



BRITISH
TRANSPORT
POLICE

London South Area Policing Plan 2006 - 2007



Policing Britain's Railways

London South Area Policing Plan 2006 - 2007

Introduction

 by **Chief Superintendent Steve Morgan**
Area Commander


This introduction to the 2006-07 Policing Plan allows me to highlight another successful year for the London South Area in terms of performance, and also to reflect on the increased challenges facing us for the coming year.

The past year has seen BTP dealing with the most lethal terrorism threat ever to face the nation's transport infrastructure.

Officers from the London South Area supported colleagues from the other London Areas in providing the response to the terrorist atrocities in July of last year. During the ensuing searches, security operations and investigation, officers worked long hours in difficult and often dangerous circumstances. For their hard work and dedication during this time, many officers have received commendations from the Chief Constable.

The contribution made by BTP to restoring normality to the Capital following the two attacks has been widely acknowledged. I am proud of the part played during this testing time by officers from this Area, and the commitment to deterring terrorism continues to form a key part of our daily policing.

Following on from last year's performance successes, which resulted in a Chief Constable's commendation for the entire Area, I am pleased to say that London South has again achieved all of its Policing Plan targets. This is in spite of the extraordinary abstraction of officers from core policing duties to counter terrorism.

Whilst achieving the detection targets, overall recorded crime levels have fallen and our success in targeting violent crime continues, with another substantial reduction in the number of robbery offences on the Area.

Additional funding last year enabled us to introduce new roles and enhance many of the existing initiatives involved in complementary policing.

Police Community Support Officers (PCSOs) are now deployed at the London Termini and form a key part of our anti-terrorism and reassurance strategy. The PCSO initiative has been successful in driving down crime at all of our major stations. PCSOs work with dedicated police officers, and this has allowed them to take on a variety of policing tasks, tackling more complex incidents with additional confidence. Train Operators have recognised this successful use of PCSOs and are seeking to sponsor dedicated teams for their services in the future.

London South Area has supported the introduction of the first accredited staff under the Railway Safety Accreditation Scheme legislation. South Eastern Trains successfully introduced 'Railway Enforcement Officers', who patrol the network, working in partnership with London South Area officers as part of our tasking process. This scheme follows on from our existing police/TOC partnerships with the Southern Taskforce and South West Trains Travel Safe Officers. The joint teams of sponsored South Eastern Trains specials and local beat officers continue at Dartford and Hastings. These reassurance-policing teams enhance the Area's ability to deliver local, community focussed policing.

As I mentioned previously, the Area still faces major challenges in the coming year. The threat of terrorist attack remains high and in partnership with the rail industry and the travelling public we must remain ever vigilant. Significant increases to our policing plan targets will ensure that we continue to focus on increasing our effectiveness and efficiency.

London South Area will continue to strive towards the provision of policing excellence and remains committed to delivering a safe and secure railway environment for all of our diverse communities.

 Chief Superintendent
 Steve Morgan
 Area Commander


Our mission is to work in partnership with others to help build a safe railway environment that is free from disruption and the fear of crime



Policing Objectives

London South Area will be working towards the following objectives and targets in 2006-07.

Operational targets	
Objective	Target
Violence and sexual offences	To protect the travelling public and rail staff by detecting at least 45% of all violence and sexual offences.
It is impossible to overestimate the negative effects of these types of crime on the railway community, and London South Area is committed to bringing those who commit them to justice. The inclusion of offensive weapons within this category in 2006-07 further underlines BTP's commitment to eradicate violence on the network and supports initiatives such as Operation Shield.	
Staff Assaults	To protect staff on the railways by detecting at least 38% of all assaults on staff.
Staff assaults are another key priority for the railway industry and are also one of the main concerns expressed in the rail staff survey. BTP will continue to pioneer the use of forensics, develop local initiatives with rail operators and set minimum standards of investigation to ensure that perpetrators of assaults against rail staff are brought to justice.	



Operational targets	
Objective	Target
Hate Crime	To safeguard rail staff and passengers by detecting at least 42% of all hate crimes.
Hate crime constitutes any crime where a person's prejudice against an identifiable group is a factor in their choice of victim and causes extreme distress to both staff and passengers when it occurs.	
Robbery	To combat robbery on the rail network by detecting at least 33% of all robberies.
Robbery is a BTP priority due to the aggravating feature of actual or threatened violence and the disproportionate impact this crime has on public perceptions of safety whilst travelling on the rail network.	
Anti-Social Behaviour	To combat disorder on the railway by increasing the number of offenders brought to justice for anti-social behaviour offences by 3%.
Anti-social behaviour, especially low level disorder and alcohol related disorder is the highest concern expressed during consultation. The target focuses on a range of behaviour covering a whole complex of selfish and unacceptable activity that can blight the quality of community life. It includes travel fraud – a crime which costs the industry a large amount of money, and which constitutes a significant part of London South's activity. 1159 offenders were brought to justice by BTP during 2005-06.	
Theft of Passenger Property	To protect passenger's belongings by reducing the amount of theft of passenger property offences by 4%.
Theft of passenger property accounts for 30% of all of notifiable offences reported to BTP and as such presents a serious problem to both passengers and the industry. London South Area recorded 5546 offences for theft passenger property in 2005-06 and the target for 2006-07 is 5324.	
Route Crime	To work in partnership with the railway industry in combating vandalism on the railway by detecting at least 9% of all route crimes.
Route crime remains a priority for both the industry and BTP. Route crime constitutes a serious safety hazard to those who work and travel on the rail network and to the people who commit the crimes. This target is aimed at the most serious types of route crime offences such as putting obstructions on tracks, vandalising signals and throwing missiles at trains.	



Operational targets	
Objective	Target
Fatality Management	To conclude police activity which disrupts train movement within an average of 90 minutes from receiving a report of a fatal incident.
BTP has proven ability to deal effectively with fatalities and to strike a balance between the need to respect the dignity of the deceased, thorough investigation and keeping the railway running. This target excludes major incidents and incidents classified Suspicious, RTA Level Crossing and Unexplained. Performance in 2005-06 was an average of 81 minutes.	
Quality of Service	To provide a victim-focused service by ensuring that the overall satisfaction of victims of crime on the railway is at least 79%.
Data for this target will be obtained from BTP's victims of crime survey and will complement BTP's strategic aim of providing a citizen-focused service and also its commitment to comply with the Quality of Service Commitment by November 2006. The overall satisfaction level in 2005-06 was 75%.	
Football Banning Orders	To combat football hooliganism on the railway by applying for football banning orders in at least 85% of relevant football-related offences.
Football Banning Orders provide an effective and rigorous punishment for people convicted of football-related disorder and can be used in addition to any fines or custodial sentences issued by the courts. People served with an Order can be banned for three years from attending any designated football matches in England and Wales, as well as any international games at home and abroad. This is especially important during 2006, when the World Cup in Germany will present a significant risk of serious crime and disorder. During 2005-06, BTP applied for Football Banning Orders in 88% of relevant cases.	
Graffiti	To prevent graffiti on the railway by increasing the number of detections for graffiti offences by 10%.
Graffiti costs the rail industry millions of pounds a year and is a very serious problem. Graffiti is also a 'signal crime' – a crime that can generate fear, which may mean that people choose not to use the railway. London South Area detected 205 offences during 2005-06.	

Counter terrorism targets	
Objective	Target
Preventing and disrupting terrorism	To prevent and disrupt terrorist activity, and maintain an effective response to both suspected and actual terrorist incidents and threats by: <ul style="list-style-type: none"> ■ Ensuring that at least 8% of all officers are trained in the use of CBRN Mark 4/CR1 suits. ■ Participating in at least 90% of national and local Home Office TPU counter terrorist exercises where there is a relevant rail way scenario impact. ■ Carrying out CBR profiling in selected locations once every 28 days in 90% of the 28 day periods. ■ Maintaining a permanent specialist response capability.
Countering terrorism will remain a priority for both BTP and the industry during 2006-07. These targets are indicative of BTP's determination to continue to provide an effective protective service for the railways and the capacity to deal with a major terrorist incident. Although a number of other numerical targets will be included within the Operations Departmental plan, due to the sensitivity of such data, they will not be published.	



Performance results 2005 - 06			
Target Description	Target	Actual	Target Achieved
Staff Assaults Forcewide detection rate to be at least 33%	33%	40%	✓
London South Area has worked with our industry partners to deliver this target. We are very pleased to have exceeded it. Forensic opportunities have been maximised with the provision of spit-kits. The Area Training Unit has produced an innovative training DVD providing guidance to staff members in the use of spit kits and securing evidence. The Area maintains a positive arrest policy for staff assaults. Staff assault hotspots have been addressed as part of the industry tasking group process. PCSOs at the London Termini have provided a highly visible deterrent to aggressive behaviour towards staff, particularly on gatelines.			
Robbery Force wide detection rate to be at least 29%	29%	30%	✓
London South Area has almost one half of the force's robberies within its policing area, so delivering against this target is vital. The Area has a robbery reduction unit targeting hotspots and regularly undertaking operations with local forces in high crime areas. A robbery squad investigates each crime, identifying serial suspects and any series of crimes. The Area has recently utilised detection arches as part of our on going drive to remove knives and other weapons from the railway environment.			
Hate crime Forcewide detection rate to be at least 35%	35%	42%	✓
The need for early intervention and positive action has driven our initial response to incidents. The Area has a dedicated hate crime unit, and utilises the pan-London Independent Advisory Network to identify issues facing our diverse communities. The effect of this type of crime on victims is disproportionately harmful, so we hope that our success in delivering this challenging target reassures victims of hate crime, and encourages future reporting.			
Violent assaults Forcewide detection rate to be at least 33%	33%	36%	✓
All police stations on the Area have a performance culture, which has ensured relentless follow up of incidents. Our industry partners and TfL have invested heavily in CCTV, which has greatly assisted investigators to identify offenders. The Area has a dedicated Identification Unit based at Ebury Bridge Police Station. This team has contributed to the successful prosecution of offenders by providing evidentially robust identifications of suspects.			
Theft of passenger property Forcewide detection rate to be at least 3%	3%	3%	✓
Number not to exceed	6659	5546	✓
In addition to continuing hard work by all the officers in London South, the Area has achieved these targets by the formation of a dedicated passenger theft squad. Initiatives in the London Termini have targeted prolific offenders, some of whom have been made subject of ASBOs to prevent re-offending. Crime reduction officers and the community policing teams have raised the awareness of theft to passengers with a number of initiatives.			
Low Level Disorder	591	929	✓
The monthly tasking meeting with the industry managers has allowed us to supplement our intelligence with a frontline staff perspective. This has given us the ability to tackle emerging problems at an early stage with dedicated operations or tasked patrolling. The hard work by all officers on London South has resulted in the Area exceeding its target of 591 offences cleared by judicial disposal by 338 offences, 57% over target.			

Performance results 2005 - 06			
Target Description	Target	Actual	Target Achieved
Graffiti Cleared by Judicial disposal	125	194	✓
London South Area has an area crime unit, which has spent much of the last year targeting serial graffiti vandals. There have been some notable successes, with one particular prolific offender receiving a three and a half-year custodial sentence. Other offenders have been made subject of ASBOs, severely curtailing their ability to move freely on the railway. Partnerships with the Train Operators and Network Rail have allowed us to identify the true scale of this high value crime. The Area has pioneered the real-value quantification of cost to the industry. We have co-ordinated anti-graffiti policing operations with 'painting-out' initiatives by Network Rail. This joined-up approach has helped to deter further graffiti.			
Route Crime Forcewide detection rate to be at least 4%	4%	9%	✓
The Area has a dedicated motorcycle unit, specifically tasked to route crime hotspots. This unit works on a daily basis with Network Rail mobile operations managers. Our police stations have long-standing and successful partnerships with the local industry management and are represented on route crime groups. This engagement has resulted in problem specific operations, and crime reduction initiatives throughout the year.			
Fatalities Time taken to clear incident	90 Minutes	81 Minutes	✓
A rapid response policy, combined with fast track investigation of railway fatalities has allowed us to achieve this target. Our officers are able to balance the needs of the industry with their duty to investigate suspicious deaths.			

Have your say

If you would like to comment on this Area Policing Plan, please write to:

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