft Motor Vehicle	28 9	0	13 7	0	35 7	0	1	0	20 14	0	12 1	0	0	0	14 4	0	125 43	1
06A	Total Motor Vehicle/ Cycle Offences	492	28	170	23	189	27	43	7	652	76	98	1	40	5	143	10	1,827	177
07A	Assault w/i to Rob	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	1
	Robbery	16	3	9	3	4	4	2	2	26	5	19	3	0	1	1	0	77	21
07A	Total Robbery Offences	17	3	9	3	4	4	3	3	26	5	19	3	0	1	1	0	79	22
A80	Burglary-Housebreaking	21	0	8	0	27	1	11	0	20	1	7	0	3	0	8	3	105	5
	Burglary/Housebreaking Booking Office Goods in Transit Offences	5 6	0	0	0	5	3	0	0	2	0	0	0	0	0	0	0	16 11	3
	Live Cable Theft	1	1	2	1	22	6	3	0	3	0	0	0	0	0	1	0	32	8
	Non- Live Cable Theft Theft from Shop/Kiosk	2 187	0 74	9 50	2 26	23 117	11 71	10 40	1 38	12 115	1 48	5 3	1	5 6	1	4 10	1 2	70 528	18 261
	Theft from Vending Machines	11	0	3	0	0	0	0	0	14	1	13	2	0	0	0	0	41	3
	Theft Undertaking Stores Other Theft/Burglary Offences	16 11	1	13 11	2	21	3	7	1 2	14 15	0	9 5	3	2	0	7 6	0	89 77	11 12
08A	Total Theft of Railway/ Commercial Property and		77	98	35	239	98	78	42	196	51	43	9	17	2	38	7	969	321
09A	Bomb Hoax Offences	3	0	0	0	1	2	0	1	3	2	1	0	0	0	1	0	9	5
USA	Breach of the Peace	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	Other Public Order Offences	156	52	94	48	200	122	0	0	246	66	199	51	34	29	59	31	988	399
09A	Total Serious Public Disorder Offences	159	52	94	48	201	124	1	2	249	68	200	51	34	29	60	31	998	405
09B	Alcohol Offences Breach of the Peace	63	57 0	41 0	35 0	142 0	128 0	15 11	15	80 1	63 0	72 0	54 0	22 0	18 0	25 0	25 0	460 14	395 8
	Public Order Related Offences	181	18	129	32	281	66	114	8 54	306	11	228	21	48	12	60	16	1,347	230
	Other Less Serious Public Order	20	0	9	2	24	5	36	21	40	2	8	1	8	0	12	2	157	33
	Other Public Order Offences	0	0	0	0	0	0	133 3	84 2	0	0	0	0	0	0	0	0	133	84
09B	Total Less Serious Public Disorder Offences	266	75	179	69	447	199	312	184	427	76	308	76	78	30	97	43	2,114	752
10A	Forgery	10	6	0	0	1	0	2	0	1	0	2	3	0	0	0	0	16	9
	Ticket Fraud	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	Other Fraud	27 0	7	6	0	0	17 0	5 0	0	17 0	8	60 0	39 1	0	0	3 0	0	142 0	76 1
10A	Total Serious Fraud Offences	37	13	6	1	25	17	8	5	18	8	62	43	0	0	3	0	159	87
10B	Failure to provide details/show ticket	4	0	1	0	3	0	5	2	5	1	0	1	0	0	3	1	21	5
	Travel Fraud Offences	87	44	66	37	131	104	23	12	158	53	88	43	13	6	30	9	596	308
10P	Travel Related Offences/Greater Distance Total Less Serious Fraud Offences	43 134	8 52	72 139	7 44	94 228	21 125	11 39	3 17	110 273	10 64	41 129	4	23 36	4 10	28 61	8 18	422 1,039	65 378
11A	Possession of Controlled Drug Proceeds of Crime (Drugs)	75 0	50 0	42 0	31 0	0	105 0	21 0	20 0	120	84 0	57 1	40 1	13 0	10 0	28 0	19 0	463 1	359 1
	Trafficking in Controlled Drug	1	1	2	2	2	0	1	1	1	1	0	0	1	0	0	0	8	5
	Other Drug Offences	0	0	0	0	3	2	1	1	0 5	3	0	0	0	0	0 2	0	1 12	1 6
11A	Total Drug Offences	77	51	44	33	112	107	24	23	126	88	58	41	14	10	30	19	485	372
12A	Handling/Reset	3	0	0	0	7	3	0	0	4	1	4	4	1	0	1	0	20	8
·aM	Proceeds of Crime (Exc Drugs)	1	2	1	0	1	0	0	0	6	7	3	1	0	0	0	0	12	10
	Other Less Serious Offences	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 2	0
	Other Less Serious Offences Other Offences	20	7	21	3	15	5	2 11	9	0 31	10	8	2	4	0	5	0 4	115	3 40
	Other Theft	15	0	6	0	20	1	14	2	16	2	6	0	4	0	6	0	87	5
12A	Total Other Serious Offences	0 39	9	0 28	0 4	0 43	9	0 27	0 13	0 57	0 20	0 21	7	9	0	0 12	0 4	236	66
12B	Begging Driving Offences (R.T.A)	10 173	3 55	6 171	1 67	14 271	12 137	0 113	0 73	24 306	2 296	16 11	2	6 47	3 41	6 48	0 26	82 1,140	23 697
	Protection Equipment	11	0	8	2	14	0	20	3	5	0	6	1	4	1	3	0	71	7
	Vehicle Related (Byelaws) Other Less Serious Offences	4 35	1 17	3 27	6	10 43	5 23	40 12	35 6	10 39	0 12	3 11	0 10	6	0 2	9	0 5	70 182	41 81
	Other Less Serious Public Order	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120	Total Other Less Serious Offences	0 233	0 76	0 215	0 76	0 352	0 177	4 189	4 121	0 384	0 310	0 47	0 15	0 63	0 47	0 66	0 31	4 1,549	4 853
128	rotal Other Less Serious Unefices	233	76	215	76	352	177	169	121	304	310	41	10	63	4/	00	31	1,049	903
	Notifiable Crime		427	1,014	256	1,826	610	454	182	2,929	553	2,445		291	95		124		2,578
	Non- Notifiable Crime	890	240	968	221	1,924	572	930	393	1,522	497	576		373	110		109		2,310
	Total Crime	3,158	667	1,982	477	3,750	1,182	1,384	575	4,451	1,050	3,021	499	664	205	912	233	19,322	4,88

						Crime	Sub Category	Data (2014-1	5) from 01 Apri	2014 00:00 to	30 June 201	4 23:59:59							
	2014-15 Crime Sub Category	East		Midlands		Pennine		Scotland		South		TFL		Wales		Western		ВТР	
01A	Attempted Murder	Rec 0	Det 0	Rec 0	Det 0	Rec 0	Det 0	Rec 1	Det 1	Rec 0	Det 0	Rec 0	Det 0	Rec 0	Det 0	Rec 0	Det 0	Rec 1	Det 1
	Common Assault	189	66	72	36	163	65	63	44	248	75	248	64	22	8	35	18	1,040	376
_	Firearms/Explosive Offences Homicide	17 0	11 0	7	6	16 0	13	3	3	27 0	24	11	8	0	0	6	5	89	70 0
	Police Assault	26	24	10	11	23	20	10	9	19	17	27	23	4	5	10	9	129	118
	Racially Aggravated Harassment Serious Assault	68 99	24 43	32 26	12 8	38 90	19 39	0	0	53 145	23 67	101 91	41 35	9	0 5	11 25	9	304 486	128 206
	Other Violence	22	10	10	5	12	5	8	6	38	18	39	19	5	0	3	1	137	64
		3	2	0	0	1	0	0	0	3	1	5	1	1	0	0	0	13	4
01A	Total Violence against the Person	424	180	157	78	343	161	86	64	533	225	522	191	44	18	90	50	2,199	967
02A	Sexual/ Indecent Exposure Sexual Offences against Females	13 27	2	2 12	1 4	7 18	3 6	5 4	3	11 34	1	7 80	0 39	0 2	1 2	7	3 5	48 184	13 74
	Sexual Offences against Perhales	2	0	1	0	1	0	0	0	0	0	2	1	0	0	0	0	6	1
	Other Sexual	15 0	3	4	0	17 0	6	0	0	16	3 0	31 1	0	3	0	6	3	92	21 0
02A	Total Sexual Offences	57	9	20	5	43	15	9	5	62	15	121	44	5	5	16	11	333	109
03A	Arson/Fire-raising	2	0	6	0	5	1	6	0	4	1	1	0	0	1	0	0	24	3
UUA	Criminal Damage/Malicious Mischief	74	17	40	9	84	17	6	0	107	18	38	5	15	4	31	7	395	77
_	Graffiti Other Criminal Damage	81 0	10 0	31 0	7	55 0	0	19 15	6	132	5 0	90	0	3	0	13 0	0	424 16	113 6
	Vandalism Rolling Stock	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	4	1
03A	Total Criminal Damage/ Malicious Mischief	157	27	77	16	144	18	50	9	243	24	130	93	18	5	44	8	863	200
04A	Destroy or Damage/Endanger Safety	0	0	13	2	8	3	7	0	5	0	3	1	2	1	1	0	39	7
	Obstruction Throw Missile at Rail Vehicle	34 12	4	48 13	8	64 17	11 0	6 9	0	33 16	7	8 11	3	11 3	2	14 3	5	218 84	41
04A	Total Serious Line Of Route Offences	46	4	74	11	89	14	22	1	54	7	22	4	16	3	18	5	341	49
04B	Railway Trespass	282	73	335	51	613	98	301	67	309	72	63	25	160	28	138	26	2,201	440
U4E	Stonethrowing	11	1	335	0	74	0	22	2	22	0	8	0	6	0	138	0	189	3
	Transport and Works Offences Other Less Serious Route Offences	1	0	0	0	0 15	0	0 8	0	0	0	1	0	0	0	0	0	2 25	0
04B	Other Less Serious Route Offences Total Less Serious Line Of Route Offences	294	74	373	51	702	99	331	69	331	72	72	25	166	28	148	26	25	444
	Theft from the Person	205	6		3	95	4	14	3	211				7	0	14	0		56
USA	Theft Luggage	58	6 2	35 58	7	64	4	14	3	55	15 1	703 10	25 0	12	0	14 41	5	1,284 312	22
	Theft Personal Property	339	30	99	6	230	20	39	11	348	16	228	12	34	2	83	12	1,400	109
05A	Total Theft of Passenger Property	602	38	192	16	389	28	67	17	614	32	941	37	53	2	138	17	2,996	187
06A	Damage to Motor Vehicle Interfere with Motor Vehicle	31 6	4	22 2	3	28 6	9	7	0	32 6	2	6	1 0	7	1 0	7	1 0	140 24	21 3
	Take Vehicle w/o Consent	1	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	6	1
	Theft/Damage Pedal Cycle offences	358	50	166	26	126	9	26	6	601	65	47	3	19	6	100	2	1,443	167
	Theft from Vehicle Theft Motor Vehicle	26 10	0	31 3	0	18	3	0	0	47 17	3 1	5 0	0	5 1	0	9	0	142 33	4
06A	Total Motor Vehicle/ Cycle Offences	432	55	225	30	181	23	34	6	706	72	58	4	32	7	120	3	1,788	200
07A	Assault w/i to Rob	0	0	1	0	2	1	0	0	2	1	0	0	0	0	0	0	5	2
	Robbery	16	11	5	3	14	4	2	2	40	18	12	5	1	0	1	0	91	43
07A	Total Robbery Offences	16	11	6	3	16	5	2	2	42	19	12	5	1	0	1	0	96	45
A80	Burglary-Housebreaking	21	1	6	1	32	10	7	0	38	0	13	0	1	0	8	0	126	12
	Burglary/Housebreaking Booking Office Goods in Transit Offences	3	0	4	0	2	0	0	0	1	0	0	0	0	0	0	0	12 7	0
	Live Cable Theft	2	0	4	1	30	5	11	2	1	0	0	0	3	0	1	0	52	8
	Non- Live Cable Theft Theft from Shop/Kiosk	8 192	1 101	8 50	1 18	23 160	3 109	5 22	8 19	14 127	0 74	1 9	3	8 7	7	5 9	0 5	72 576	16 336
	Theft from Vending Machines	19	13	0	0	7	2	0	0	14	0	17	2	0	0	0	0	57	17
	Theft Undertaking Stores	15	0	15 9	1	33 10	2	10 9	2	20 19	2	7	0	9	1	7 5	0	116 74	8
08A	Other Theft/Burglary Offences Total Theft of Railway/ Commercial Property and	15 275	119	97	22	301	132	64	32	238	79	53	7	29	9	35	5	1,092	405
		2	2			2		0		2	0	0	0	2			0		
09A	Bomb Hoax Offences Breach of the Peace	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	13	1
	Other Public Order Offences	172	80	115	63	243	150	0	0	277	105	230	82	49	29	61	40	1,147	549
09A	Total Serious Public Disorder Offences	175	82	116	63	246	150	1	1	279	105	230	82	52	30	62	40	1,161	553
09B	Alcohol Offences	77	59	30	28	183	149	15	15	91	68	114	100	22	20	17	17	549	456
	Breach of the Peace Public Order Related Offences	0 291	0 71	0 207	0 48	0 387	0 160	1 177	1 88	0 368	0 57	0 313	93	93	33	0 68	0 14	1,904	564
	Other Less Serious Public Order	27	6	21	1	39	15	55	34	38	4	13	14	6	0	19	3	218	77
	Other Public Order Offences	0	0	0	0	0	0	146 4	99 1	0	0	0	0	0	0	0	0	146	99
09B	Total Less Serious Public Disorder Offences	395	136	258	77	609	324	398	238	497	129	440	207	121	53	104	34	2,822	1,198
10A	Forgery	11	11	0	0	0	0	2	0	3	3	3	0	0	0	0	0	19	14
	Ticket Fraud	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other Fraud	16 0	6	5 0	0	10 0	6	7	0	12 0	5 0	26 0	17 0	0	0	0	0	79 0	40 0
10A	Total Serious Fraud Offences	27	17	5	1	10	6	9	4	15	8	29	17	1	0	2	1	98	54
10B	Failure to provide details/show ticket	6	1	3	1	2	2	0	1	1	0	0	0	0	0	1	0	13	5
	Travel Fraud Offences	175	116	68	37	361	245	33	26	268	201	337	314	14	9	34	21 7	1,290	969
10B	Travel Related Offences/Greater Distance Total Less Serious Fraud Offences	78 259	24 141	92 163	30 68	194 557	88 335	11 44	5 32	249 518	186 387	327 664	300 614	17 31	5 14	34 69	7 28	1,002 2,305	645 1,619
																		-	
11A	Possession of Controlled Drug Proceeds of Crime (Drugs)	100 0	110 0	34 0	28 0	200 0	165 0	21 0	0	152 0	143 0	123 0	118 0	20 0	13 0	38 0	38 0	688	637
	Trafficking in Controlled Drug	1	0	1	1	0	0	0	0	0	1	2	1	0	0	1	0	5	3
	Other Drug Offences	0 5	3	0	0 2	3	2	3	3	3	2	3	1	0	0	0 2	0	5 19	5 15
11A	Total Drug Offences	106	113	35	31	203	167	26	27	157	149	129	121	20	13	41	39	717	660
12A	Handling/Reset	2	1	0	0	4	1	1	1	6	4	3	3	0	0	0	0	16	10
Ė	Proceeds of Crime (Exc Drugs)	0	1	0	0	0	1	0	0	4	3	1	1	0	0	0	0	5	6
	Other Firearms Offences Other Less Serious Offences	1	1	0 2	0	0	0	2	0	2	0 2	0	0	0	0	0	0	3 5	2
	Other Offences	25	15	16	12	27	15	12	10	15	9	10	9	7	7	9	7	121	84
	Other Theft	15 0	3	8	0	11 0	3 1	8	0	13	0	0	0	0	0	4 0	1 0	61 0	11
12A	Total Other Serious Offences	44	22	26	15	42	21	23	14	40	18	15	13	8	7	13	8	211	118
12B	Begging	22	11	12	6	16	5	0	0	21	5	35	21	9	4	6	2	121	54
	Driving Offences (R.T.A)	131	136	136	66	279	203	90	63	239	545	24	8	56	50	54	20	1,009	1,091
	Protection Equipment Vehicle Related (Byelaws)	6 5	0 2	8	2	14 28	10 21	16 46	7 67	11 25	1 18	5 1	2	1	1	4 0	2	65 112	25 113
	Other Less Serious Offences	35	28	30	12	43	23	16	13	44	18	40	27	18	9	15	12	241	142
	Other Less Serious Public Order	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1 3	0
12B	Total Other Less Serious Offences	199	177	192	88	380	262	171	153	340	587	106	60	85	65	79	36	1,552	1,428
						0.007													
	Notifiable Crime Non- Notifiable Crime	2,361 1,147	677 528	1,030 986		2,007 2,248	740 1,020	393 944	182 492	2,983 1,686	753 1,175		618 906	279 403	99 160	580 400	187 124	11,895 9,096	3,547 4,689
	Non- Notifiable Crime Total Crime	3,508				4,255	1,020	1,337	492 674	4,669	1,175			682	160 259	980	311		4,689 8,236
	i otal Crime	3,508	1,205	2,016	5/5	4,255	1,760	1,337	6/4	4,009	1,928	3,544	1,524	682	259	980	311	20,991	0,236

23 PSP's created for Disruption

18 updates

Proactive patrols to identify trespass access points

Checks on station signage and research into multi-language signage Repair requirements highlighted to NWR

10 updates

to commuters

Stations visited to identify staffing, signage, barriers and access points Plans for awareness op with Samaritans
Local schools identified
Launch of new BTP Crossrail team and Twitter account
TOC funding stretchers and screens to facilitate partial line reopening
Text awareness leaflets handed out

EAST

To carry out a minimum of 20 PSPs to reduce incidents at hotspots / high impact locations for Trespass and Fatalities

July

April

24 PSP's created for Confidence

98 'Active' actions:

- Op Trafalgar patrols / Late night patrols
- Bike marking / text awareness

21 'Innovative' actions:

- Stronghold patrols and BBC filming
- Distribute Rail staff survey
- Conflict awareness

3 'Leadership' actions:

- Research using the portal
- Monthly review

26 'Team Working' actions:

- Emails and meetings with TOCs
- Meetings with Crime reduction and NWR re specific issues
- Meeting with Hostels to reinforce WIP process
- Staff briefings

6 "Value Adding' actions:

- Media in local papers
- Locating Local advisory groups
- Meet the manager events

May

Site visits planned to identify technological solutions

130 'Active' actions:

- Op Trafalgar patrols, on train patrols, Wiggins, Magnum patrols, Reassurance patrols.
- Briefings to TOCS on arrests
- Updating Twitter feeds
- Formulation of Conflict awareness packages

31 'Innovative' actions:-

- Active use of "you said, we did"
- Trespass and suicidal prevention signage
- Op Sweep / Joint cycle ops with HO force
- Active engagement with cycle crime victims
- Local newspapers

7 'Leadership' actions:

- Monthly crime reviews
- Telecon with TOCs / NWR / Land Sheriffs

30 'Team working' actions:

- Patrols and Revenue Ops
- PACT meetings / Chaplin's / Licensing premises

7 'Value Adding' actions:

- Lost property checks
- Patrols
- Use of cardboard cut outs

6 'Active' actions:

June

- Spotted Café in Barking putting out disused sandwiches at the front of the shop
- Met contacted by Crime reduction re issue with benches
- CT Week of action

3 'Innovative' actions:

- Telecon with TOC to discuss issues and good reductions
- Bike Marking

1 'Leadership' action:

- Late night patrols / liaising with NWR / TOC

4 'Team Working' actions:

- Off licence seen selling alcohol to a very intoxicated male, shop given WOA.
- Joint revenue ops
- Patrols

1 "Value Adding' action:

- CT week of action

To carry out a minimum of 8 PSPs at the lowest confidence stations identified from the NRPS

13 PSP's created for **Disruption**

13 updates

High viability patrols Signage checked Agreement for increased patrols by **Rail Community Officers**

Fencing replaced. Work on joint educational package

for local schools Rail awareness day for Home Office force's response officers

13 updates

High visibility patrols and fencing checked

TOC to promote Secure Station

Status on Twitter

Organised event with Samaritans Land Sheriffs conducting patrols of hot spot locations

Monthly trespass meeting with TOC

Hand out leaflets around trespass, mental health and crime reduction Code to be changed on access gate to prevent further trespass Hydra course offered to local SNT from Home Office Force

SOUTH

To carry out a minimum of 15 PSPs to reduce incidents at hotspots / high impact locations for Trespass and **Fatalities**

April

May

June

July

13 PSP's created for Confidence

59 'Active' actions:

- Meet the Manager / Cycle marking / Joint revenue ops
- High Vis Patrols
- Bike marking / Passenger awareness stands
- Crime prevention talks at schools

4 'Innovative' actions:

- Securing space to promote BTP with NWR
- Working with Samaritans
- Working with Local IAG

1 'Leadership' actions:

- Crime reduction visit

13 'Team Working' actions:

- PACT meetings / Crime reduction meeting with MPS
- Patrols after Brighton de railment
- Public perception survey

4 "Value Adding' actions: - On train patrols / Late night

44 'Active' actions:

- Confidence patrols of cycle racks / cycle marking
- High Vis patrols / late night patrols
- Passenger surgery
- Text BTP event at Victoria
- Hand out 'You said, we did'

4 'Innovative' actions:-

- Victoria Twitter account launched
- Conflict management training
- Health awareness fundraising day multi agency

1 'Leadership' actions:

- National week of action for East Croydon to promote safety in schools

10 'Team working' actions:

- School visits / PACT meeting
- NWR signage at cycle racks
- Joint cycle marking with MPS - Joint working with Samaritans

1 'Value Adding' actions:

- Contact made with media re 'you said, we did' posters

2 'Active' actions:

- Educational program for 10-11 vear olds
- Community Engagement day for George Green School

To carry out a minimum of 12 PSPs at the lowest confidence stations identified from the NRPS

Midland PSPS

Successfully complete at least 10 PSPs addressing ASB

ASB on Lincoln to Grimsby trains.

Hi visibility patrols and leaflets. Dry train notices.

ASB at Birmingham New Street. High profile day of action/ Warning letters to beggars and survey forms distributed.

ASB on the Robin Hood Line: Nottingham to Worksop.

Op Bronco train patrols. Alcohol banning notices.

Op Accrue – Nottingham ASB and confidence.

Twitter engagement with East Midland passengers. High visibility patrols.

ASB and graffiti between Five Ways and Longbridge.

Successfully complete 5
PSPs to reduce police
related disruption at
identified hotspots

Birmingham New Street.
High visibility patrols and signage

Kilby Bridge – South Wigston. Site review with MOMs. Regular patrols.

Disruption on the Robin Hood Line: Nottingham to Worksop.

Successfully complete at least 5 PSPs addressing trespass, cable and vandalism related disruption

Birmingham Sector MB.

Emails to schools, high visibility patrols and scene assessments.

Derby – Peartree.

Emails to schools, high visibility patrols and site visits.

Derby – Spondon.

NWR disruption teleconference.

Pennine PSPS

Successfully complete at least 15 PSPs addressing ASB

Carlisle-Whitehaven (Op Account).

Queuing system in place.

Hull

York (Op Vanguard)

Berwick Upon Tweed - Darlington

Liverpool South Parkway.
Site visits.

Manchester Piccadilly - Stoke

Sunderland Metro

Beachsafe: Wirral

Beachsafe: Southport.
Patrolled.

Wavertree, Liverpool.
Liaise with MerPol. NWR cutting keys for police.

Successfully complete 5
PSPs to reduce police
related disruption at
identified hotspots

Grimsby.

PSP about to be closed.

Local youths around Tapton and Chesterfield.

Late night alcohol ASB between Doncaster and Sheffield.

Northallerton.

Whitehall Junction to Wakefield.

Whitehall Junction to Micklefield.

Site visit with MOM.

Successfully complete at least 5 PSPs addressing trespass, cable and vandalism related disruption

Marsden - Whitehall Junction.

Tactical plan produced and disseminated.

Stockport

Weaver Junction – Acton Bridge

Leeds (Op Primary)

Wales PSPS

Successfully complete at least 6 PSPs addressing ASB

Late night trains at Cardiff Central.

Regular patrols.

Saturday evenings at Carmathen.
Summer months.

Late night ASB at Bridgend.

[PLANNED]

ASB Ebbw Vale – Newbridge.
[PLANNED]

Summer ASB Cardiff – Barry Island.
[PLANNED]

Successfully complete 4
PSPs to reduce police
related disruption at
identified hotspots

Gwersyllt Station.

Regular patrols. Community engagement. Meetings with TOC. Home visits to youths with possible ASB contracts.

Summer disruption.
[PLANNED]

Successfully complete at least 4 PSPs addressing trespass, cable and vandalism related disruption

Shotton, Rhyl and Abergele.

Local media release. Regular patrols.

Aberdare.
[PLANNED]

Cardiff – Newport.
[PLANNED]

Western PSPs

Successfully complete at least 6 PSPs addressing ASB

Weston Super Mare to Temple Meads. Summer ASB.

Patrols carried out.

Late night train patrols to Plymouth to Penzance.

Contact with TOC and NWR.

Successfully complete 4
PSPs to reduce police
related disruption at
identified hotspots

Reading

Bath Spa

Taunton

Gloucester & Cheltenham.
Patrols.

Successfully complete at least 4 PSPs addressing trespass, cable and vandalism related disruption

Reading to Twyford.

Patrols and Samaritans visit to station.

Reading – Reading West

Didcot Parkway – Oxford.
School visit with NWR.

Bristol Temple Meads – Bristol Parkway.

Patrols and meeting with NWR.