



BRITISH
TRANSPORT
POLICE

**Q2 PRC:
BTP Performance 2016-17
27th October 2016**

Contents

Progress towards 2012/13 – 2018/19 Strategic Objectives

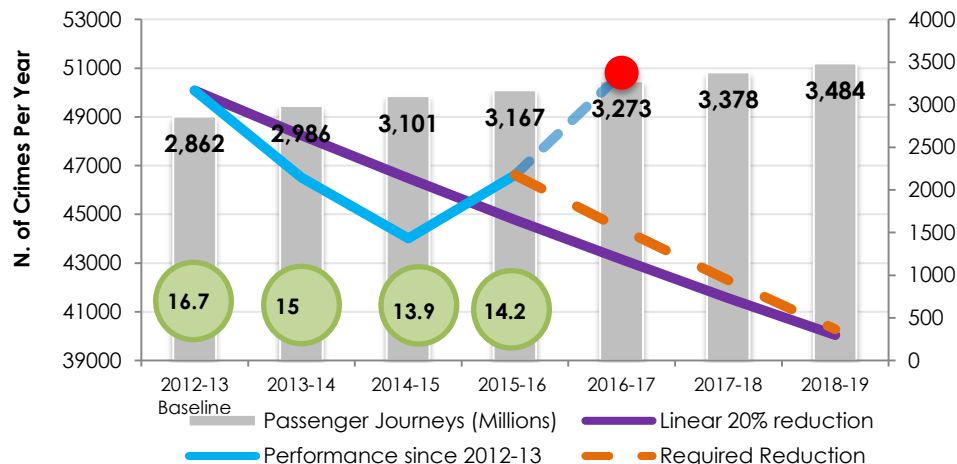
- 20% reduction in Notifiable crime
- 20% reduction in Disruption
- 10% increase in Confidence

2016-17 Policing Plan Targets

- Notifiable Crime Overview
 - Violence Against the Person
 - Public Order
 - Sexual Offences
 - Cycle Crime
- Disruption Overview
 - Level Crossings

Strategic Plan Objectives- 20:20:10

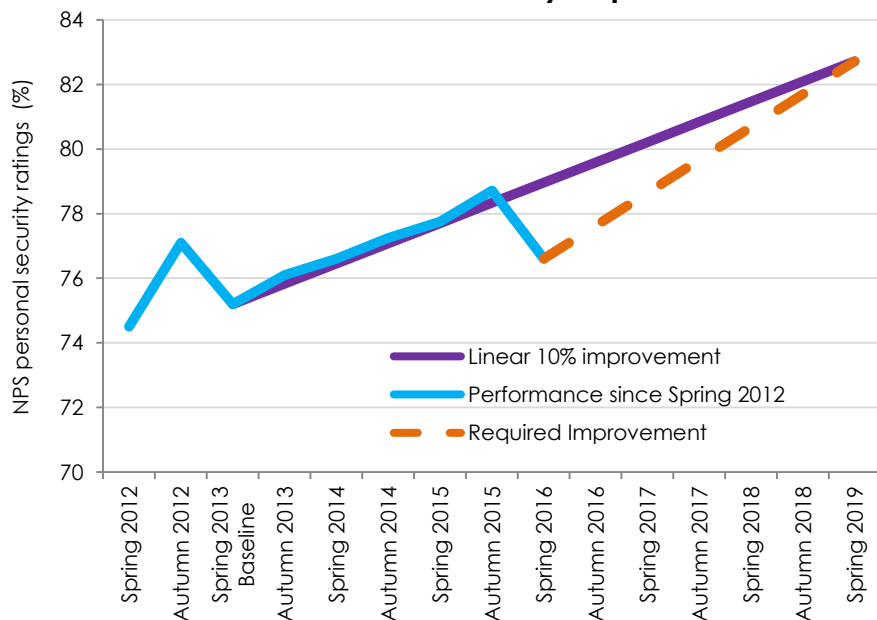
BTP 20% Notifiable Reduction



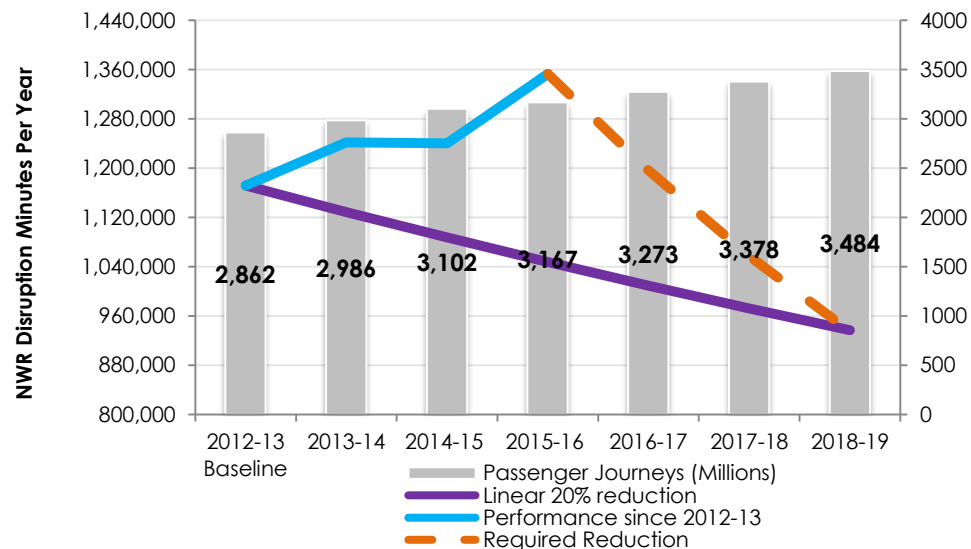
- If current trend continues, BTP will record approximately **51,364** offences by end of 2016/17.
- Offences recorded in 2012/13 (baseline target) for notifiable crime was 50,081. We are now projected to be 5,451 crimes over 2015/16 figure, requiring a **20% reduction to achieve objective.**

● Crime per mil. Pass Journeys

BTP 10% Personal Security Improvement



BTP 20% NWR Disruption Minutes Reduction



A 35% reduction over 3 years is now required in order to achieve the strategic target

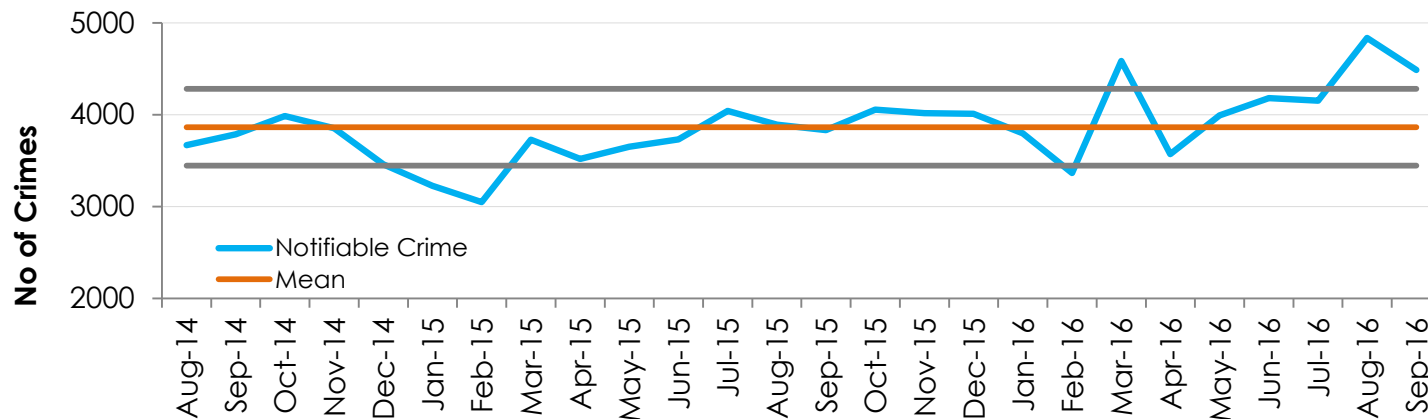


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Notifiable Crime Overview

Reduce Notifiable Crime (excl. PG) by 5% - Data to 30/09/2016

BTP - Notifiable Crime 2 Years Breakdown

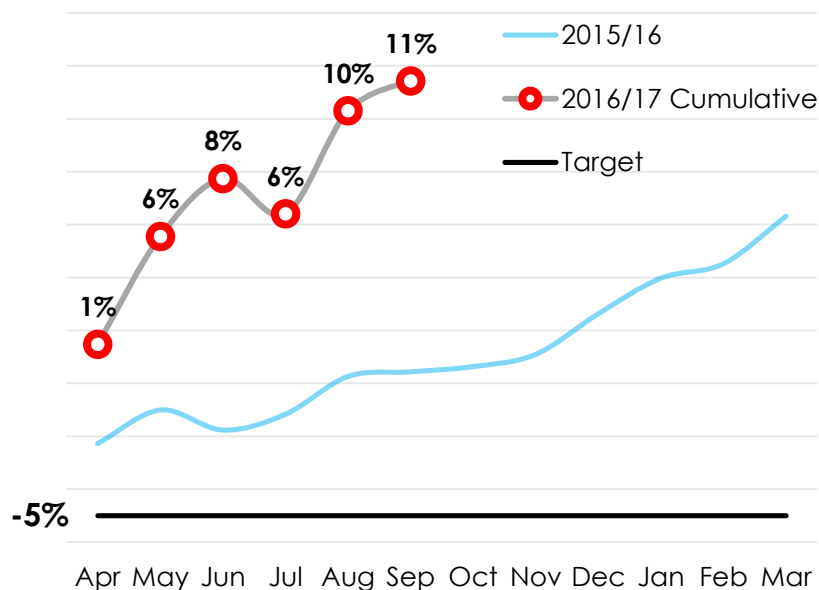


BTP is currently **2,374** crimes higher than the required 5% reduction level

Averaging **137** crimes per day

Target crimes per day = **121.4**

BTP Against Target



Theft Cable & Plant
-64 (-3%)



VAP **+681 (+18%)**

Increases in:

- Common assault (+539)
- Serious Assault (+59)



Cycle Crime **+476 (+16%)**

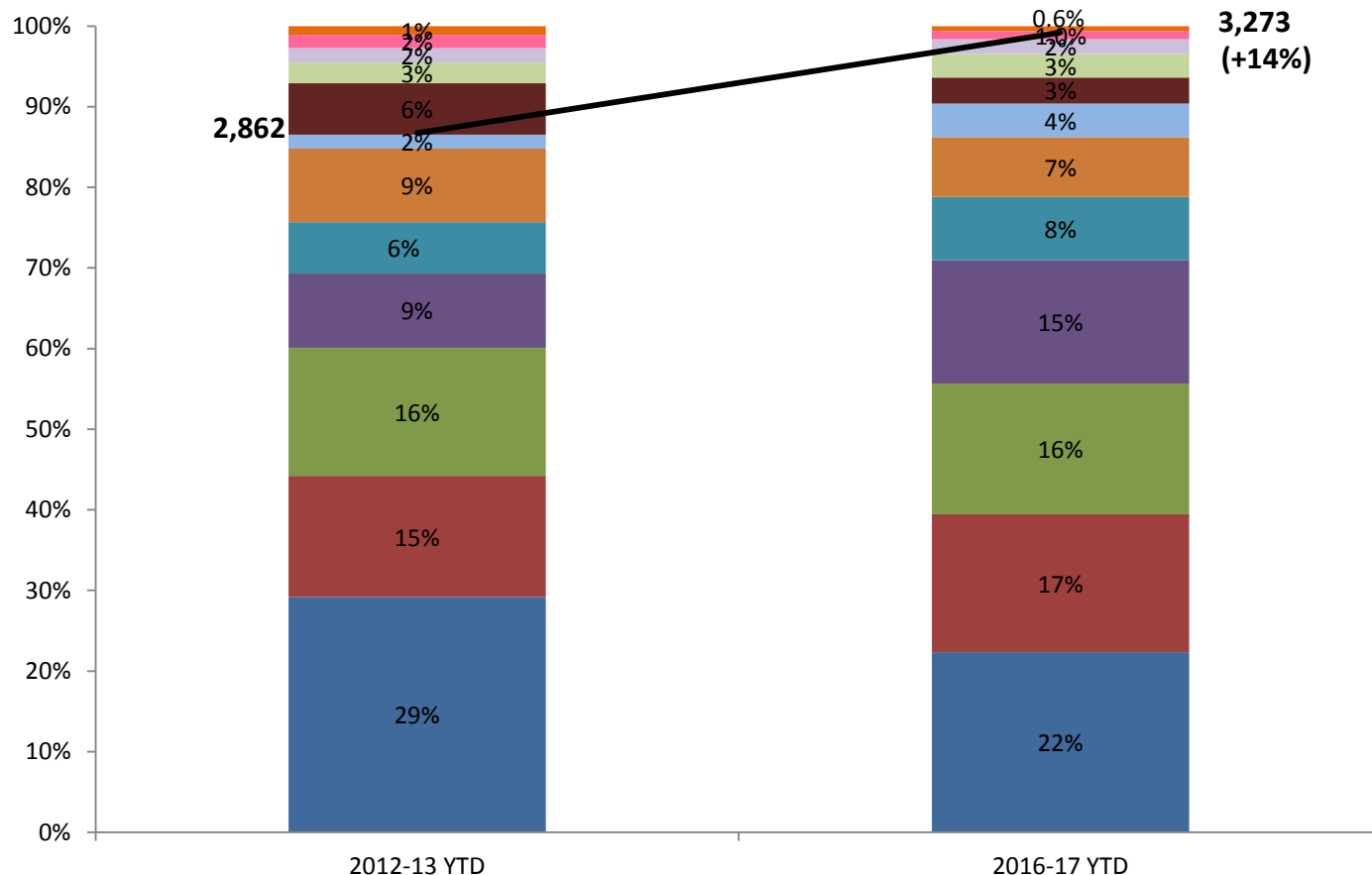
Main increases on South, Midland and Pennine.



Serious Public Disorder **+708 (+22%)**

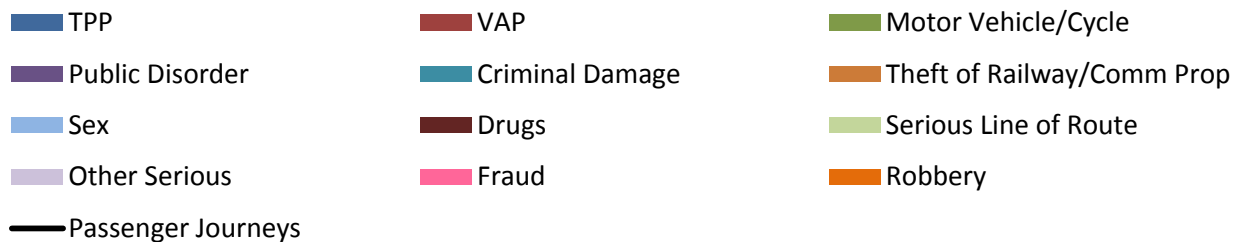
Increases in Section 4a Public Order Offences

Notifiable Crime Proportions against Passenger Journeys



Crime proportions have changed since 2012:

- VAP now accounts for 17% compared to 12%
- Sex offences now accounts for 4% compared to 2%
- TPP offences now accounts for 23% compared to 29%
- Serious Public Order offences now accounts for 12% compared to 15%



Divisional Crime Performance Overview

D DIVISION

- 9.6% below PYTD (-84 offences)
- Main increases seen; TPP (+14)
- Main decreases seen; Criminal Damage (-18) & Public Disorder (-8)

Current
Daily Rate: 4
Target: 4

C DIVISION

- 4% over target (254 offences)
- Main increases; VAP (+139), Cycle Theft (+78) & TPP (+69)
- Main decreases; Drugs (-93) & Criminal Damage (-89)

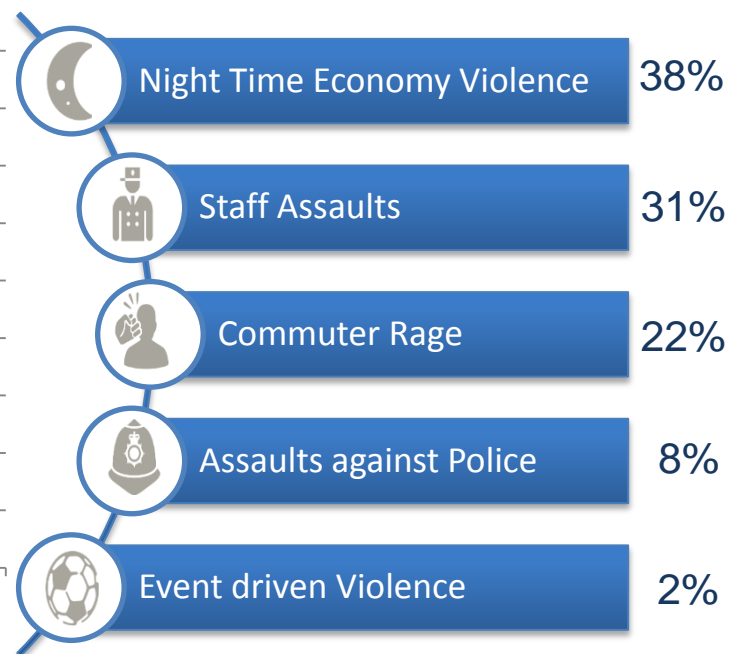
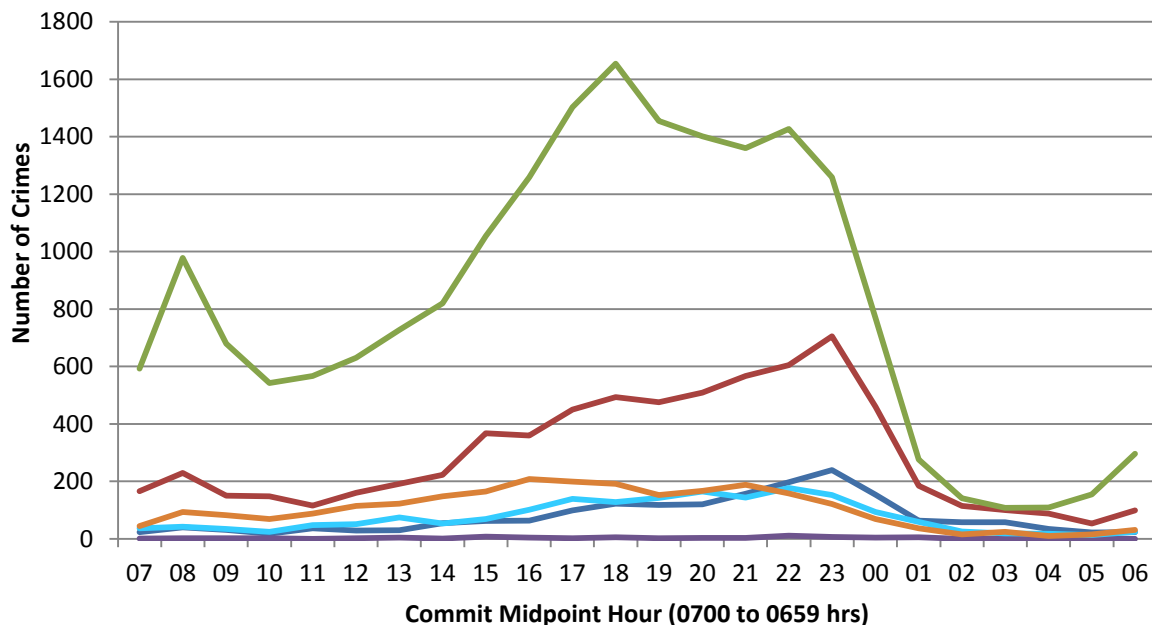
Current
Daily Rate:
40
Target: 36

B DIVISION

- 15% over target (2,204 offences)
- Main increases; VAP (+552), Serious Public Order (+692) & Criminal Damage (+279)
- Main decreases; Theft Cable and Plant (-38)

Current
Daily Rate:
93
Target: 81

VAP Time Pattern Analysis (Apr 2012-Sept 2016)



YTD VAP accounts for approximately 17% of notifiable crime and has increased by 18% (excl. Section 4a & Z71).



Common assault remains the main driver of VAP.

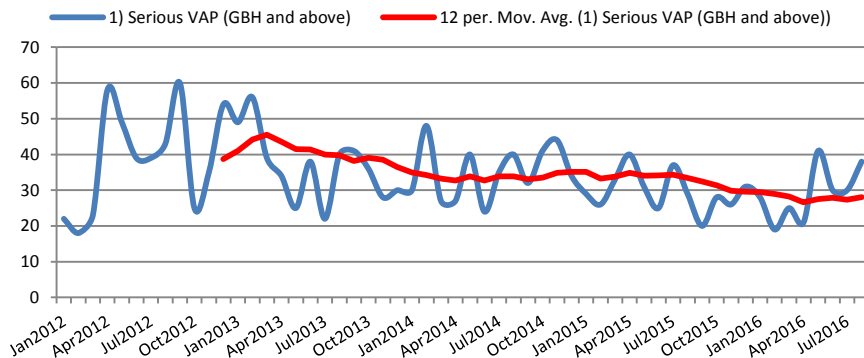


Victim QoS data shows an 83% overall level of satisfaction for violent crime (426 out of 511 respondents)

Positive Outcome Rates

Offence Type	YTD	PYTD
Common Assault	23%	27%
Serious Assault	24%	32%
Police Assault	77%	70%
VAP	28%	33%

Serious VAP (GBH and above)

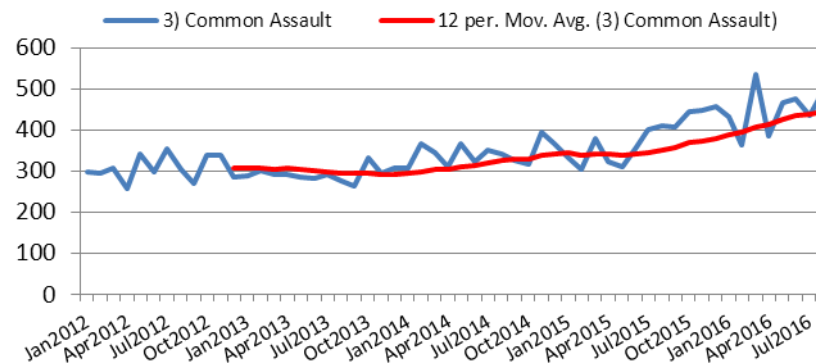


Serious VAP is on a downward trend and remains stable against the same period last year

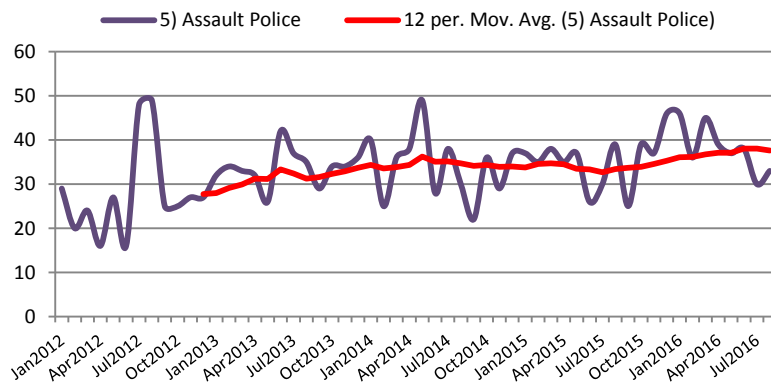


Common Assault has seen a steady rise since April 2015

Common Assault



Assault Police



Assaults against Police remains on a stable trajectory – slight incline from September 2015 onwards



Violence Against the Person – Top 20 Contributing Stations

London
Victoria

Leeds

Kings Cross

Waterloo

Euston

Liverpool St

London
Bridge

Birmingham
New St

Clapham
Junction

Stratford

Manchester
Piccadilly

Paddington

East
Croydon

Glasgow
Central

Oxford
Circus


Edinburgh
Waverley

Brighton

Charing
Cross

Reading

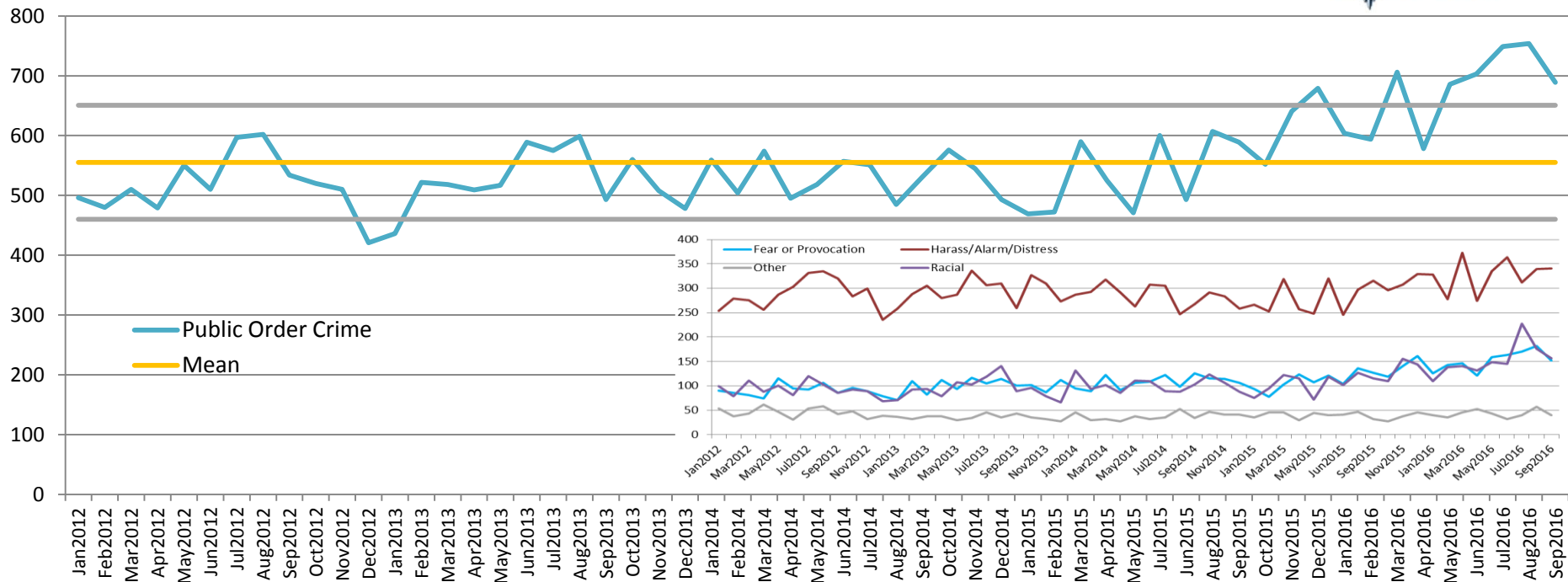
Manchester
Victoria



Collectively the
top 20 account
for 24% of VAP
Forcewide

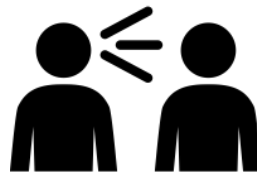
The remaining
76% are widely
spread across
2,686 locations

Public Order



All B Sub-Divisions have shown an increase over the last 18 months with TfL seeing the greatest increase YTD up 31%.

Both C & D Divisions have remained fairly constant over time.



The majority of offences are Harassment/Alarm/Distress (23%) and Fear or Provocation of violence (20%). Racially or religiously aggravated offences account for 19%.

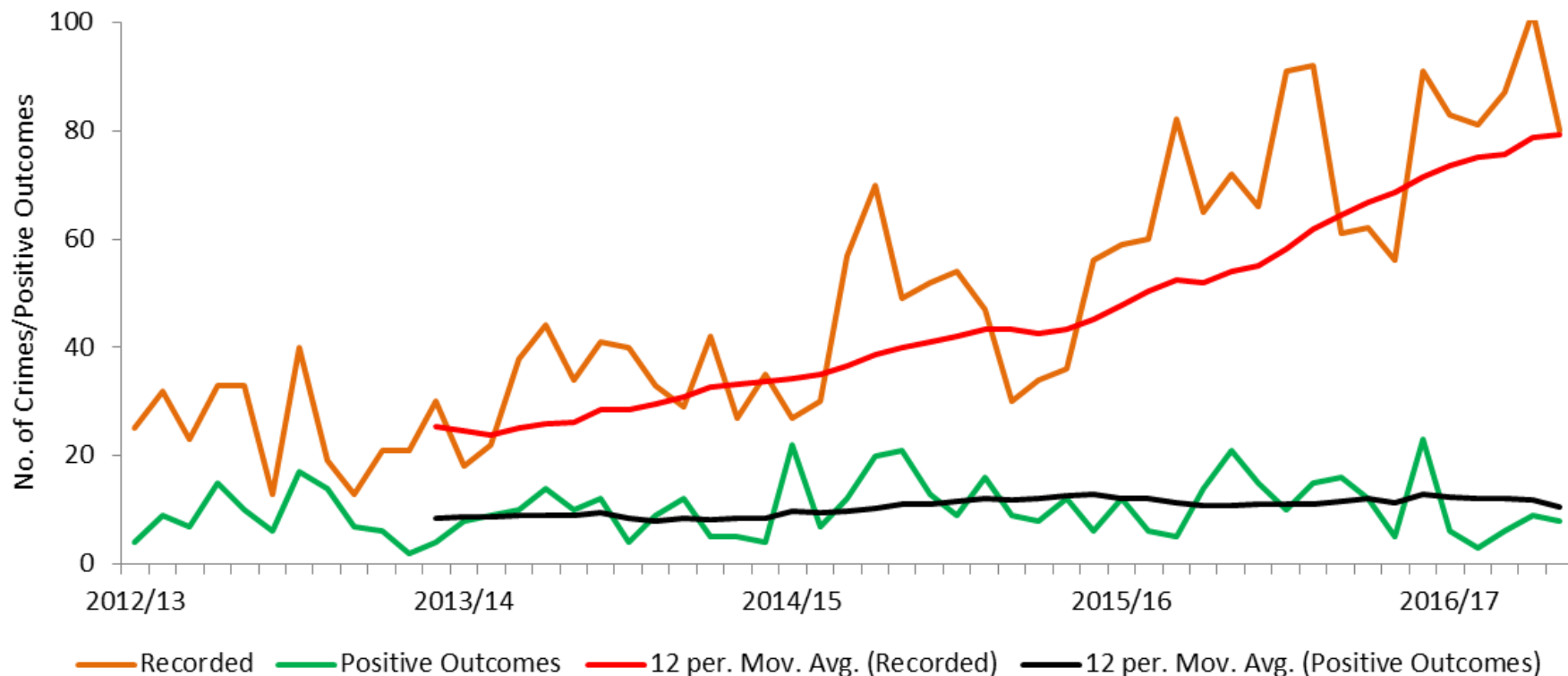
Outcome rates are down on last year with Forcewide 25% against 34%. Only Scotland has an improving picture, due to low numbers.

Sexual Offences



BTP has recorded 126 more sexual offences this YTD (+14%)

BTP Tfl Subdivision 02A Sexual Offences from 01/04/2012 to 31/08/2016



**TfL accounts for 47% of sexual offences
(29% last year)**



**TfL Sub-division recorded an extra 105
crimes (+29% from last year)**

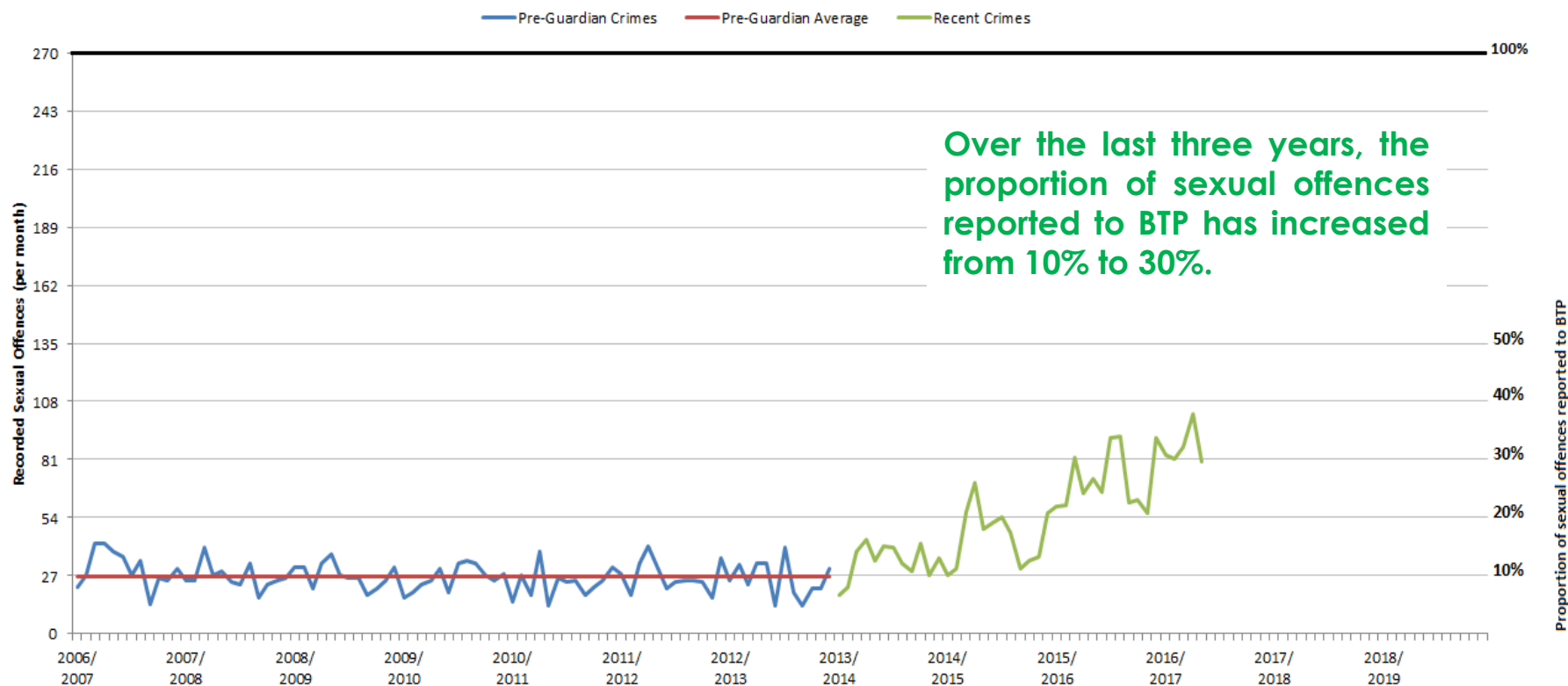
Positive Outcomes

- BTP's positive outcome rate has fallen from 24% to 14%.
- TfL's positive outcome rate has fallen from 19% to just 7%.

Sexual Offences: reporting rates on TfL

It's estimated that only 10% of sexual offences on public transport are reported.

Between 2006/07 and 2012/13, an average of 27 crimes/month were recorded by TfL. If this represents the 10% reporting rate, then actual level of offending is 270 crimes/month.



The latest 'Crime Survey for England & Wales' appears to indicate that police recorded crime is 70% of actual crime. With rates of reporting much higher for some offence types than others.

Sexual Offences: outcomes, growth and arrests

There are three possible (and overlapping) explanations for why the positive outcome rate has not increased in line with recorded sexual offences:



Type of crimes being reported may be more difficult to investigate.



Victims unwilling to initially pursue or declined to cooperate at a later stage.

BTP has arrested 263 sexual offenders this YTD, compared to 261 last year.



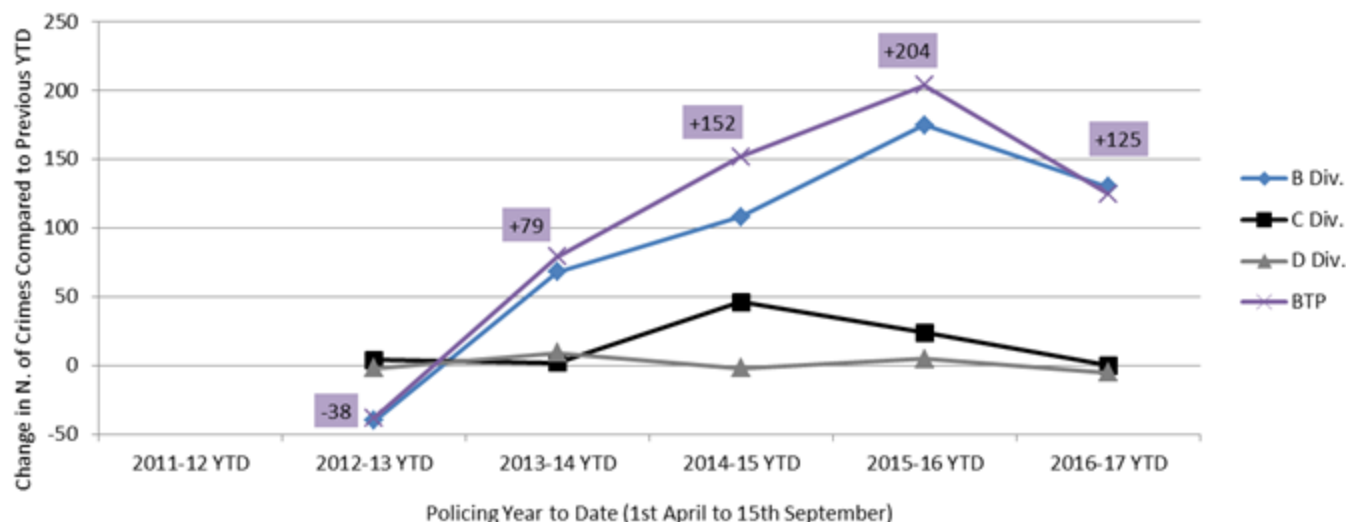
TfL has arrested 104 offenders this YTD. This is a 26% increase from last year.

Scotland is only showing 2 arrests YTD, compared to 15 last year.

Recorded sexual offences are still rising, but the rate is slowing.

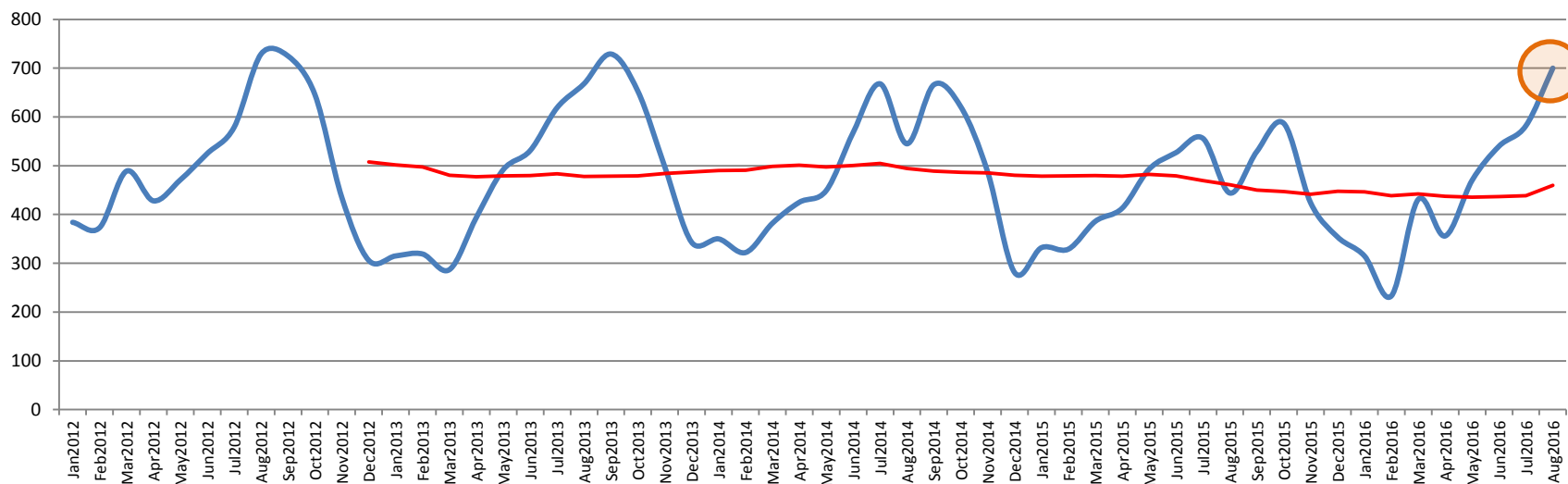
YTD has seen an extra 125 crimes, compared to the extra 204 crimes in the same period last year.

Recorded Sexual Offences: Rate of Growth Year on Year Between 1st April and 15th September



Reported cycle crime this summer has seen an increase against last year (+11%; 232 crimes)

Moving annual average remains stable; opportunities to reduce further during the winter months ahead.



Similar to
levels in
Summer
2013



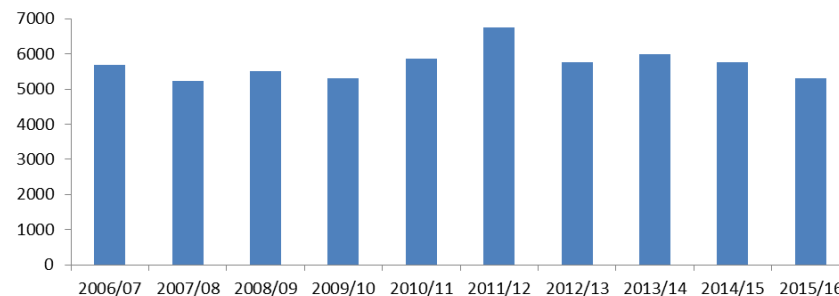
Rail Passenger Survey – Spring 2016

The number of respondents saying they travelled to a railway station by bicycle, which they parked at or near the station, has **increased by 20%** since Spring 2012.



During the same period, the number of pedal cycle offences recorded by BTP **decreased by 21%** (-1,431).

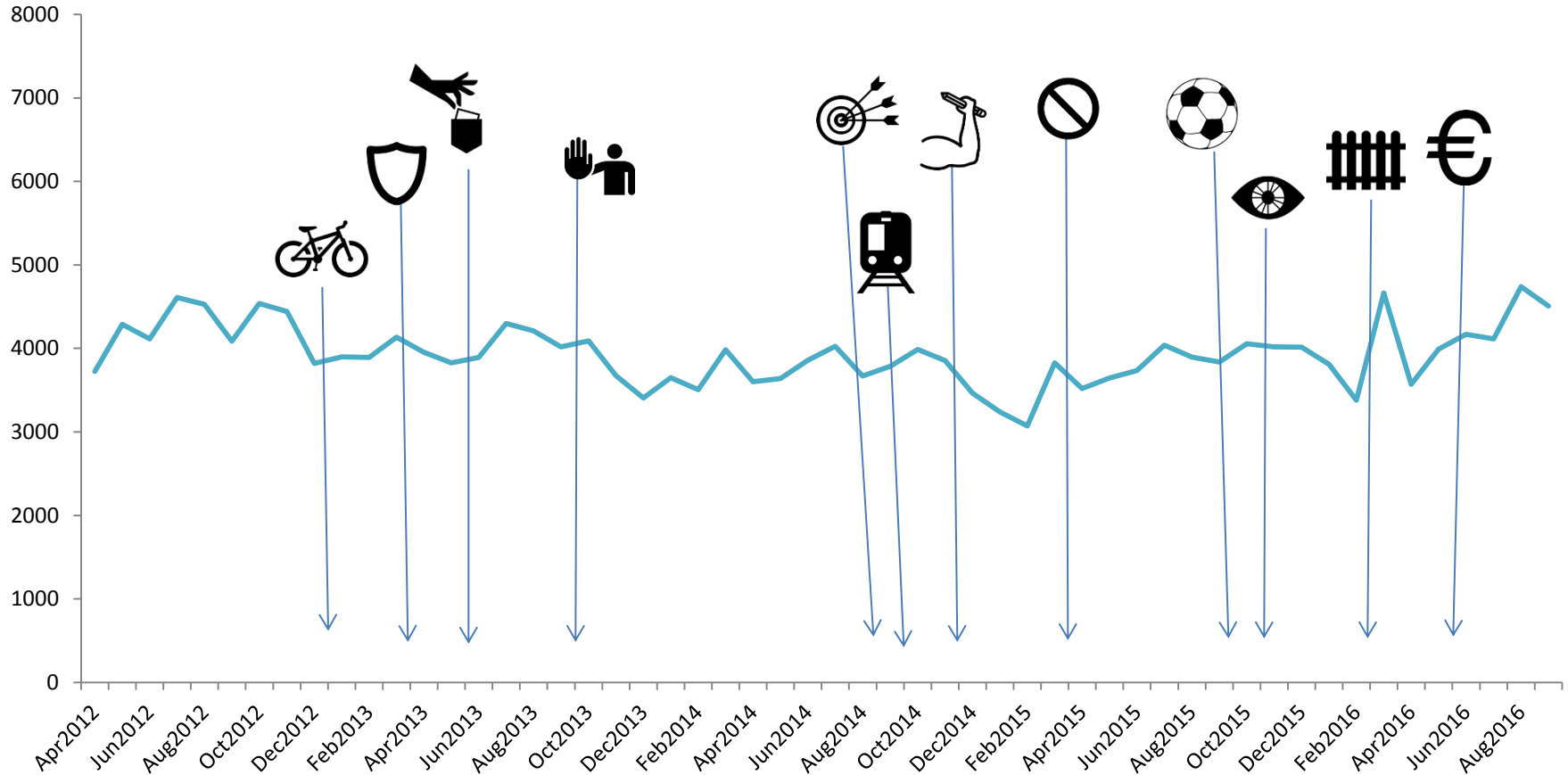
There were 6,738 crimes in 2011/12 and 5,307 in 2015/16.



However, looking back over a decade, cycle crime has remained fairly static between 5,234 and 6,738 offences.

2011/12 was the peak year, and it was only in 2015/16 that we returned to 2009/10 levels.

Notifiable Offences (exc. PG) from 01/04/2012 to 30/09/2016 By Month



December 2012: Op Wiggins



April 2013: Project Guardian



June 2013: Op Magnum



October 2013: Op Avert



September 2014: Op Trafalgar



October 2014: Op Walmington



December 2014: Op Stronghold



April 2015: Report It to Stop It



October 2015: Op Resolve



November 2015: Project Servator



March 2016: Op Fencing



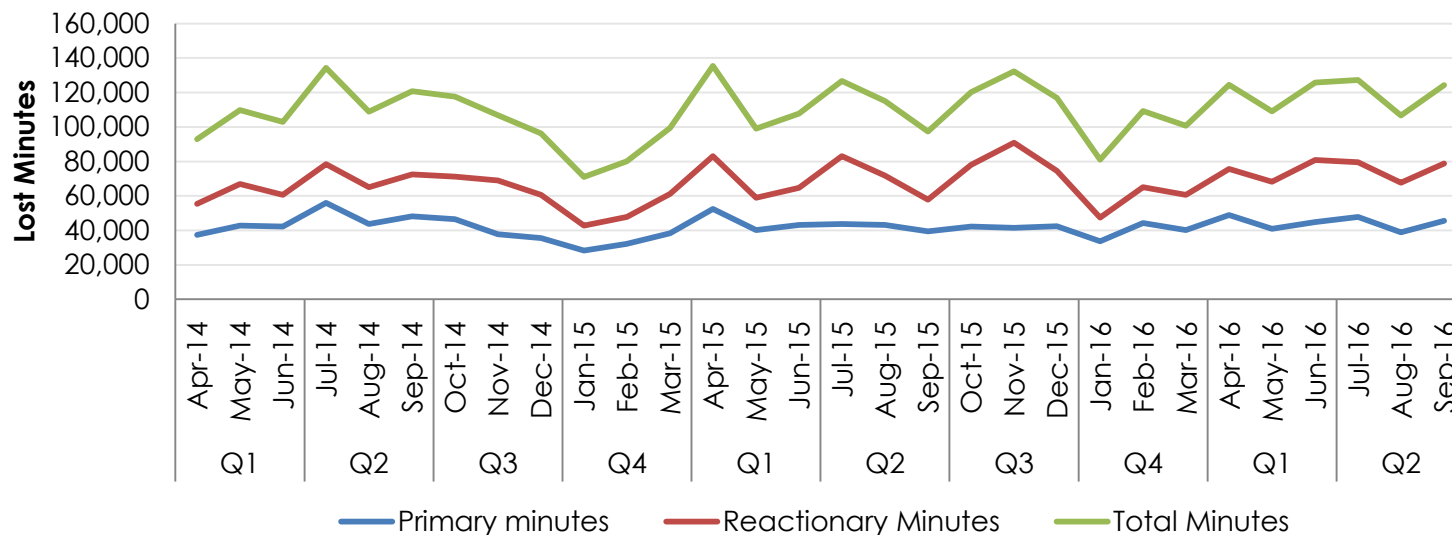
June 2016: Op Novella



Forcewide Disruption Overview

N3 - Reduce NWR police related disruption by 5% - Data to 30/09/2016

BTP historical Lost Minute Breakdown



BTP is currently **22,771** minutes higher than the required 5% reduction level

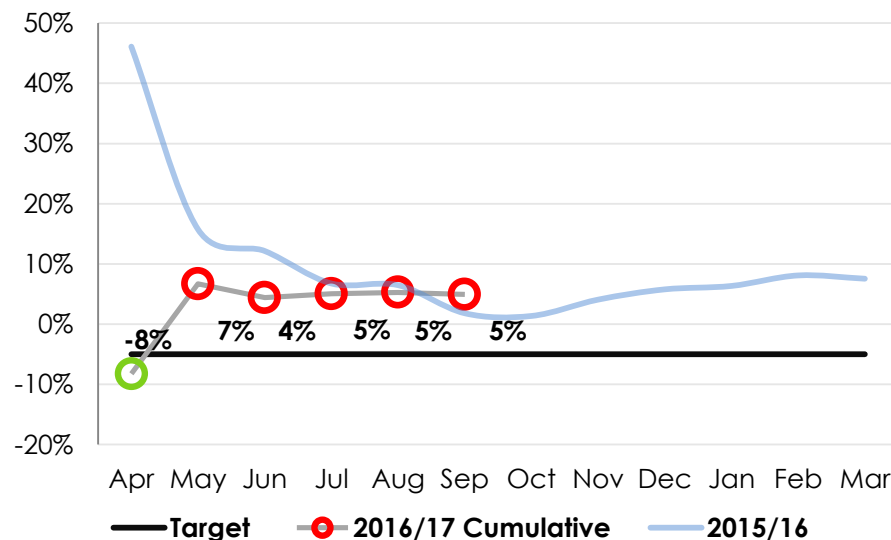
Averaging **3,858** minutes per day

Target minutes per day = **3,485**

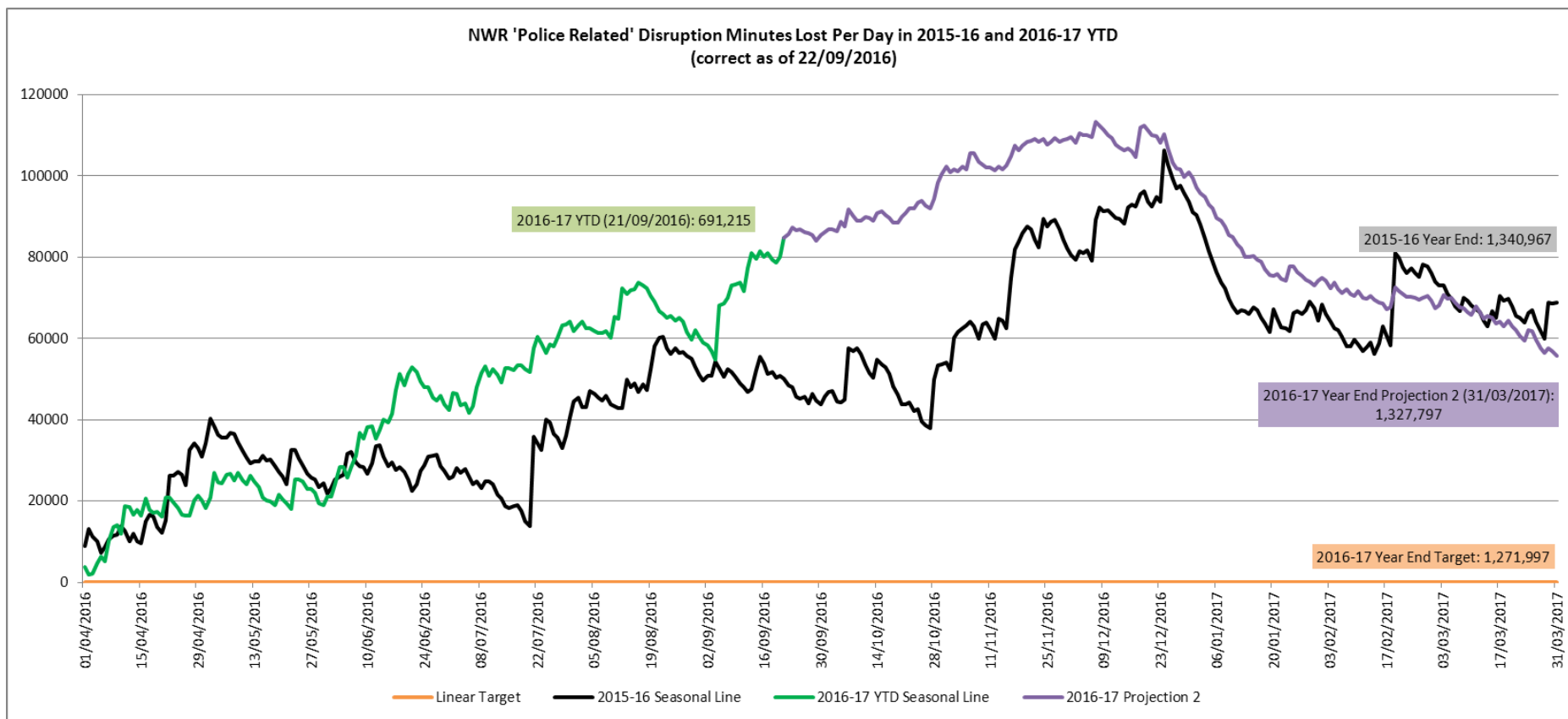
Lost Minutes	PYTD	YTD	% Chg
Total	690,942	713,713	+3.3%
Reactionary	426,727	448,306	+5.1%
Primary	264,236	265,439	0.5%

There were **12,237** disruption incidents in YTD 2015/16 vs. incidents in **12,880** 2016/17 YTD (5% increase)

BTP Against Target



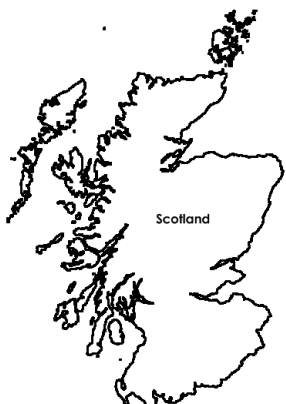
N3 - Lost Minutes By day against target



The graph above shows performance against target and also year end projections based on 4 year average daily rates.

Divisional Disruption Performance Overview

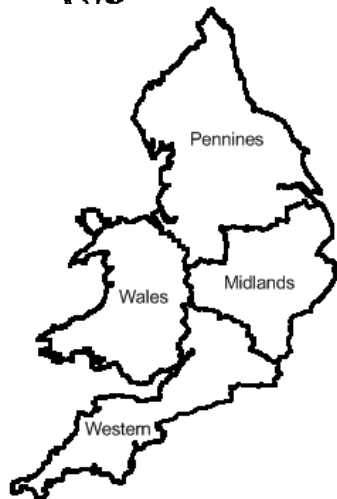
D DIVISION



- 18% above PYTD (5,988 mins)
- Main increases seen; Trespass (+6,394 mins) & Fatality/injury (+2,013 mins)
- Main decreases seen; Cable Theft (-1,495 mins)

Current
Daily Rate:
234
Target: 168

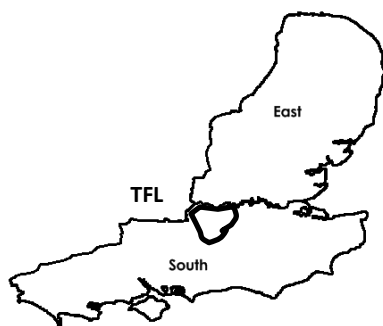
C DIVISION



- 4% below PYTD (-14,673 mins)
- Main increases; Level Crossings (+5,934 mins)
- Main decreases; Fatality/Injury (-7,865 mins) & Trespass (-2,076 mins)

Current Daily
Rate: 1,816
Target: 1,567

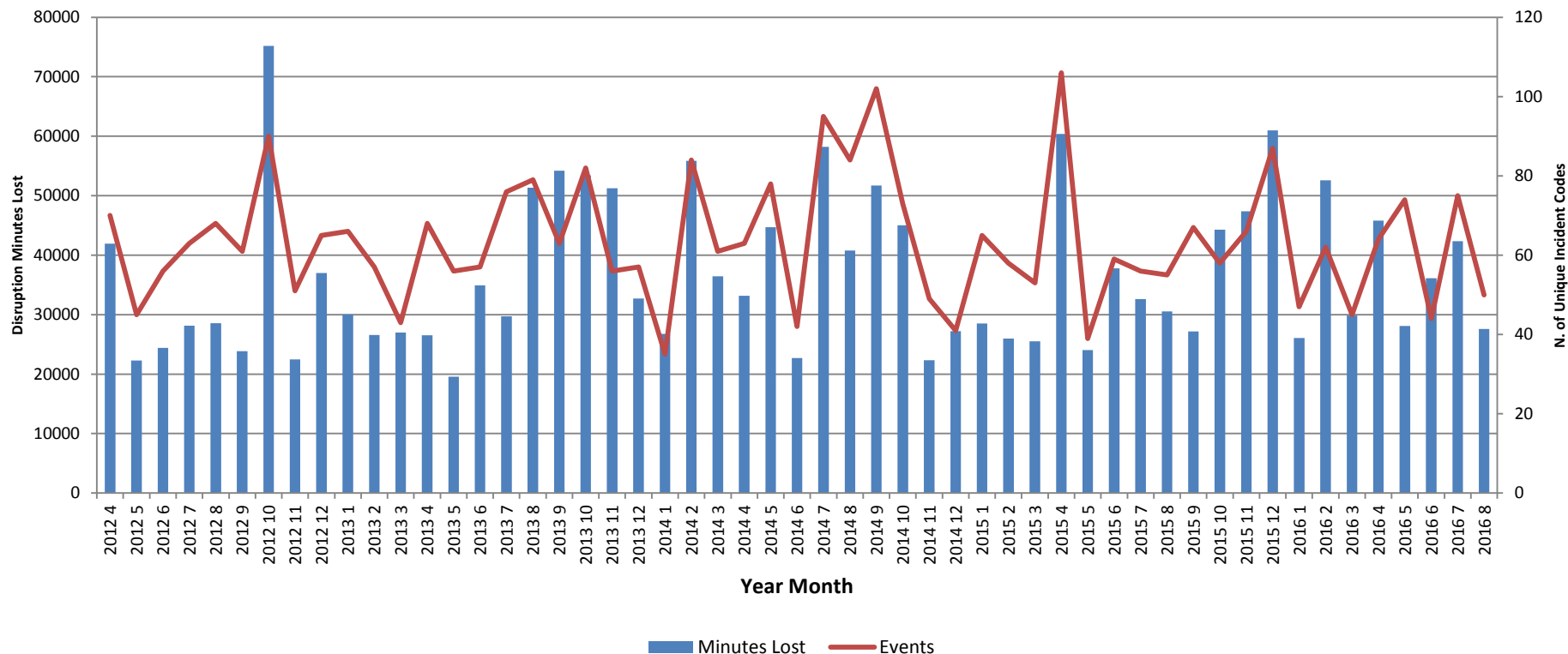
B DIVISION



- 10% above PYTD (31,456 mins)
- Main increases; Trespass (+7,137 mins) & Fatality/Injury (+1,884 mins)
- No decreases recorded YTD

Current Daily
Rate: 1,945
Target: 1,730

NWR 'Police Related' Fatalities Disruption Minutes Lost By Month



Delay attributed to fatalities are slightly **up by 0.4%**

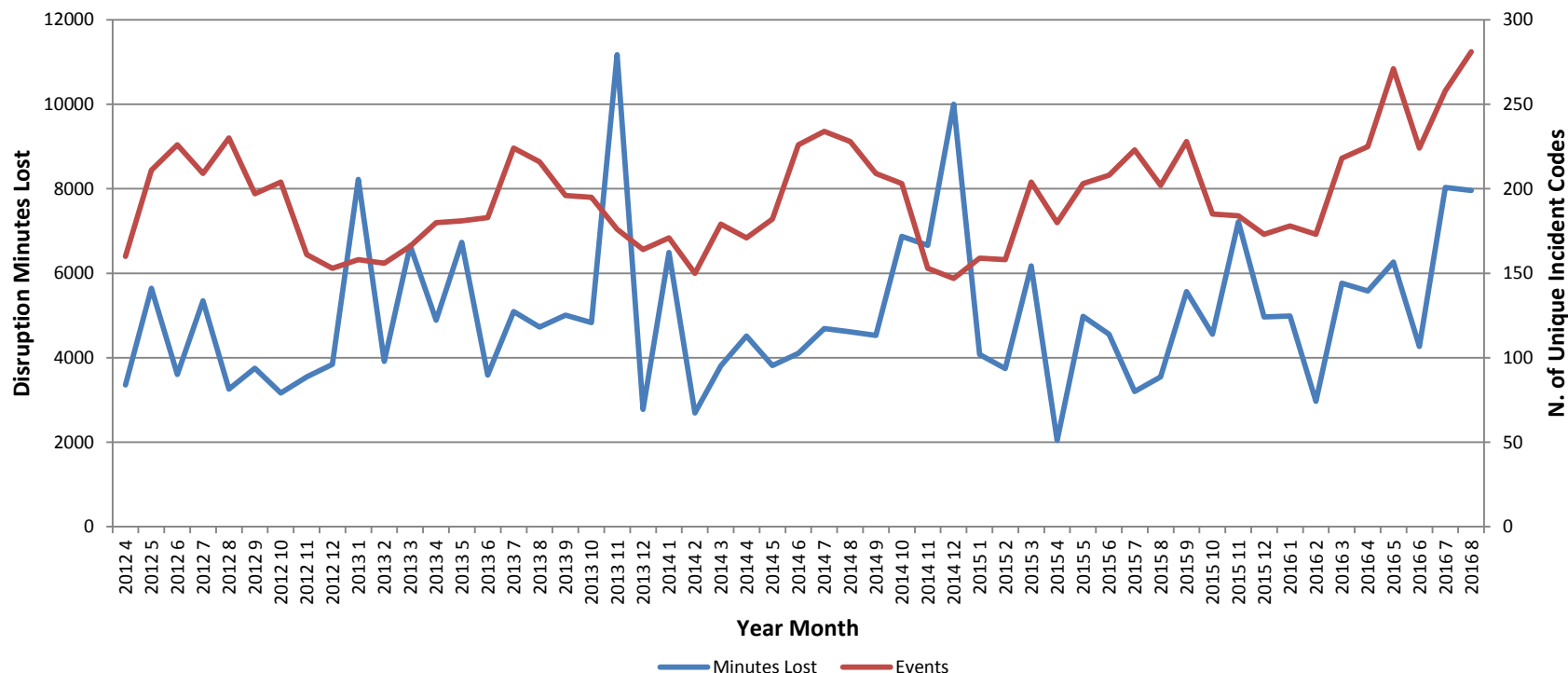
22 fewer fatalities this year compared to last year

Primary delay attributed to fatalities **down by 6%** (*reactionary up 4%*)

Average hand back for non-suspicious fatalities **86 minutes**

Level Crossing Offences

NWR 'Police Related' Level Crossings Disruption Minutes Lost By Month from 01/04/2012 to 31/08/2016



Level Crossing delay accounts for 5% of total police related disruption

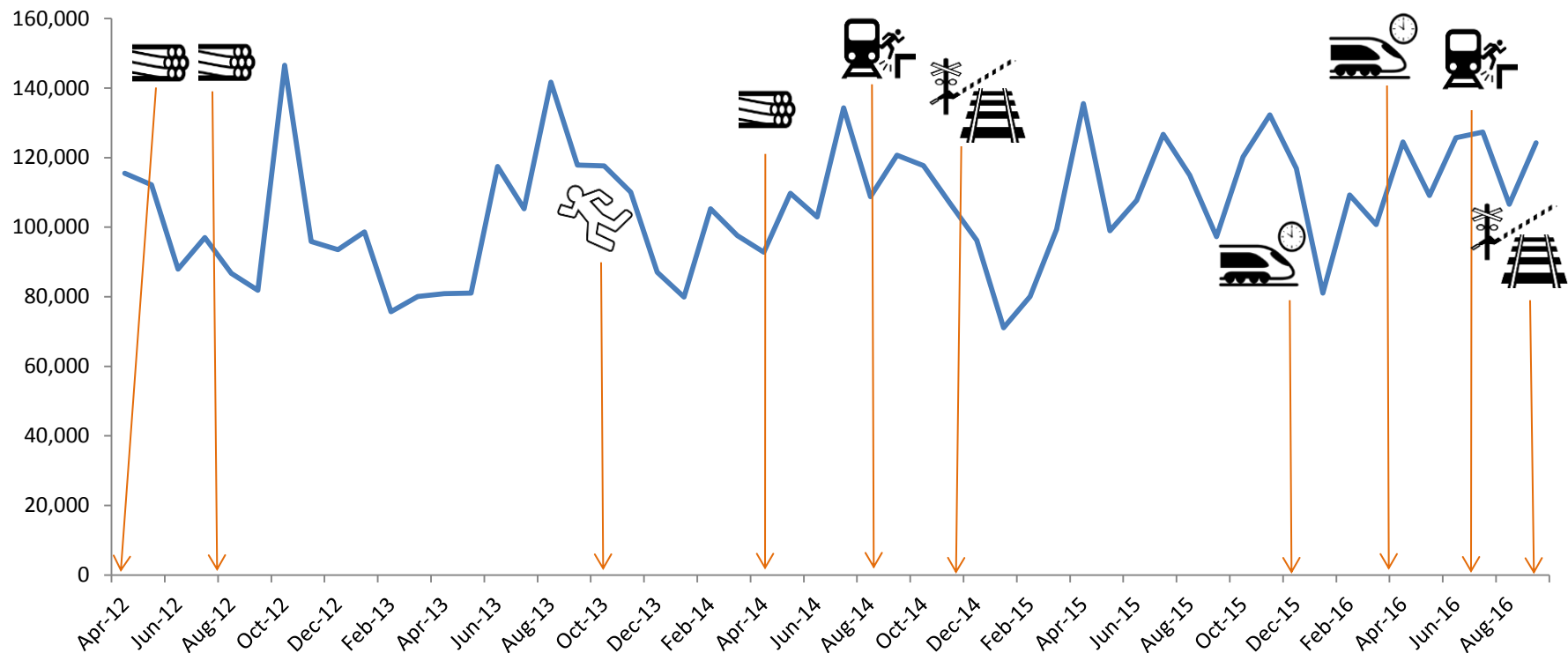



Level Crossing incidents are seasonal in pattern – peaking in April through to September




2016 peak months have seen higher than usual incidents and associated delay (minutes up by 75%; 2,527 minutes and incidents are up by 26)


Disruption from 01/04/2012 to 30/09/2016 By Month




 2012: Op Tornado


 2012: Op Leopard


 2013: Op Avert


 2014: Op Mermaid


 2014: Op Intruder

 2014: Op Look

 2015: Op Decade

 2016: Op Disrupt

 2016: Op Lightyear

 2016: Op Hampstead



Forcewide Confidence Overview

Confidence Targets



Passenger Confidence



YTD Target
78.82%



Spring 2016
76.55%



Rail Staff Confidence

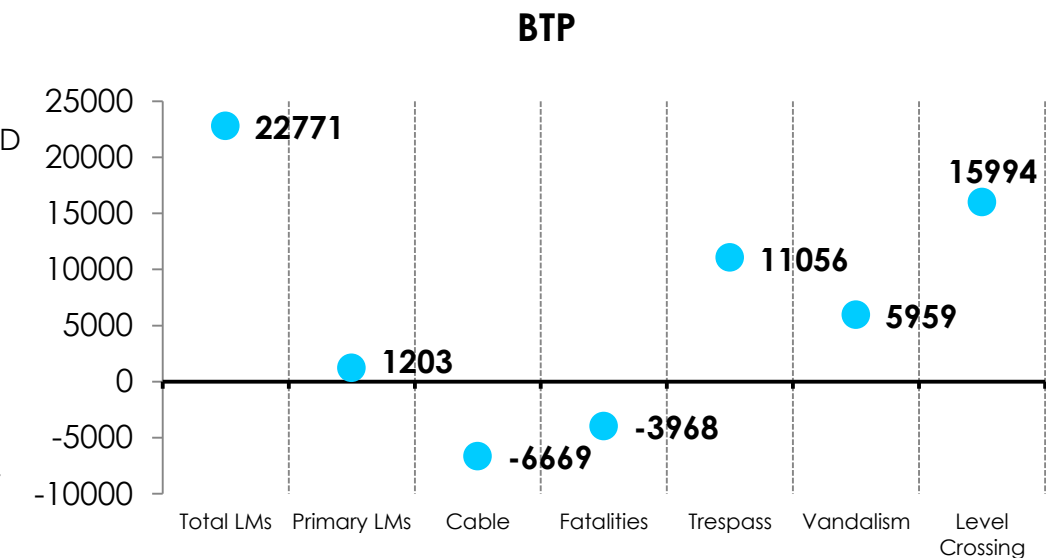
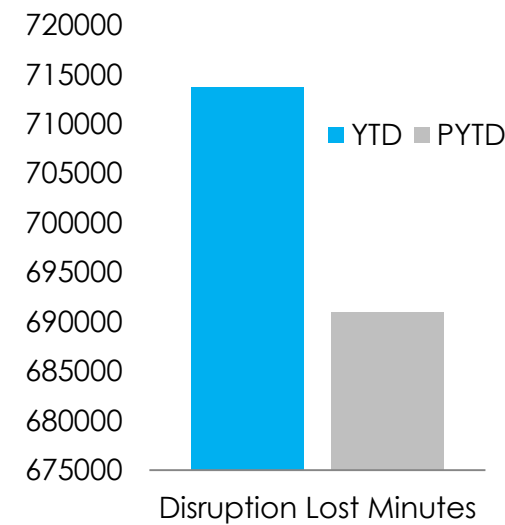
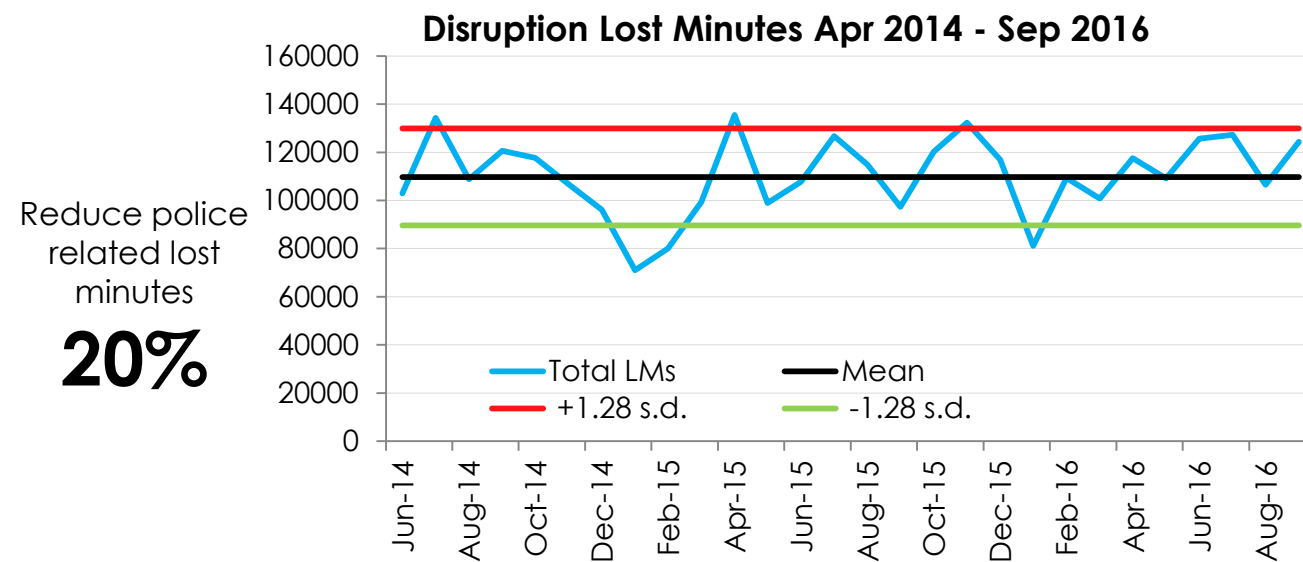
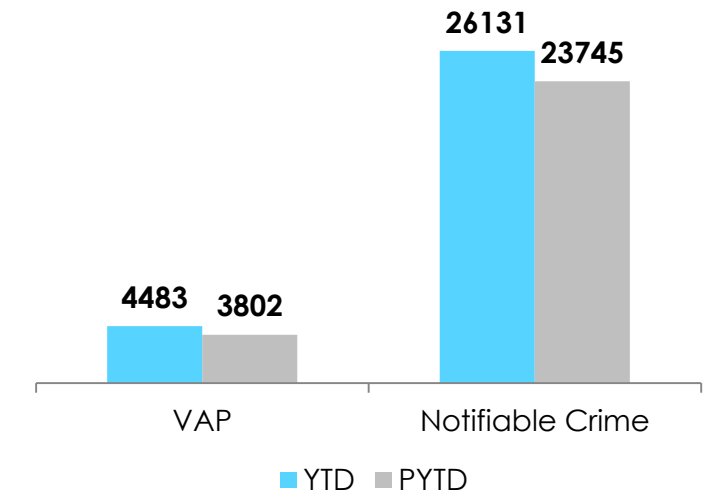
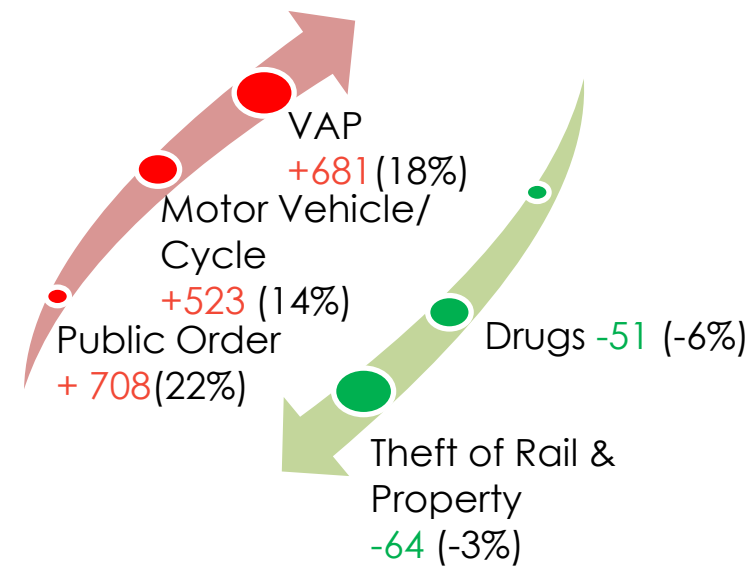
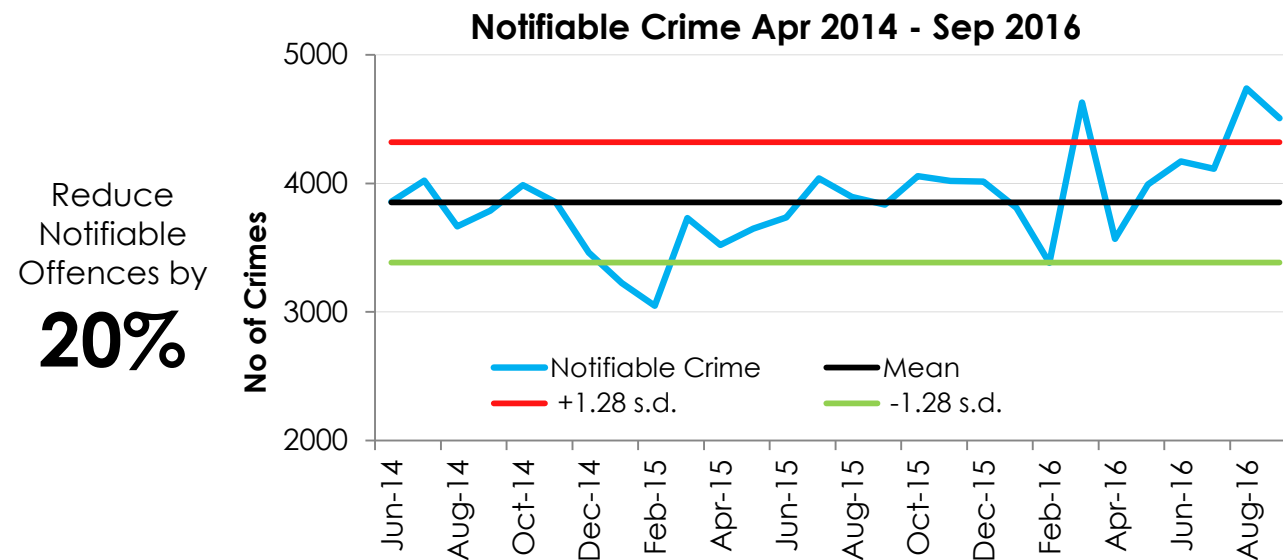


YTD Target
67.7%



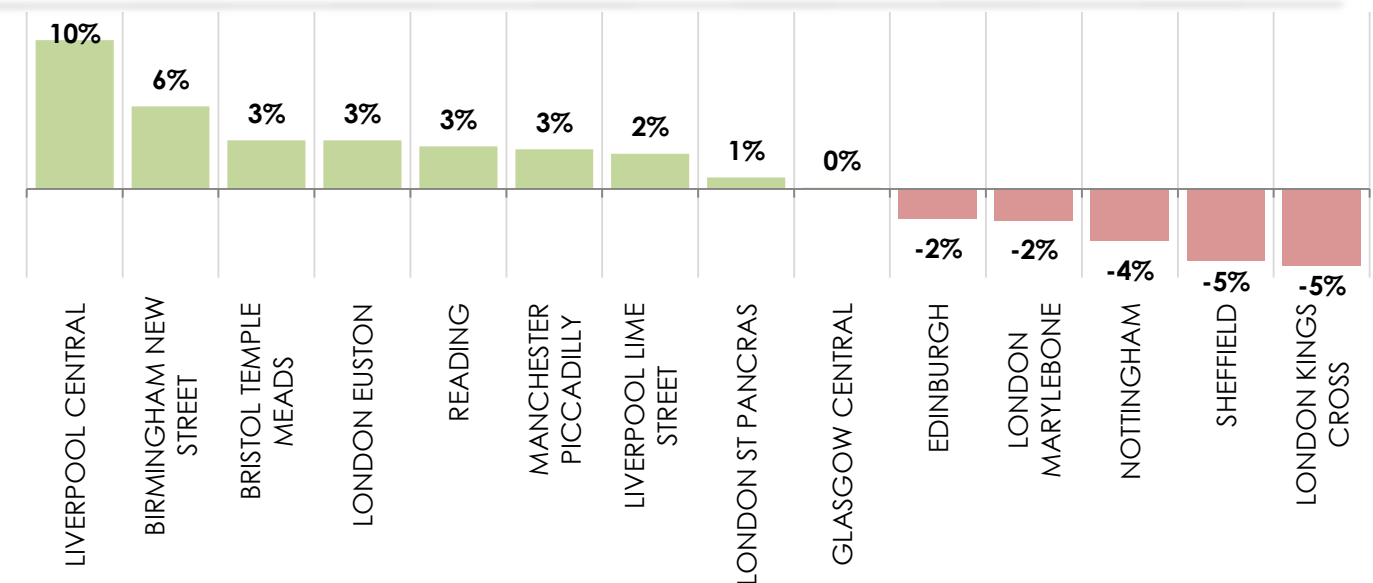
Spring 2016
64.9%

Performance Dashboard



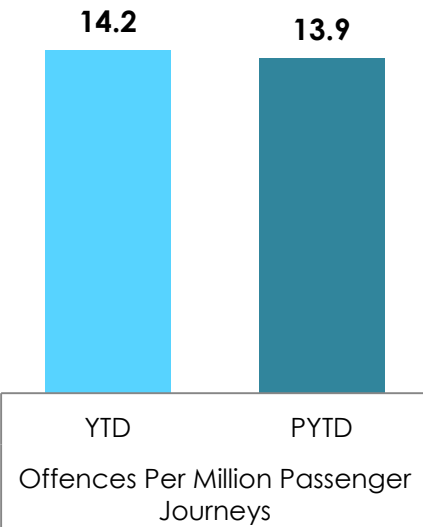
14 Lowest Confidence Stations

Spring 2015 vs Spring 2016 % Change



Service Delivery Dashboard

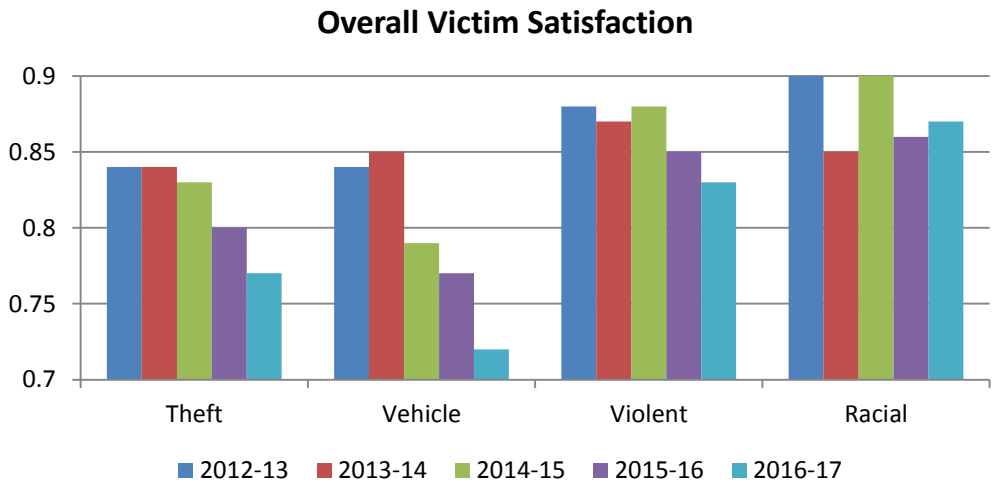
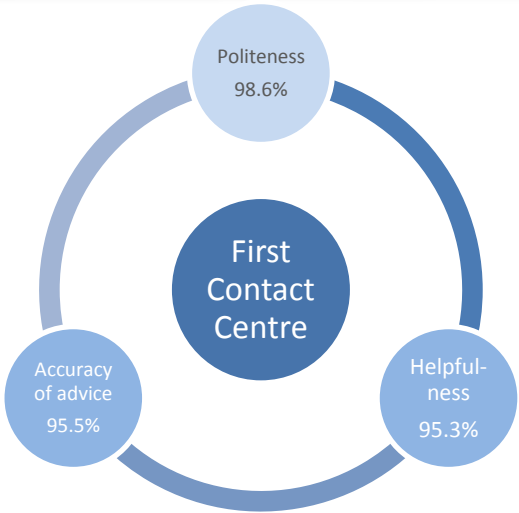
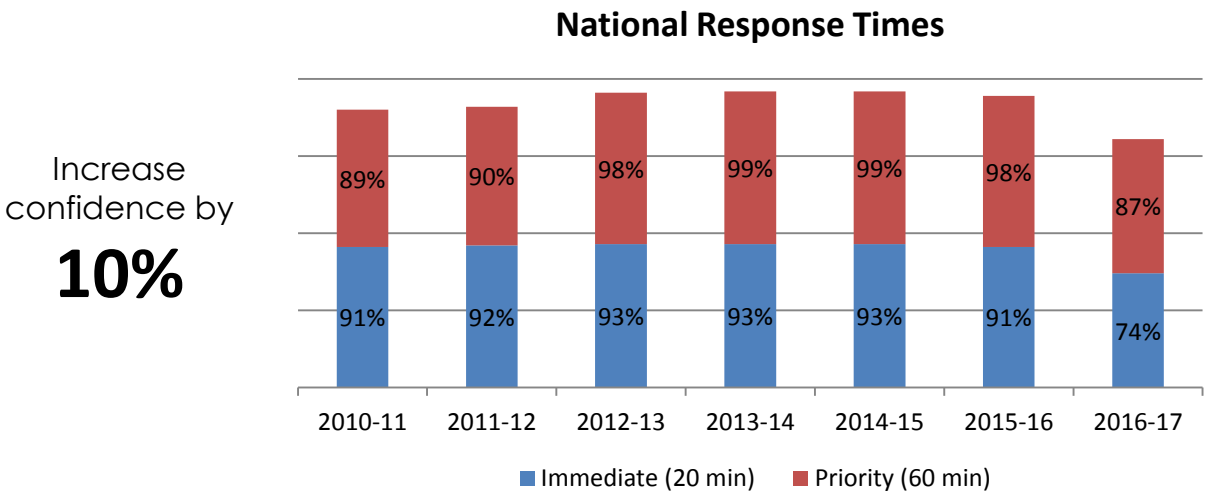
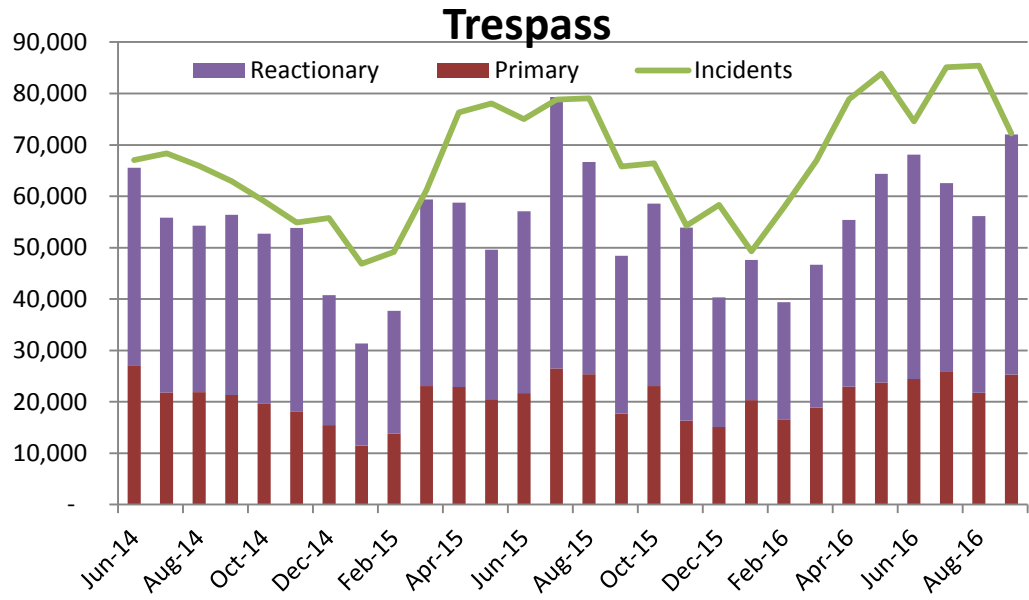
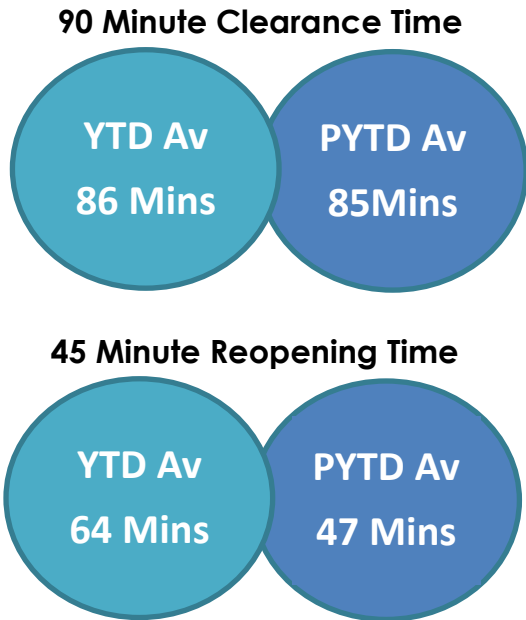
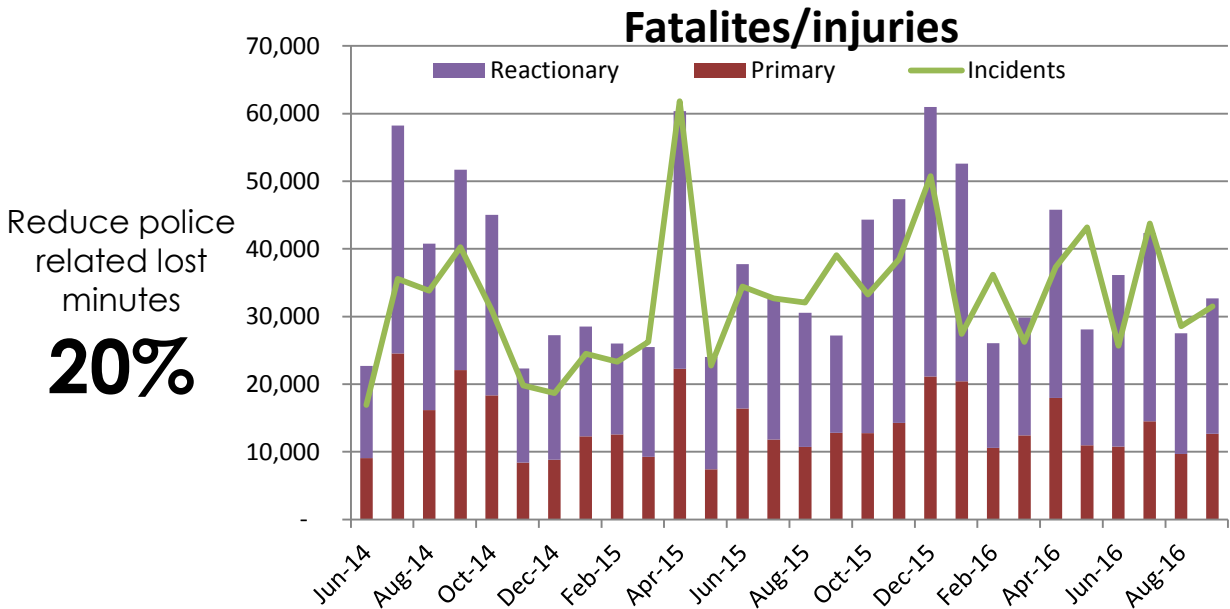
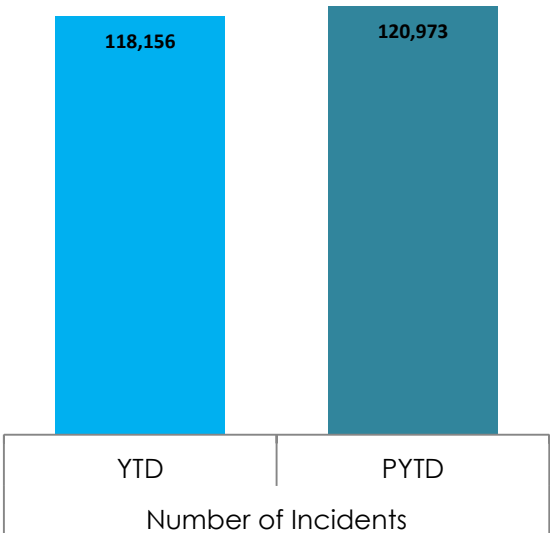
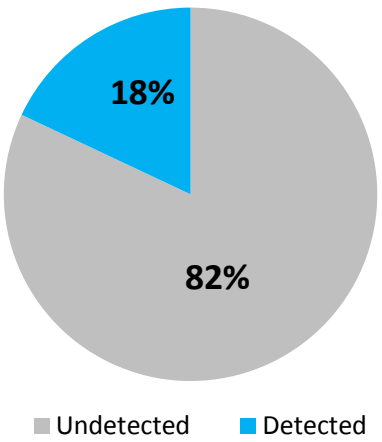
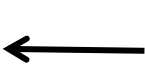
Reduce Notifiable Offences by
20%



Notifiable Crime Positive Outcome Rates

VAP
Sex Offences
Criminal Damage
Serious Line Route
ToPP
Vehicle/Cycle crime
Robbery
Burglary/theft
Serious Public Disorder
Serious Fraud
Serious Other
Total

28%
14%
9%
14%
4%
6%
21%
32%
25%
31%
22%
18%





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British Transport Police

Performance Review Committee (PRC) Supporting Document

Q2 2016-17 Performance Report

Lara Adamson
30/09/2016

NOT PROTECTIVELY MARKED

1. INTRODUCTION

- 1.1 This paper informs the PRC's review of Quarter 2 of British Transport Police's (BTP's) performance against its strategic objectives and 2016-17 Policing Plan targets.

2. KEY POINTS SUMMARY

2.1 Reducing Crime

- BTP has recorded 25,301 notifiable offences, this is 2,374 offences (10.4%) higher than this time last year. Much of this increase is linked to high profile areas; violence against the person, staff assaults, public order, sexual offences and cycle crime.
- Ongoing tactics include; days of action activity, joint working revenue operations, staff assault workshops, multi-agency enforcement approach, information sharing agreements, Youth Engagement programmes, cycle marking events, surveillance techniques and liaising with Home Office forces.

2.2 Reducing Disruption

- Forcewide disruption is 22,771 minutes above this time last year, a 3% increase.
- Primary minutes have remained stable with reactionary minutes showing a greater disparity, currently 5% (21,579 minutes) above last year.
- Activity ongoing across the force includes; targeting of hotspot locations, Operation Avert tactics, closer working with Network Rail and the Metropolitan Police, Operation Disrupt, Rail Pastors & Embedded Inspectors.

2.3 Confidence

- Autumn survey results are not due until January 2017 with Divisions and Sub-Divisions in the meantime continuing proactive working via a number of Operations and PSPs.

3. CRIME

3.1 Currently in 2016-17, BTP has recorded 25,301 notifiable offences (excluding police generated). This is 2,374 offences (10.4%) higher than this time last year. It is difficult to correlate the increase in recorded crime to just one factor. There are however a number of high profile areas; violence against the person, staff assaults, public order, sexual offences and cycle crime.

Violence against the person (VAP)

3.2 The increase in VAP over the previous performance year has continued into 2016-17 but at a steadier rate. The main crime types causing this increase are common assaults, serious assaults and police assaults. Some examples of typical common assault crimes are outlined below;

"VICTIM WAS CALLED "A COCONUT" AND SPAT AT BY AN UNKNOWN MALE, WITHOUT CONTACT, AS SHE TRAVELLED THROUGH THE STATION."

"WHEN MALE WAS APPROACHED BY STAFF, MALE REFUSED TO GIVE A TICKET OR DETAILS AS HE DOES NOT BELIEVE IT IS THE LAW. MALE WAS TOLD POLICE WOULD BE CALLED, HE THEN TRIED TO PUSH PAST STAFF WHO WAS STANDING IN HIS WAY, STAFF HAD NO INJURIES. MALE RESISTED ARREST WHEN AT STATION."

"VICTIM WAS WALKING THROUGH THE TUNNEL WHEN A DRUNK MALE HAS APPROACHED HER AND PULLED HER HANDBAG STRAP FROM BEHIND IN TURN PULLING HER BACKWARDS CAUSING NO INJURIES. MALE DID NOT WANT HER BAG JUST PULLED HER BACKWARDS."

3.3 B Division is 22% (552 offences) up on this time last year with all Sub-Divisions seeing an increase. Recent activity to combat this has included a 'Month of Action' during September, where certain Officers have been moved to night shifts to help prevent VAP offences during the night time economy. In addition to this BTP Officers at St Pancras have attended daily Eurostar staff briefings where information has been given about preventing staff assaults, awareness of situations and the procedures to follow when

requesting BTP. Late turn and night turn Officers are also being deployed to last train departures following feedback that staff have occasional problems with these services.

Other ongoing initiatives include; joint working revenue operations, meetings with station management and crime reduction and staff assault workshops in partnership with TfL Workplace Violence. There have also been a number of operations focusing on barriers/gates/platforms which link in with various partner agencies such as Metropolitan Police, Camden Council and Outreach teams, in order to address rough sleeping issues at the front of specific stations. Operation Shepherd has been particularly successful in diverting resources to areas of greatest need and running a number of 'lock down' style operations in conjunction with Home Office forces and train operators. For example, Liverpool Street station lock down on Thursday and Friday evenings is a multi-agency enforcement approach with TOCs, TfL and revenue security partners involved.

3.4 Recording a 13% increase (139 offences) on last year C Division are seeing the majority of the increase from Pennine Sub-Division which is up 24%. Operation Stronghold, which has been running since earlier in the year is in response to increases in VAP. The methodology was to divert resources to locations and times where more VAP was occurring as informed by a bespoke intelligence product.

Another area of focus has been Leeds as reducing VAP is one of the main priorities and currently a sterile station project is running to try and combat the problem. Three trials have taken place which are to close the station at midnight on Fridays and Saturdays. Specials also carried out 53 train patrols, assisting rail staff on 15 occasions and made five arrests in addition to stop checks and multiple other tasks. Analysis for the first weekend of Op Stronghold resulted in a 38% reduction in offending across the Stronghold stations compared to the same weekend last year. However it became too resource intensive and unsustainable for the future. Currently McDonalds have agreed to hire two members of security staff on Friday and Saturday between 2300 hours and 0230 hours which seem to be working. Also currently in progress is a view to closing the

station between 0230 hours and 0430 hours on a Saturday and Sunday morning but a decision on this has not been made by Network Rail.

3.5 D Division is currently showing a 5% decrease (10 crimes) on last year with operational activity still ongoing around VAP. High profile policing at key hubs during peak periods as part of Operation Pegasus and Trafalgar work with intelligence led on-train patrols targeting problem locations/routes specifically focussing on staff assaults. A Safer Shores project, working in partnership with Police Scotland and Local Community Wardens to deter, detect and disrupt young adults from committing anti-social behaviour along the Ayrshire coast. A number of problem solving plans around Edinburgh Festival, Pride Glasgow and Edinburgh, targeting resources with collaboration from the Divisional Tasking Unit and Offender Management Unit. Tailored conflict management training to TOC customer facing staff and policing operations relating to high profile sporting events such as Op Relentless (Scottish Cup Final, Golf Open at Troon & contentious football fixtures to include Celtic V Rangers). Finally the launch of a BTP train wrap highlighting the 610016 text service and the wider roll out of on-train advertising stickers on all ScotRail services.

Staff Assaults

3.6 Forcewide staff assaults have seen a 7% (173 offences) decrease against last year, with both physical and verbal offences down. TfL is the only Sub-Division recording an increase at 33% (75 offences). Offences are sporadic and random in nature with the most repeat location Stratford (14 offences YTD). Common Assault is the main increase which links in with the proportion increase seen in VAP. The majority of offences take place at the barrier line and more often than not follow a revenue dispute. With the closure of ticket offices more staff are manning barrier lines which can cause a single incident to escalate to multiple victims. TfL have around 1,000-1,500 additional frontline staff on barriers due to the night tube & Fit for Future (Ticket office closures). DLR also has a franchise target to check 25% of passenger journeys which is leading to an increase in confrontations.

Op Spearhead has now been put in place, promoting staff to report incidents concerning potential offenders and repeat incidents which may escalate, directly to officers so they can intervene and add reassurance. Work on Spearhead includes staff workshops and 1 to 1 briefings, a focus on hotspot locations with statistics reviewed on a quarterly basis and focus on suburban areas where local managers have expressed concern due to staff moving roles/locations under "Fit for Future". Further communication outlets have been created via posters and leaflets with access to forms and guidance being provided on LU's internal comms system. So far successful results have been fed back and received by the team. Other proactive working includes the creation of online learning packages with scenario's developed, scripted and filmed, with guidance and briefings from a BTP Inspector. Night tube initiatives have also been established with comms packages including regular safety messages along with an increased police presence at hotspot locations. Work on repeat staff victims is an area of importance with joint working between LU and BTP with a number of initiatives already underway.

Public Order

3.7 Currently up 22% on this time last year, public order offences have seen a change due to the recent reclassification of section 4A offences. In April 2014 the Home Office moved all Public Order offences out of Violence against the Person and into Public Order. However BTP continued to include Section 4A offences in Violence against the Person. These changes have now been made with the below crime codes re-categorised internally from 01A Violence to 09A Serious Public Order Disorder offences;

- Crime code Z71 - Section 4a Public Order Act
- Crime code X07 - Section 5 Public Order Act (Racially Aggravated)
- Crime code X08 - Section 4a Public Order Act (Racially Aggravated)
- Crime code X09 - Section 4 Public Order Act (Racially Aggravated)
- Crime code X10- Racially aggravated conduct (Scotland only)

- Crime Code X13- Racially aggravated harassment (Scotland only)

Although these crimes are now within public order they will still remain within the notifiable crime category and therefore be part of the overall notifiable crime reduction target.

The main crime types causing this increase are harass/alarm/distress and fear or provocation of violence. Examples of typical crimes are outlined below;

“Male who had previously had his train ticket seized and had been ejected from the station returned and said to a member of staff ‘what time do you finish work, I’m going outside to kill you, come outside and I’ll beat you up’.”

“Defendant and his partner were told to leave Clapham Junction station as they were both drunk and had missed the last train. They refused to leave, during the argument the defendant threatened to throw a member of staff on the tracks and was shouting abuse at the member of staff. The supervisor at the station came in between to attempt to protect the victim.”

3.8 B Division has seen a 32% increase (692 offences) on previous year to date with the majority increase on South Sub-Division. Sector Inner London South is recording the highest increase with locations Victoria and Waterloo the greatest rises on last year. In terms of offence type, South follows the same pattern as Forcewide with fear or provocation of violence and causing intentional harass/alarm/distress the main increases. Current positive outcome rate for South reflects the increase in offences with 18% YTD against 28% last year. Overall on B Division night tube has had little impact on public order figures so far this year with only 27 notifiable offences being recorded.

3.9 Activity taking place to combat this rise includes consistent deployments with TOC partners such as late night operations, which have made a positive impact and raised

confidence with operators. ASB operations in conjunction with Metropolitan Police including the use of knife arches and drugs dogs. Also deploying resources to identified hotspot locations in partnership with multi-agency forces.

3.10 Currently C Division is recording a 2% increase (24 offences) in serious public order. To help with public order and football Operation Watchmaker was created for all football operations held on C Division during 2016/17 football season. This includes targeted covert enforcement operations, intelligence led disruption operations, enhanced measures to safeguard children in the football environment, regular liaison with all stakeholders/partners and police colleagues along with looking at best practice models and information sharing agreements with clubs for the aim of banning certain fans from the grounds.

Opportunities to engage with supporters and clubs/representatives have also been created to explain the conditions of carriages and acceptable behaviour when in these situations. Media outlets will be utilised along with club stewards and rail safety Officers. Regular meetings have been setup and carried out throughout the season with TOCs assigned individual Officers to contact and engage with. Feedback so far from TOCs has been extremely positive since being allocated officers, which has led to a number of bespoke projects being developed.

3.11 D Division is 62% (8 offences) below this time last year with only 5 offences recorded year to date. However there are currently a number of policing events around public order including an Inverclyde action plan since July 2016 targeting the North Electrics, joint approach strategy with Police Scotland, Local Council Wardens and Youth Engagement Teams and successful policing of events such as Viking festival, Scottish Air show, Ayr Gold cup and football derby matches.

Sex Offences

3.12 Sexual offences have been recording an increase since 2015-16 and so far this year Forcewide levels are 14% up. 'Sexual assault on female/male over the age of 13' account for the majority of offences and are the main cause of the increase experienced over the last year. A typical crime will involve an offender touching, groping or kissing the victim.

Figures released by National Crime Recording Standards (NCRS) for calendar year 2015 show an increase of 29% compared to the previous year, the highest volume recorded since the introduction of NCRS. Main categories to see an increase were rape offences up by 30% and other sexual offences up by 29%. As with BTP the rise in recorded sexual offences is likely to be due to an improvement in recording and an increase in the willingness of victims to come forward and report offences.

3.13 Currently B Division has recorded an 18% increase (134 offences) on last year. Project Guardian/Report It To Stop It Engagement days, joint working with Home Office Forces, high visibility train patrols and plain clothes train patrols are all actions that have been completed to try and reduce current levels seen. Also male toilet patrols during weekdays to prevent and deter sexual activity at specific locations. A series of Sexual Offence Days of Action have also taken place with 8 days over 10 weeks centred around hubs at Waterloo and Victoria in addition to supporting East and TfL. Uniform and plain clothes Officer patrols were supported by engagement activity at the stations. This has led to some good results including the identification and arrest of one sexual offender just 24 hours after the initial report as well as TfL seeing an increase in arrest levels compared to last year.

3.14 C Division has seen a slight increase in offences (5% up, 9 offences) with all Sub-Divisions recording a rise. Three recent cases have seen proactive working ongoing around sex offences in the Division. One case involved a number of sexual assaults having occurred in a five month period along the same line of route. Upon receipt of the first allegation made by a victim, police boarded the train the following day and identified

the offender, which was good proactive work. He is due back on police bail on the 14th October where upon he will be charged and a robust media strategy is in place for when he is due to be charged with five counts of sexual touching against three victims.

The second case involves two sexual assaults which happened in September against two separate victims. A third party present on the train took an image of the suspect with his mobile phone, which was circulated in the press and a male was identified. He was arrested, interviewed and has been bailed pending further enquiries. The case is currently ongoing.

Final case involves indecent child images where the suspect used his phone to show children indecent images. The male then boarded the train to London where upon his arrival he was arrested by BTP. B Division sexual offences officers dealt with the arrested person and his house was searched where various digital devices were seized for further interrogation. The suspect has been bailed pending ID procedures, statements and devices submitted to High Tech Crime Unit. The case is currently ongoing.

3.15 D Division is currently 4% down equating to 1 offence on last year.

Cycle Theft

3.16 Cycle theft is recording a 16% increase on last year with levels for September the highest they've been since 2006. The largest increase has been in B Division, which has seen a 69% increase for September. However cycle theft should see a decrease in the next few months as it is heavily influenced by the summer, which is typically peak for this crime group.

3.17 Recording a 19% (407 offences) rise against previous year to date, all B Sub-Divisions have increased with the majority of offences on South. Proactive activity is high across B Division, particularly at a police station level with examples for main risk areas including; static daily patrols and weekday deployments at the 'top 10 locations' along with regular

cycle marking events. The implementation of a dedicated Community Cycle Team which will conduct cycle surgeries across the Division, particularly focussing on the South West Quadrant. Days of Action have been organised along with Lock it Mark it workshops. Also joint operations have been carried out with Hertfordshire Police involving industry partners being engaged along with assistance sought from security partners.

An example of a recent success on South involves Farnborough station. After 25 cycle offences in three months the proactive team conducted an investigation. Linking in directly with South West Trains CCTV images were processed and it soon became clear that a series of offences were committed by the same man. BTP took these images to local Police Stations but to no avail due to poor facial images. The team then set up at Farnborough to conduct observations at the known times of the offences for three days, with unfortunately no results.

Further review of CCTV showed a van turned up and left the station at the same time as the suspect. On further footage the driver and thief were seen talking. Intel on the van owner showed that he was known for cycle theft and handling. A warrant for the van and related address was successfully gained and the van seized with the owner arrested on suspicion of conspiracy to steal. Whilst at the address, some intelligence was generated giving a name of a person who was believed to be stealing cycles. A second address was obtained and the team, still at the first address, dispatched immediately. They attended the second address and the door was answered by suspect wearing clothing seen in CCTV footage. He was arrested for conspiracy to steal and a search was conducted of the house. Upon searching the other distinctive clothing items were found which firmly linked him as the primary suspect for the cycle theft series.

Currently 8 offences have been linked to the pair and another 14 are awaiting CCTV. The suspects have been given bail with conditions whilst investigations into further offences are carried out in Farnborough and surrounding area.

On B Division a number of operations have also been taking place. Op Summit – 9 defendants charged to Crown Court and appearing for multiple offences, Op Restless – CPS authority received to charge 3 defendants on respect of 18 offences and Op Stalwart- 3 suspects currently on bail in respect of conspiracy to steal covering 23 offences. Lastly Op Wash Up - suspect arrested and bailed for thefts in the Luton area including 4 stolen bikes recovered, with a high volume of bikes sold on suspects eBay account with this investigation still ongoing. Finally a good piece of proactive work has been on a cluster of offences at Watford in August with a group of 4 youths identified as responsible. Officers are attending local schools where CCTV stills will be shown to the headteacher.

3.18 C Division is up 10% (78 offences) on last year with increases seen on Sub-Divisions Pennine and Midland. A recent Operation (Abate) was particularly successful after 48 bikes worth more than £25,000 in total were stolen from railway stations, schools, and universities in the North East of England. Investigative techniques were used with key areas of contribution; employing surveillance techniques where two main suspects were observed for two days by a surveillance team who followed them over two counties by road, train, and bicycle capturing evidence of theft (observed them stealing 5 bikes over the 2 days) and linking them to other offenders. Liaising with Home Office forces to gain an accurate picture of cross border offending. Meetings were held with dedicated Field Intelligence Officers from other Forces to gather information on their crimes which assisted with identifying patterns of offending. They looked specifically at thefts from hospitals and universities which are similar to railway station cycle racks in design and purpose. CCTV trawls, ANPR monitoring and individual subscriber data checks were also utilised which led to all 5 suspects pleading guilty to Conspiracy to Steal Bicycles and the team responsible for the offences were jailed for a total of 8 years. The BTP investigative team were also issued a commendation due to their thorough and professional investigation.

3.19 Currently D Division is recording a decrease of 20% (9 offences) on PYTD. Recent work carried out on cycle theft has been around Op Lock It / Mark It. This proved successful when two bicycles were recovered and a letter of thanks was received by BTP.

4. DISRUPTION

4.1 Network disruption continues to be one of the more challenging areas of work set out by the 20/20/10 strategic objectives. Currently Forcwide disruption is 22,771 minutes above this time last year, a 3% increase. Level Crossings have seen the biggest increase year to date at 66% (15,994 minutes) whereas cable theft is still recording a decrease on last year by 31% (6,669 minutes). However level crossings account for 5% of overall disruption with total lost minutes YTD of 40,339 minutes. So far this year 5% (643 incidents) more incidents have been recorded compared to last year. This means that on average each incident is causing fewer lost minutes.

4.2 Primary disruption has remained stable since the start of 2016-17 however reactionary minutes have shown greater disparity month on month currently 5% (21,579 minutes) above last year. Forcwide the primary/reactionary split is 37% primary with 63% recorded as reactionary.

4.3 B Division have so far seen a 10% (31,456 minutes) increase on last year. Activity continues with the targeting of hotspot locations and includes where there are currently escalation plans. Over the last four weeks 'Operation Avert' tactics have been employed at high impact locations with this including: preparations for improvements such as station redesigns, enhanced patrols and localised integration with mental health institutes. Closer working with Network Rail and the Metropolitan Police in targeting and reducing the risk of trespass. On GTR line all station staff, BTP staff and mobile operations managers have attended managing suicidal training with Samaritans and there has been high profile improvements

plan including the erection of higher fencing. There have also been successful awareness days hosted by BTP for local emergency service first responders.

Operation Hampstead has continued and all level crossing locations are now subject to a PSP with a dedicated owner implementation and enforcement, education, engineering and enabling process. Regularly meetings with MTR Security Managers and NWR Anglia Security Managers are taking place to keep an open line of communication going.

4.4 With a 4% reduction (14,673 minutes) recorded year to date C Division are the only Division showing a decrease on last year. With a well-established structure for disruption and with a monthly disruption board chaired at Superintendent level C Division are also making a difference via three key tactics; Operation Disrupt, Rail Pastors & Embedded Inspector.

Operation Disrupt is a host of tactical options implemented to reduce disruption on an ongoing basis across Pennine and C Division. The Stakeholder Engagement Team was asked to lead a 'weekend of action' with numerous proactive measures arranged throughout the four day period. This included; joint BTP and Network Rail patrols (termed Emergency Intervention Units EIU), an increased BTP presence in the Rail Operating Centre (ROC) at Manchester and York, ring fenced sole disruption patrols for each post, close liaison with SPMH in relation to forthcoming fatality anniversaries and proactive support from CID in the form of covert patrols to vulnerable cable locations on the line.

Pennine performed extremely well in response to several high profile incidents throughout this period. An officer was working within the Manchester ROC control when a passing train driver reported a drunken trespasser on the outskirts of Manchester Piccadilly. The actions of this male resulted in the station being brought to a standstill; but the enhanced communication and workings between the BTP officer, NWR controllers and officers at the scene ensured that related delays were kept to a minimum with only 14 minutes elapsing from the initial report to the individual being arrested, restrained and removed from the railway.

Rail Pastors are Christians who provide a caring, listening and reassuring presence with a proven track record of reducing violence and antisocial behaviour. They have been adapted to patrol on the railway network to reduce suicides having received Samaritans “managing suicidal contacts” training and rail safety input. Currently there are 12 volunteers with patrol stations and trains in groups of 4 who provide compassion and empathy to people in moments of crisis. Research has shown a timely intervention can have a long term impact on preventing suicide along with defusing conflict, violence and antisocial behaviour increasing staff and passenger confidence and providing customer assistance. Customer feedback so far has been positive with increased confidence and a reduction in crime recorded. A number of suicides have also been prevented along with an increase in interventions seen.

Embedded Inspector was placed into the Network Rail Control Centres in both Manchester and York. The communication between BTP and NWR improved dramatically especially during high profile incidents leading to quicker response times, more effective decision making and swifter conclusions. This placement had only been carried out initially to support high profile events, however much work was being carried out in the background to secure a more permanent funded post. In June 2016 this ad-hoc arrangement became more permanent with Inspector Officers seconded to work within Railway Operating Centre ROC across C Division. This scheme has also been implemented on B Division with some really positive working relationships being developed.

4.5 D Division is currently 18% (5,988 minutes) above this time last year. This is due to 12 more fatality incidents being recorded this year when compared to last year with peak weeks corresponding heavily with single high impact incidents in Scotland with three high impact incidents recorded year to date; two fatalities and one mental health related trespass. Currently 23 fatalities/injuries have been recorded year to date accounting for 28% of total disruption. Operation Avert tactics are still on-going in Scotland running alongside a number

of disruption PSPs created to target disruption location hotspots. A recent hydra training exercise proved successful with both Network Rail and TOCs taking part.

5. CONFIDENCE

5.1 With the Autumn survey results not due until January 2017 Divisions and Sub-Divisions have been proactively working on key stations via a number of Operations and PSPs. Recent data visualisation packs have also been distributed to low confidence stations, to help focus their attention on recommended areas for improvement.

Detailed action plans for stations have also been created with regular reviews and updates through the bi-monthly confidence dashboard. Some examples of initiatives are; 9pm watershed for alcohol on all Scotrail services, media and marketing working closely with TOCs to ensure good news stories are shared across the network, concentrated barrier patrols for late services, BTP input into TOC staff training, be that for conflict management or how to contact BTP. Other areas include; liaising with TOCS to improve station environments and facilities available (e.g. bicycle parking), increased public engagement with specific demographic groups and BME passengers and working with TOCs to overcome overcrowding issues.

6. LOCAL TARGETS

See Appendix 1 – Local Targets



BRITISH
TRANSPORT
POLICE

Local Policing Plan Targets

E1 - Physical Violence



Currently recording a **19%** (125 offences) increase on PYTD. Currently on daily rate target

E2 - Late Night Patrols



429 late night patrols have been completed YTD and currently on track to achieve target

Achieving
2 of 3 local
targets

Targets	PYTD	YTD	Diff	YTD Daily rate	Required daily rate
N1 - Reduce Notifiable crime (exc pol gen) by at least 5% from 2015/16 level	4,384	4,733	8% (349)	26	23
N2 - Reduce police-related lost minutes by at least 5% from 2015/16 level	139,607	169,052	21% (29,445)	928	698
E1 - Reduce physical violence against all staff, passengers and those using the Railways by at least 10%	651	776	19% (125)	4	3.7
E2 - Conduct at least 765 late night on-train patrols out of London termini hubs on Thursdays, Fridays & Saturdays	-	429	-	2	2
E3 - Complete 3 Disruption Action Plans linked to NR routes	Achieving				

**Achieving
2 of 3 local
targets**

S1 - Physical Violence



Currently recording a **22%**
(**204 offences**) increase
on PYTD but operating at the
required daily rate of 6

S2 - Late Night Patrols



383 late night
patrols have been
completed YTD
and currently on
track to achieve
target

Targets	PYTD	YTD	Diff	YTD Daily rate	Required daily rate
N1 - Reduce Notifiable crime (exc pol gen) by at least 5% from 2015/16 level	5,806	7,200	24% (1,394)	39	31
N2 - Reduce police-related lost minutes by at least 5% from 2015/16 level	182,795	191,348	5% (8,553)	1,041	1,036
S1 - Reduce physical violence against all staff, passengers and those using the Railways by at least 10%	924	1,128	22% (204)	6	6
S2 - Conduct at least 612 late night on-train patrols out of London termini hubs on Thursdays, Fridays & Saturdays	-	383	-	2	2
S3 - Complete 3 Disruption Action Plans linked to NR routes	Achieving				

TfL Sub-Division local targets (Data to 30/09/2016)

T1 - Crime Per Mil Pass Journeys



YTD recording **7.2** crimes per mil pass Jour. which is 0.7 million passenger journeys over target

T3 - Sex Offenders Arrests



Require 4 arrests a week to meet year end target and currently on track to achieve target with average weekly arrests at 4.2

T2 - Physical Violence Per Mil Pass Journey



Currently at **1.3** crimes which is just above target

T4 - DLR Partnership Patrols



91 late night patrols have been completed YTD and currently on track.

**Achieving
2 of 4 local
targets**

Targets	PYTD	YTD	Diff	YTD Daily rate	Required daily rate
N1 - Reduce Notifiable crime (exc pol gen) by at least 5% from 2015/16 level	4,629	5,149	11% (520)	28	27
T1 - Reduce notifiable crime per million passenger journeys (Year end target of 6.8)	6.5	7.2	0.7%	-	-
T2 - Reduce physical violence per million passenger journeys (Year end target 1.2)	1.1	1.3	0.2%	-	-
T3 - A commitment to identifying sexual offenders and of those, increase arrests by at least 10%	97	111	14% (14)	0.6	0.6
T4 - To complete at least 150 DLR partnership patrols that aim to reduce crime and disorder	-	91	-	1	0.5

M1 -Reduce Violence



Currently recording **269** crimes which is 16% (38 offences) higher than PYTD. Also the daily rate is slightly higher than the required.

N1 -Reduce Notifiable



Currently showing the same level of notifiable crimes as last year

Achieving 1 of 2 measurable local targets

Targets	PYTD	YTD	Diff	YTD Daily rate	Required daily rate
N1 - Reduce Notifiable crime (exc pol gen) by at least 5% from 2015/16 level	1,967	1,967	0% (0)	11	9.8
N2 - Reduce police-related lost minutes by at least 5% from 2015/16 level	90,146	96,704	7% (6,558)	566	437.1
M1 - Reduce violence against staff, passengers and those using the railway	231	269	16% (38)	1	1.3
M2 - To achieve a Quality of Service victim satisfaction rate of at least 80% for staff assaults and aggression offences	-	90%	Target 80%		
M3 - To achieve at least a 75% satisfaction rate for ASB PSPs					
M4 - To achieve at least a 75% satisfaction rate against Disruption PSPs					

Awaiting Data

P1 -Reduce Violence



Currently recording **620** crimes which is 25% (124 offences) higher than PYTD. The daily rate is on target at 3.

N2 – Reduce Disruption



Currently recording a **17%** reduction in disruption minutes YTD.

Achieving 1
of 2
measurable
local targets

Targets	PYTD	YTD	Diff	YTD Daily rate	Required daily rate
N1 - Reduce Notifiable crime (excl pol gen) by at least 5% from 2015/16 level	3,421	3,670	7% (249)	20	17.8
N2 - Reduce police-related lost minutes by at least 5% from 2015/16 level	164,388	136,319	-17% (-28,069)	745	818
P1 - Reduce violence against staff, passengers and those using the railway	496	620	25% (124)	3	3
P2 - To achieve a Quality of Service victim satisfaction rate of at least 80% for staff assaults and aggression offences	-	90%	Target 80%		
P3 - To achieve at least a 75% satisfaction rate for ASB PSPs					
P4 - To achieve at least a 75% satisfaction rate against Disruption PSPs					

Awaiting Data

W1 -Reduce Violence



Currently recording **87** crimes which is 33% (43 offences) **lower** than PYTD.

W2 –Staff Assault P.O. rate



The positive outcome rate currently stands at **25%**

Achieving 1
of 2
measurable
local targets

Targets	PYTD	YTD	Diff	YTD Daily rate	Required daily rate
N1 - Reduce Notifiable crime (excl pol gen) by at least 5% from 2015/16 level	596	565	-5% (-31)	3	3
N2 - Reduce police-related lost minutes by at least 5% from 2015/16 level	25,596	28,484	11% (2,888)	156	99.4
W1 - Reduce the number of assaults against staff, passengers and those using the railway	130	87	-33% (-43)	0.5	0.6
W2 - To improve the positive outcome rates for staff assault and aggression offences by at least 3% points	Rec. crime	P.O	Target	P.O. Rate	-
	12	3	51%	25%	-

W3 - To achieve at least a 75% satisfaction rate for ASB PSPs

Awaiting Data

W4 - To achieve at least a 75% satisfaction rate against Disruption PSPs

G1 -Reduce Violence



Currently recording **142** crimes which is a 1% increase(2 offences) compared to PYTD

Achieving 1 of 2 measurable local targets

Targets	PYTD	YTD	Diff	YTD Daily rate	Required daily rate
N1 - Reduce Notifiable crime (excl pol gen) by at least 5% from 2015/16 level	1,003	1,109	2% (16)	6	5.3
N2 - Reduce police-related lost minutes by at least 5% from 2015/16 level	46,277	49,637	7% (3,360)	264	217
G1 - Reduce violence against staff, passengers and those using the railway	140	142	1% (2)	0.8	0.8
G2 - To achieve a Quality of Service victim satisfaction rate of at least 80% for staff assaults and aggression offences	-	92%	Target 80%		
G3 - To achieve at least a 75% satisfaction rate for ASB PSPs					
G4 - To achieve at least a 75% satisfaction rate against Disruption PSPs					

Awaiting Data

Scotland local targets (Data to 30/09/2016)

D1 -Reduce Violence by 10%



Currently recording **171** crimes which is -5% (9 offences) lower than PYTD. Just to note these are only small numbers and the daily rate is as expected.

D2 – Football related offences



The positive outcome rate currently stands at **40%** which is below the 62% target.

**Achieving 3
of 5 local
targets**

Targets	PYTD	YTD	Diff	YTD Daily rate	Required daily rate
N1 - Reduce Notifiable crime (exc pol gen) by at least 5% from 2015/16 level	862	780	-10% (-82)	4	4.2
N2 - Reduce police-related lost minutes by at least 5% from 2015/16 level	32,893	39,214	19% (6,321)	214	168
D1 - Reduce the number of assaults against staff, passengers and those using the railway by at least 10%	180	171	-5% (-9)	1	0.9
D2 - Increase the outcome rate for football related offences by 3% points to at least 60%	Rec. crime	P.O	Target	P.O. Rate	-
	42	17	62%	40%	-
D3 - To achieve a Quality of Service victim satisfaction rate of at least 90% for staff assaults and aggression offences	N/A	100%	90%	-	-
D4 - At least 95% of Safeguarding referrals made within three working days	N/A	91%	95%	-	-
D5 - To achieve at least a 75% satisfaction rate for the single D Division wide disruption PSP	N/A	100%	75%	-	-