

BTP Forcwide Policing Plan Objectives – Performance Q2

Support the railway through the Covid-19 pandemic	3 Directions to leave and 118 interventions	9 face covering Fixed Penalty notices issued *	*397 referenced in Q1 PDC was in relation to all Face covering FPN's issued since June 20, 8 were issued in Q1 of this Financial Year	4E approach applied with enforcement as last resort.							
Tackle serious violent crime and robbery on the railway	1,313 - 11.1% (-164) Serious violence offences	391 -12.7% (-57) Robbery offences	127 +26% (+26) Weapon-enabled offences	Serious Violence has remained static and Robbery offences have fluctuated during Q2 after a month on month decline in Q1							
Partnership working focused at key locations with volume crime	B Division: Notifiable offences for volume crime at agreed key locations 1,685 -45.4% (-1,401) (Liverpool Street, Waterloo, Paddington)	C Division: Notifiable offences for volume crime at agreed key locations 792 -29.5% (-322) (BNS, Manchester Piccadilly, Leeds)	Scotland: Notifiable offences for volume crime at agreed key locations 168 +18.9% (+26) (Glasgow Central, Edinburgh Waverly)	Volume Crime overall is still showing a reduction. Graffiti, Criminal Damage and Drugs continue to see the greatest Forcwide increase YTD compared to 19/20							
Problem solving approach to ASB & violence assoc. with major events	5,126 Violence offences (all Violence) -17.7% (-1,104) compared to 2019-20	5,197 ASB Incidents -21.9% (-1,461) compared to 2019-20		There has been a reduction in violence compared to before the pandemic. However Scotland has seen an increase in ASB (see next slide for detail)							
Tackle sexual offences and incidents involving unwanted sexual behaviour	1,081 -16.3% (-210) Sex offences	411 (+221%, +283)* Incidents involving unwanted sexual behaviour (*PYTD figure is 2020-21 as recording of unwanted sexual behaviour started in late 2019)		Whilst Sex offences are showing a decline there has been an increase in USB reported offences							
Protect, support and safeguard vulnerable people and those at risk of harm on the railway	Vulnerability reports	Adults at risk: 1,916 (+11%/+83)	Children and young persons: 5,391 (+18%/+825)	Lifesaving interventions: 1,169 (-15%/-213)	Crisis interventions: 7,222 (+49%/+2377)	Missing persons: 21 (-48%/-19)	County Lines Disruptions	Outcomes: 83 (no comparison can be made to previous years)	Drug/weapons/cash seizures: Drugs 4,559 kg, Weapons 43, Cash £86,771.93	Safeguarding Interventions & referrals: CYP 66, AAR 23, NRM Referrals 16	AAR and CYP forms continue to increase compared to the previous year YTD there has been a significant increase in Crisis saving interventions compared to 19/20
Reduce disruption through problem solving activity at high impact locations	141 (-29/-17%) Primary disruption incidents at key locations*	143,854 (-45,703/-24%) Primary disruption minutes: Trespass	60,683 (-26,063/-30%) Primary disruption minutes: Fatalities/injuries involving a train	98 mins Average fatality handback time (non-suspicious) (<90 mins KPI)	Handback times YTD have been higher due to some incidents having more than one delay factor e.g. long/complex body recovery, incident occurring after dark						

BTP Divisional Policing Plan Objectives – Performance Q2

B Division	Prevent serious violent crime by keeping knives & weapons off the network	Work with industry to prevent physical assaults and threats against rail staff & deliver successful prosecutions		Increase staff and passenger confidence by tackling the issues, times and locations of most concern		Improve reliability through faster incident response, fatality handback times and preventative action.			
	322 (-17%) Robbery offences	3,270 (-26%) Violence offences	88 (-13%) Violence w/injury against rail staff	897 (-31%) Public order against rail staff	72 Joint exercises fare evasion & other issues	8 Joint graffiti prevention initiatives	Incident Response & Fatality Handback		
	Tackle theft of passenger property (TPP) through a multi-agency problem-solving approach		Improve awareness and response to sexual offences and incidents involving unwanted sexual behaviour		Tackle hate crime and support those that feel vulnerable to victimisation			Ave. response time – immediate incidents	15:43 (at prior qtr: 15:49 mins)
	2,836 (-63%) TPP offences		769 (-25%) Sexual offences	309 (+200%) Sexual Harassment*	1,074 (-19%) Hate crimes			Ave. response time – priority incidents	22:27 (at prior qtr: 22:09 mins)
						Ave. fatality handback (non-suspicious)	94 (at prior qtr: 103 mins)		

*compared to 20/21

C Division	Prevent physical & verbal assaults on staff members & increase positive outcomes	Reduce violence, serious public order offences and anti-social behaviour			Reduce disruption related incidents through a joint problem solving approach with industry		Maintain an average handback time of under 90 minutes for non suspicious incidents.	Improve awareness and response to sexual offences and incidents involving unwanted sexual behaviour	
	850 (-19%) Verbal and physical assaults against rail staff	1,577 (-2%) Violent Crime	1,364 (-17%) Public Order offences	6,748 (-17%) ASB incidents	8,545 (+21%) Disruption incidents	173,866 (-2%) Primary Lost Minutes	102 mins Average fatality handback time (non-suspicious) (<90 mins KPI)	271 (+15%) Sexual offences	94 (+261%) Sexual Harassment*

*compared to 20/21

D Division	Prevent physical & verbal assaults on staff members & increase positive outcomes	Reduce disruption related incidents through a joint problem solving approach with industry at key red route locations			Increase passenger and rail staff confidence by joint problems solving with Police Scotland to tackle anti-social behaviour		Maintain an average handback time of under 90 minutes for non suspicious incidents	Improve awareness and response to sexual offences and incidents involving unwanted sexual behaviour	
	39 assaults (+22%) 114 verbal crimes (-1%)	All Disruption Inc: 1,421 (+19%) Min: 39,624 (+8%)	Red Routes Inc: 65 (+81%) Min: 4,798 (+345%)		Crime: 733 (+15%) Inc: 2,019 (+66%)	6 (-81%) Football related offences	102 mins Average fatality handback time (non-suspicious) (<90 mins KPI)	39 Sexual offences (+8%)	7 (+501%) Sexual Harassment*

*compared to 20/21

Summary

- **Year to Date in 2021/22 policing year there was a 31% reduction (-10,828) in notifiable crimes** (24,250 compared to 35,078 crimes in 2019/20).
- **BTP's current solved rate is 16%** (3,907 crimes) compared to 15% (5,155 crimes in 2019/20) –Slight increase in % however a reduction in volume.
- **Passenger footfall has been steadily increasing over Q2 however is still 38% of normal demand (TfL & Network Rail).** On 7th Sept was first back to school for millions across England and Wales – TfL released statistics to state that Monday morning was the busiest start to a weekday on the London Underground since March 2020.
- **All crime categories continue to see reductions except Drugs, Graffiti and Criminal Damage.** Drugs have risen by 20% (+269 crimes on 2019/20). This is due to various proactive operations relating to County Lines/pre-planned operations across the country resulting in arrests, drug seizures, confiscated weapons and victim safeguarding reports. **Graffiti continues to show a month on month decrease** during Q2 whereas Criminal Damage levels have remained steady. Overall increase is attributed to a quieter network particularly in the first part of the year with less visible rail staff & passengers. Large amounts of trains were stabled in depots & lineside locations for longer periods of time also.
- **Weason enabled offences has seen 26% increase YTD compared to 19/20.** Most of the offences are in relation to robbery (73%, 93) this is a 41% increase from the 19/20. This is followed by GBH Assault (17%, 21) which has doubled from the previous year (10 in 19/20 to 21 in 21/22). YTD offences have been sporadic and in locations where there was either low or no figures in 2019-20, there is no clear indication of any stations that present a hotspot.
- **Other crime areas which have shown steady increases in Q2 are Sexual offences, TPP, Cycle theft.** Current media campaigns running around USB are driving the increase in reporting.
- **Crisis interventions figures have remained high YTD (+49% compared to 2019/20).** In Apr - Sept 2021 there has been a peak of crisis interventions recorded between the hours of 16:00 –21:59
- **Fatalities have remained fairly steady YTD** (decreased by 16%; 130 compared to 154 in 2019-20). Mental health issues and historical risk factors recorded are in line with what has previously been seen and noted

Forcewide Challenges

- **COVID related sickness, absences, welfare.** Sustaining current resource levels due to COVID-19 will be the biggest challenge.
- **Challenges around reducing volume crime.** With passenger numbers increasing this may mean VAP and volume crime offences increase. Changing travel trends may see offending patterns/trends differ, this will need to be identified and adapted so resources can be deployed accordingly.
- **Vulnerability – increasing calls to safeguarding incidents.** An increase in mental health incidents will place an additional burden on mental health units meaning officers spending longer with patients under section looking for bed space or waiting at units. More passengers travelling means those at risk may not be easily identifiable in the crowds such as vulnerable children on the system or those involved in County Lines.
- **Return of football fans to stadium:** The return of increased risk of football fans travelling, continual professional development for Commanders is being rolled out across the Division with new event commander courses scheduled.
- The impact of the shocking events of the **Sarah Everard** case continue to reverberate across the police service nationally and sentencing of Wayne Couzens has put further strain on the relationship between the public and police service.

Q3 Division Challenges

D Division - COP 26. The UN Climate Change Conference is due to take place in Glasgow 31st October – 12th November. Described as the biggest policing and security operation in UK history, this will be a significant mobilisation exercise for the force and challenge in policing.

C Division - West Midlands Metro Tram expansion, East Midlands - electrification project. Kettering is the main hub for EMR electrics. The new commuter service between Northamptonshire and London will present risks around graffiti/line of route matters and staff related offences. For Wales the Core Valley Line and Central Square and Cardiff Central development.

B Division - Northern Line extension: Once all the residential units in that area are finished/occupied it could lead to increased footfall. Old Eurostar terminal/platforms at Waterloo station: A large shopping centre built with the associated increase in footfall/demand/shoplifting type criminality.

Half-term will pose challenges around disruption and ASB. Plans are in place across the South to address these and deployments focussed on priority locations and areas, with Halloween focus.