

## London Assembly Police and Crime Committee – 31 January 2018

### Transcript of Agenda Item 6 – Q&A with Metropolitan Police Service, City of London Police and British Transport Police

**Steve O’Connell AM (Chairman):** This is a question and answer session with the Metropolitan Police Service (MPS), the City of London Police and the British Transport Police (BTP).

I very much welcome, as ever, Commissioner Cressida Dick CBE QPM; and I am particularly pleased that Paul Crowther OBE is here today, who is responsible for the BTP, and delighted also that Alistair Sutherland has come along. He is Assistant Commissioner at the City of London Police. I really do appreciate all three of you being here today to give us your time on the subject, which is something that many Members of the Committee have wanted the opportunity to talk about: co-working.

We do understand the different terms of reference for the three different areas. We understand that the MPS speaks to this building through the Mayor’s Office for Policing and Crime (MOPAC) and we are pleased to welcome Cressida and others, but we are interested today to pursue the relationships: one with the BTP, which has a national role, and with the City of London Police, which has a partnership role just across the way. We are really grateful to have this opportunity.

I will open the questions with some broad strategic questions and colleagues will then come in with some other issues around that, if I may. First of all, I will comment, and I know you are very busy and we have had a conversation. We will do our best to send everyone packing by 4.00pm and you can go out and keep Londoners safe. Thank you for that.

All right. The first question from me is for all of you and it is, broadly speaking, what models of collaboration exist between the MPS, the City of London and the BTP. Let us talk about the broad models, if we may. Anybody want to go first?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Perhaps I could kick off, Chairman. I would want to say as an opening that the collaborative and operational relationships between the three services represented here today are absolutely undoubtedly in my view in very good shape and in better shape than they ever have been, and that is for a number of reasons strategically. Firstly, we work closely together with The National Police Chiefs Council (NPCC), and as you are aware, that means we are all working towards a national policing vision of Policing 2025 and within which London is a region, and we meet together as regional leads to play in our collective views on national issues as they affect London, we meet very regularly as chiefs formally and also informally. We have a number of collaborative relationships - and as we explore these later on, they will become clearer - that bring us together all the time. We know each other very well as individuals and indeed as forces. We understand each other’s terms of reference, constraints, strengths and areas where we may be able to help each other. We have the very longstanding [Operation] Benbow arrangements and I am sure we will come back to that in your questions about counterterrorism (CT) and public order and major incidents. It has been demonstrated in the horrific incidents of last year so very well that we come together seamlessly to support the capital. We, of course, are very active partners in things like the London Resilience Forum.

We think of ourselves as a region in many respects, whether you are talking about CT, whether you are talking about organised crime. We have a variety of different arrangements and, as we go through this afternoon, you

will hear about times where one of us is providing a paid service to the other, where we have a completely joint unit, where we are seeking to collaborate on estates, whatever it may be. I can speak for all of us - the others will want to join in - when I say that we believe we are in very good shape. We are not complacent, and we know we have further areas in the future where we can collaborate even more closely. London is getting a very good service from the tri-service arrangements at the moment.

**Steve O'Connell AM (Chairman):** Paul, did you want to comment broadly?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes, I concur with everything that the Commissioner said. It works incredibly well in a variety of different arenas. We saw specifically during last summer how that operates *in extremis* and equally, as we go through today, you will see how that works at a very tactical level as well as at a strategic level.

The strength of us acting as a region, which is quite interesting for me running a national force, is that we recognise how we are leaning into the national work that is going on through the NPCC, the work on the specialist capabilities review, making sure that as a region we are linked into that. I recognise that some 60% of my resources are focused in London and the southeast, and so London and the forces and the organisations in London are really an important strategic partner and we drive much of our activity improvement work through that relationship.

**Steve O'Connell AM (Chairman):** Alistair, did you want to add at all to that?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Thank you. I suppose I would just support both my colleagues in the view that the current levels of collaboration in London between the three forces are unprecedented. I say that as someone who spent a significant amount of time in the MPS before moving to the City and so I have seen it from two angles, really. At the strategic, tactical and operational levels across a whole range of policing disciplines, we are in a really good position, whether it is in the CT world on three levels of strategic, tactical and operational, all the way through to serious violence, economic crime, safeguarding and mental health. Looking across those areas, for example, there is some very joined-up working and interoperable working across all of those areas. Really, I just support those points, Chairman.

**Steve O'Connell AM (Chairman):** We will explore this with specific issues later. The scene is set: this is a marriage of forces and it is dictated to us by Acts of Government. This may not be by choice; this is where we are through different legislation. You are describing today how you are working together to make the best use of that and the best benefit, and we understand that, which is really helpful.

Clearly, there is a relationship over the top, overarching, and then as hierarchical organisations they drop down. How is your understanding of the relationships with junior officers, particularly more out there operationally? How does that fit together out on the streets? Could you touch upon that? We will have detail later about certain parts of the services, but how does that work when you go further down the chain?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** When you go further down the chain, to give you an example, we at the City, of course, are the ring in the middle of the doughnut of London and we are surrounded by a number of MPS boroughs. We work with, for example, all of the Neighbourhood Policing Teams within those boroughs on our borders daily. We have joint units, as Cressida has mentioned already, within economic crime, within safeguarding, within mental health and community and partnership, command and collaboration.

Firearms is a good area to touch on. In the delivery of firearms operations across the three forces daily, we trust our command at probably Inspector level for the resolution of those incidents and they work together daily on some very high-risk areas of business. However, the important point to note is they have all had the same training to the same standard and are accredited to the same standard and are completely interoperable. One of the benefits of the very extensive exercising and testing calendar that exists between the three forces is the fact that our colleagues to whom I am referring work together throughout the year in exercising and testing for whole range of scenarios, whether it is a major incident, a natural disaster or CT. They get to know each other and relationships are formed. Just give you a flavour, further down the chain, there are very good personal relationships and tactical relationships.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** If I might say, Chairman, we take firearms as an excellent example, but it is not that different from anywhere else. We provide the training. The standards are set nationally. Our officers work with the same kit, the same equipment and the same tactics. They are on the same radio system and they go in and out of each other's areas quite contentedly. Whoever is in charge is in charge. It does not matter whether it is a Sergeant from the City or an Inspector from the MPS or where it is happening. If it needs resolving, they work together. If you go to a football match, as I did last week at West Ham, you will find a City Commander and you will find that a quarter of the resources come from the City. They are working completely inter-operably out at Stratford with my teams. It is just second nature to all of them. They do not see a difference, if you like.

**Steve O'Connell AM (Chairman):** I am pleased to learn I was looked after last night by all those services when I went to the West Ham [versus Crystal] Palace [football] game.

**Unmesh Desai AM:** Commiserations!

**Steve O'Connell AM (Chairman):** One point around this - and we will touch upon the consistency of operational service and other issues later - is probably also the challenge side because we have heard quite properly descriptions of, "This is something we do well together. At senior level there is consistency and trust". We may explore examples later, but could you give us some ideas around where it is not always that easy and the challenges that you might find at a decision strategic level?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Perhaps I could give some examples. They are challenges, but the way that we operate together largely overcomes those challenges.

In my particular circumstances, if you take anywhere in London, you have trains and services which are coming into London and are potentially importing challenges into the capital. You could look at that from a mental health perspective; you could look at it from a travelling criminal perspective.

One of our, I suppose, challenges as we are an organisation looking at the transient population - some 1.3 billion passengers on the London Tube each year - is how we then interact with borough-based resources, whether it is the police or whether it is local authorities and other structures that deal with things on a geographical basis. One of my challenges, I guess, is how we engage with those processes.

What we can take comfort from is that I have locally based Commanders who operate really closely with the borough resources and the other local authority resources and other agencies within that borough area to resolve issues, and often we bring new information to those structures that they would not otherwise have because of the transient nature of some of the people who are coming in.

It is an interesting additional layer to address, but, largely, the processes work because of those really close working relationships and the ability for people to identify the best organisation to deal with it. We could be

dealing with a safeguarding issue, but actually the person is either a resident in a borough or there are linkages already in place dealing with that individual, and there is a seamless handover for the right organisation to deal with that individual.

**Steve O'Connell AM (Chairman):** That is the nature of your officers' demands and challenges because, as you say, some problems will be imported and exported across boundaries, and they have to deal with that. That is a particular challenge that you and your officers have. Are there difficult issues across, for example, for the City of London and the MPS at a strategic level when you want to work together and are working together but it is more difficult than others?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Where we can identify opportunities to collaborate, we are onto them fairly quickly. I suppose, as a City officer and the force responsible for economic crime nationally, there is certainly, in terms of economic crime, some more work we can do as a tri-force initiative around dealing with fraud. It is the fastest-growing crime type in the country. We know that. We are not going to be able to arrest our way out of it, for example, enforcement-wise. The volume is just too much. However, certainly in terms of prevention, education and awareness campaigns, it is certainly an area for us that we are looking across the three forces to do more of. It is an example of having identified a collaboration opportunity. We are actively working to make sure that happens.

We will always pick stuff up and we are all very good at debriefing and organisational learning and we share that as well. There is an opportunity through the organisation learning forums that the three forces have to make improvements for areas that need improving.

**Steve O'Connell AM (Chairman):** Clearly, economic crime is an area that your force leads on nationally. We understand that and will be talking about that later, but one thing I would like to explore is about priorities. The MPS has priorities through the Mayor's London [Police and Crime] Plan that Cressida and her senior officers will aim to deliver. Your colleagues may have different centrally set priorities, potentially, that may be in friction and contrast with those of the MPS and others. Does that ever become an issue *vis-à-vis* priorities? Head-shaking I see in the centre, but it is a question I need to pose.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Of course. From a London perspective, if you look at the City of London priorities, for example, the thing at the top of our list is CT. That is a shared responsibility. The MPS leads on CT, but it is a shared priority for London and we work together on that. Very topical violent crime and serious violence is a priority for the City. We work with the MPS seamlessly across boundaries and across boroughs to deal with that. Safeguarding and vulnerable people are a mayoral priority and a MPS priority and a BTP priority. Mostly, I would suggest, the priorities of the forces are shared.

There will be some unique priorities - for us, as you know, economic crime and cyber-enabled crime - but the processes are in place across the three forces to work together in those areas. When I look across the policing priorities for the three forces, I would suggest that they are probably fairly reflective of the needs of Londoners.

**Steve O'Connell AM (Chairman):** We all agree and we will get to those subject matters later around terrorism, fraud and safeguarding that are Londoners' priorities and we share all of those, but I am trying to explore whether there are contrasting priorities. We will talk about financial challenges later and how those can affect the way that one works together because one of our forces here amongst us is increasing its numbers and others are potentially reducing. We can explore that a little bit later.

That leads me on really to talking about financial aspects and benefits of the partnership, if I may use that word, and relationship. Looking over the coming two, three or four years, will there be - and do you discuss this and work towards this - financial benefits through the three forces working together?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** We do and we will. The thing that drives us most is the desire to have the best service for people in London, whether they are London residents or not. Working together helps us to manage our collective demand better, of course, as well. We are constantly seeking ways of reducing any duplication. There is not much, but we want to do that.

On occasion, there are clear financial benefits which come, for example, from our different scale. We have several examples of where the MPS's buying power, if I can put it that way, has been useful for colleagues. It would not make any sense I think for the City to have its own first-contact team, the people who take the 999 and 101 calls. We have provided that service for some considerable time. That gives us greater scale. It is very effective and I would like to think that you get value for money from that.

I could take it to a micro point. We house on occasion your dogs don't we, Paul, down at Keston, rather than them having their own kennels. It is a tiny point, but we are always thinking about things like this.

Training is an important one for us. I think I am right in saying that for the City of London, we provide the Senior Investigating Officer training, management of violent and sexual offenders, the pursuit training, the tactical pursuit and containment (TPAC) training you will have heard about, investigative interviewing and analysis --

**Steve O'Connell AM (Chairman):** There is a whole host of ways that you--

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Many, and similarly for the BTP --

**Steve O'Connell AM (Chairman):** We are all facing financial challenges and you are targeted to save considerable amounts of money across the three. Are you factoring in this work together and so you are looking at ways jointly you can improve services but also save money?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Absolutely. We are all talking at the moment with our respective governance bodies about how we can make more of our estates. I am sure, in the estates' futures - which are always big, as you know, five or 10-year futures - there is room for us to collaborate with our new builds and that kind of thing very helpfully. We are certainly exploring that.

**Steve O'Connell AM (Chairman):** My last point before I bring my colleagues is around the holding to account. Cressida, you enjoy the experience of being held to account by the Mayor and MOPAC and, by extension, by this Committee and we have a structure there. Paul and Alistair, you have different ways that you are held particularly to account. Could you briefly summarise for the benefit of colleagues how that works?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes. We have a police authority based largely on the structure of, if you like, the former police authorities within the geographic forces. It has a national remit and is representative of a range of stakeholders who have an interest in transport. By statute, it is required to have representatives who have an interest in the traveling public's views. There are people who have knowledge of the interests of people who work on the railway who of course are subject to crime in their own right. There are people who represent the regions and there are some people who represent the interests of our funders. We have a unique funding regime, as you will know. Our police authority independently sets the budget and that is then levied against the operators of the services.

Therefore, we have, I would say, a very strong holding-to-account regime. Sometimes I look at it and I wonder whether it is stronger than some geographic forces might have. It is regular. It is consistent. It brings together people from the public and the private sectors. It brings a very strong commercial element to it. It drives very hard around value for money and outcomes. All the individuals on it are appointed through the public appointments arrangements and are approved by the Secretary of State, and so there is the link back into parliamentary scrutiny.

**Steve O'Connell AM (Chairman):** Alistair, you have a City committee of grandees, no doubt, that holds you to account. Do you want to talk about that?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** We certainly do, Chairman. The police authority for the City of London is the Court of Common Council, which is the body that governs the City of London. It provides delegated authority to the City of London Police Committee, which consists of elected members from the Court. The Police Committee meets eight times a year to hold the Commissioner to account. Sitting below the Police Committee are various other scrutiny committees, similar to the current arrangements in the MPS: finance, audit, risk, etc. That is reflective of a mix of both the BTP and MPS committees, but there is a very, very strong governance and accountability regime within the City.

**Steve O'Connell AM (Chairman):** Thank you very much. Andrew, did you want to come in?

**Andrew Dismore AM:** Yes. It was coming back to one of the things that Paul has been going around and I just wanted particularly to look at the relationship with Transport for London (TfL). Could you explain how you decide the process and how you decide how many officers you need on the London transport network to keep the public safe?

**Paul Crowther OBE (Chief Constable, British Transport Police):** I could talk to you for probably most of the afternoon around the charging model and the resourcing model. It is pretty complicated. We have a different set of arrangements with different operators. Those that you might call, if you like, the train-operating community are required by statute to have a police service agreement and are required to have it with us.

TfL has a mixture of arrangements. Some of them fall under that arrangement; some of them are particularly around the policing of the Tube. We agree a level of service with TfL for what it is looking for and we resource it accordingly. There is a determined number of officers within the police service agreement we have with TfL for which they pay.

**Andrew Dismore AM:** How many officers are in the agreement and how many vacancies?

**Paul Crowther OBE (Chief Constable, British Transport Police):** I do not have that detail directly to hand, but I could let you have that if that is helpful.

**Andrew Dismore AM:** TfL does not pay for the vacancies, presumably?

**Paul Crowther OBE (Chief Constable, British Transport Police):** They do not. TfL enjoys a relationship that others would aspire to where it pays precisely for what it gets.

**Caroline Pidgeon MBE AM:** In our background papers, it says that the BTP covers the Underground, the Docklands Light Railway (DLR) and the Emirates Air Line. How strenuous is it to police the Emirates Air Line?

**Paul Crowther OBE (Chief Constable, British Transport Police):** There are more officers on it than there are customers! Sorry. When it is windy, it is not the most popular patrolling round, I can tell you.

**Caroline Pidgeon MBE AM:** That is a small amount of it.

**Paul Crowther OBE (Chief Constable, British Transport Police):** Indeed, but of course it is very close to the DLR and the people who come from the DLR then use that route. Some of the rules and procedures that apply to that apply equally to the transport system and so it is a natural fit. It is not a huge demand on our resources.

**Caroline Pidgeon MBE AM:** Do you see that you potentially could look after the buses as well or do you think that sits best with the MPS?

**Paul Crowther OBE (Chief Constable, British Transport Police):** It works very well at the moment. The MPS has a particular specialism it has developed on the buses. What is important is the interface. Where you have bus termini that are collocated with rail stations, there are really good, very close working relationships, joint tasking and joint sharing of information around that. We are very happy with the area that we are dealing with and we are very happy that the relationship works. Ultimately, those are political decisions, I guess, around that but, as we say in many areas, provided it is working effectively, you would need to look hard before you sought to change any of those arrangements.

**Caroline Pidgeon MBE AM:** How do the trams fit with this? Are they part of it? Does that come from the MPS?

**Paul Crowther OBE (Chief Constable, British Transport Police):** We police the Croydon tram.

**Caroline Pidgeon MBE AM:** You do the Croydon tram as well?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes. Of course, just to share a bit of detail around that, much of the Croydon tram network runs on railways and there are some specific rules, regulations and procedures that apply to railways which are different to the bit where everyone is on the road. Therefore, in many ways, there is a much closer alignment to railway policing for the trams than necessarily there is for buses.

**Caroline Pidgeon MBE AM:** Thank you.

**Steve O'Connell AM (Chairman):** On that subject, thank you to you and your officers for dealing with the tragic accident on the Croydon tram those months ago.

**Paul Crowther OBE (Chief Constable, British Transport Police):** Thank you.

**Steve O'Connell AM (Chairman):** Thank you for coming along then. I have a last question on this section before we move on - I did allude to it slightly earlier - about policy on tactics and equipment; for example, stop and search. Without going into too much specifics, how is that training and policy delivery aligned across the three forces? All of those forces can deliver equally on certain tactics. You touched upon the training earlier. How is that aligned tactically and training-wise?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** We all sign up to the best-use stop and search programme. We train in exactly the same way. Our teams of policy and training leads talk to each other all the time. In fact, sometimes we are swapping people across from one cell to another. A lot of

our operations - for example, sector operations that might involve a knife arch - are tri-force operations. Just over the way there, there was one the other day at Charing Cross. The BTP officers were there; the City officers were there; we were there. We have a knife arch. People who do not want to go through the knife arch may be acting suspiciously. If we have sufficient grounds, somebody is going to end up doing a stop and search. It could be any one of us. We have a dialogue about it and we have the same approach in terms of things of things like the know your rights card, which is a joint tri-service card. The way in which we try to speak with and understand any concerns that our communities might have are very similar.

I do not want to sound complacent about any of this, Chairman, but I honestly can say that I would have absolutely no hesitation whatsoever in a constable from the other two forces doing a stop and search anywhere in London and that they would be doing it in exactly the manner that the Commissioner of the MPS would expect from her own officers.

**Steve O'Connell AM (Chairman):** That experience of Londoners receiving the services of the tri-services would feel pretty much the same, broadly speaking?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Absolutely.

**Paul Crowther OBE (Chief Constable, British Transport Police):** Chairman, the training procedures around stop and search are consistent across policing. An interesting added element is that my Deputy [Chief Constable], Adrian Hanstock, is the National Police Chiefs lead for stop and search. Adrian was in the MPS. He used to work closely with [Sir] Craig Mackey [QPM, Deputy Commissioner, MPS] when Craig was the lead for stop and search.

The collective view on the tactical deployment of stop and search is very much a shared set of values. You will see stop and search being applied by officers from the MPS, the City and the BTP alongside each other on a day-to-day basis. If you went to Stratford today, you would see a joint operation around [Operation] Sceptre and they are working all over London in the same way using the same approach. I share the Commissioner's view that you would not see any difference in the approach.

**Steve O'Connell AM (Chairman):** There is a tri-services card and so, for some elements operationally, there is almost a tri-services brand, an acceptance that there are three parties working together.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Absolutely. Perhaps the most evocative example of that is our mutual determination straight after the ghastly attacks of last year that we would have a tri-service commendation ceremony. All the certificates are signed by the three chiefs. We work inter-operably. We are part of protecting London.

**Steve O'Connell AM (Chairman):** That will take us nicely on to the next section, but Andrew has a brief question.

**Andrew Dismore AM:** Just a small one. You have painted a picture of very close collaboration and I am just wondering. Are your officers on the same pay rates, terms and conditions or do they vary?

**Paul Crowther OBE (Chief Constable, British Transport Police):** The conditions of service are the same.

**Andrew Dismore AM:** And the pay rates are the same?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes.

**Sian Berry AM (Deputy Chair):** Just very quickly on body-worn video, that is something that the MPS is rolling out. Where are the other two forces on that?

**Paul Crowther OBE (Chief Constable, British Transport Police):** It is a fantastic example of everything the Commissioner was describing. As the MPS was running the pilot for body-worn video, we joined the pilot. We took advantage of the purchasing power of the MPS, we bought the same cameras and the same back-office function, and it is identical. We are in the process of rolling out 2,000 body-worn cameras right at this very moment. Some officers in London have them, not everyone yet, but that is a rapid rollout process with exactly the same kit.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** For the City of London, it is exactly the same position. All of our frontline officers, response officers, neighbourhood officers and firearms officers now wear body-worn video and we are currently in the process of rolling them out further into the force in terms of criminal investigation department (CID) support, for example, and investigators. We are in exactly the same position as the MPS and the BTP in that respect.

**Sian Berry AM (Deputy Chair):** That is good. Anyone stopped and searched would have the same level of accountability no matter which force it was?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Correct.

**Steve O'Connell AM (Chairman):** That is good. Thank you. That was good, asking some strategic questions, but we are going to move to some subject areas now about priority areas. This leads us into the priority area which Caroline is going to lead on, terrorism and extremism.

**Caroline Pidgeon MBE AM:** Thank you very much. You have already mentioned the horrible events last year and the wide praise that the forces have received for how you worked together. I just wanted for you to give me an outline of how you work together to prepare for such potentially diverse attacks and how you keep on top of that.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Sadly, as you know, we have quite a long history in the city over generations and, as long as I have been a police officer, we have worked quite closely on CT. You will be aware of the MPS's role in terms of the Assistant Commissioner [Mark Rowley QPM] and the national CT arrangements being led from the MPS. We have City and BTP officers seconded into the MPS in various different parts. There are 15, for example, in the National Terrorist Finance Unit. I could go on, but there are many of them.

Your question goes particularly to the protect and prepare area. Every fortnight - and sometimes more often, depending on what is going on - the Security Review Committee (SRC) sits and that sets the protective security posture for London from a police point of view and beyond. The City and the BTP are a very integral part of that process. There is also a national protect and prepare group. Again, all three are heavily engaged in that. Our protect and prepare people are meeting and talking in high level and more tactical arrangements all the time.

When it comes to training and exercising, which Alistair talked about, we do all have some small areas of our own training and exercising, but, frankly, they are very small and are always done in the same way and to the same standards as each other. The vast majority of both our training and our exercising is done across the three and of course with other emergency services or other partners frequently.

We have mentioned firearms already. Things like firearms, things like negotiators and things like public order are all national standards and we all train to the same level and are completely interoperable. That means that when the call comes in you may very well have - and we did have in these major incidents last year - what we call a 'Silver Commander' who comes from the BTP, as was the case, I believe, at Parsons Green, working under a MPS command structure overall and a mixture of officers responding in the first response, both firearms and otherwise. Cordons might be delivered by the City or by a City Commander at least, as they were around here for those terrible days after London Bridge. Certain services are just always supplied by the MPS; for example, explosives ordnance. The people who respond to a package or a bomb are provided by the MPS for everybody but the City is embedded in there.

When it comes to things like the casualty bureaux, family liaison, and disaster victim identification (DVI), again, all to the same standard, interoperable. The City provides a lot of casualty bureau support for us. If you look at Grenfell, our DVI teams were City, BTP and MPS teams.

Through [the] London Resilience [Forum] and through the national arrangements on CT, we are constantly learning and constantly improving, but we are fully interoperable in every way.

**Caroline Pidgeon MBE AM:** Policies, procedures and everything is so lined up that there is no issue for whoever takes the lead?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Absolutely.

**Caroline Pidgeon MBE AM:** At your fortnightly SRC and some of the other meetings you mentioned, does sometimes one force come along and say, "We are picking this up. Is there more training or something we should share?" Are you able to give any example of when you were all upping each other's game, as it were?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Certainly. If I give you the example of the awful incidents that we saw in 2017 through terrorism and natural disaster, all of those will have had a debrief and the majority of those have been conducted at the three levels, strategic, tactical and operational. Those debriefs are jointly reviewed by the three services and then there will be working groups to make sure improvements that are needed potentially in an area are implemented together.

Just to give you an example of the scale of the exercising and testing that goes on, for this year, 2018, before I came out here today I looked and there are around 30 or 32 scheduled exercises tri-force throughout the year dealing with CT incidents and major natural disasters that all three forces will be involved in and implementing learning from the previous incidents that we have dealt with. For us, exercising and testing is absolutely critical and the responses that we saw last year are testimony to the success of that schedule.

**Caroline Pidgeon MBE AM:** That is a huge number of exercises, 30 or 32. I realise that they are of all different sorts, but that is --

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** That is not new. We have invested in this over many years. Consistently but certainly since 2005 we have been investing at a high level in our testing and exercising. For these terrible events - and I do not want to sound complacent about it - as you said we did receive a great deal of praise as a city for the resilience we all showed and the ability to respond to those incidents. That was because of the continuous learning and the continuous testing and exercising. We know each other.

**Caroline Pidgeon MBE AM:** In terms of the BTP, as you say, you are a national force. Are there things that you are doing in other parts of the country that you think perhaps we ought to be doing in London?

**Paul Crowther OBE (Chief Constable, British Transport Police):** We touched on the SRC. That is a national structure. That sits weekly and there are people involved in that from right across the country. It is chaired by a Deputy Assistant Commissioner from the MPS.

What that is getting is input from right across the country around what is happening and who is doing what. It does not sit just *in extremis* when we have had a London Bridge or a Manchester. It sits every week. It is looking at trends; it is looking at what is happening abroad; it is looking at what is happening here. Then agreements are reached within that meeting.

Just to give you a flavour, following the SRC, my attendees come back to the BTP and then we hold an internal version of it where we then disseminate the actions that we have agreed nationally that we are going to do. Often that is in London but, equally, that can be outside of London working with other forces. It is a very effective strategic yet tactical means of making sure that everybody is pursuing the same activities.

**Caroline Pidgeon MBE AM:** The other side of all of this is preventing extremism and we know a reasonable amount about what the MPS is doing in approaching that. Can you both outline, perhaps starting with you, Paul, what your work is in this prevent area?

**Paul Crowther OBE (Chief Constable, British Transport Police):** We work very closely with the CT network across the UK as well as with the MPS. We do not have a residential population and so, in a lot of the activities in that respect and in terms of the wider prevent strategy, we have a supporting role in many of those elements. People are moving around the transport system between those communities and so we are constantly linked into what is being done elsewhere. Without going into too much detail, we are also looking at, I guess, insider threats and some of those elements that you would expect us to look at in the whole prevent arena, but it is slightly different because there is not a geographically residential population.

**Caroline Pidgeon MBE AM:** What about you, Alistair?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Within the City, we have our own Prevent Action Plan, but we are very closely aligned with the MPS. You will be aware that we have a very limited residential population. Around 10,000 people live in the City and around 450,000 come in every day. We have a transient population and, therefore, the majority of our work sits alongside the work that the MPS does. We deal with referrals; we give referrals both ways. Again, for us, it is very closely working with the MPS.

**Caroline Pidgeon MBE AM:** You both have very different roles because you do not have that huge residential population, as it were, but your approaches to preventing extremism are all aligned? There is nothing different, apart from Paul's, particularly, because yours is very transient? OK.

What information sharing would take place when you identify within one of your forces a person of interest?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** It would be the same as in any force. It comes under the national CT arrangements. As you are aware, sharing information is absolutely fundamental and is also well enabled by the structures, the cultures and the technology. We work very closely together on every aspect, but if we took something like terrorist finance, the City of London has particular expertise in financial crime and so something might come into them from a bank or something like that which would be of relevance for us from a terrorist point of view, and the teams are working together. In fact, there are members on each side, MPS people sitting in their team and *vice versa*, all the time. The [National] Fraud

Intelligence Bureau also often receives information which is relevant to terrorism and the analysts meet regularly from terrorist finance and fraud intelligence to make sure that we are matching across.

I would describe it as exactly the same as CT information sharing across the country except the fact of the matter is that we are so closely aligned and geographically located together. When it just takes somebody to walk down the corridor to speed something up, it is even easier.

**Caroline Pidgeon MBE AM:** In terms of the London Contest Board, what is each force's role within the London Contest Board?

**Paul Crowther OBE (Chief Constable, British Transport Police):** We all attend and contribute to each of the strands of Contest in that respect. It is much along the lines that Cressida was just describing: how we share information and look at what contribution we individually have on each of the individual strands of it. The structures are in place, all the relationships are in place and the information sharing is in place to facilitate that.

**Caroline Pidgeon MBE AM:** The BTP has a place on the Contest Board, do you?

**Paul Crowther OBE (Chief Constable, British Transport Police):** I would just need to check whether it is a permanent place, but we are certainly linked into that.

**Caroline Pidgeon MBE AM:** What about City?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Likewise. I want to go back and check, but in terms of the Contest plan with enforcing the four Ps, that is certainly shared at the Contest Board and across London. In terms of information sharing and intelligence sharing, that is well tied up within the plans that we have reviewed together across Contest.

**Caroline Pidgeon MBE AM:** From my limited research, I was not sure about the BTP but City police are not routinely there but the Corporation is.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Yes.

**Caroline Pidgeon MBE AM:** It is a slightly unusual arrangement in any case in the City, but I would have thought you would want to be at the table at something like that as well.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** The local authority - the City of London Corporation - has the prevent lead in the City and it is its representative.

**Caroline Pidgeon MBE AM:** That would be why they would be there? They then would link back to you and your work?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Correct, into our Superintendent for Community and Partnerships.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** We would because there is - I think you would be comfortable with this - a sense that the MPS is hosting the national arrangements and the MPS has an enormous capability, and we take that on for our colleagues wherever it is appropriate, but we would always report back.

**Caroline Pidgeon MBE AM:** Thank you very much indeed.

**Joanne McCartney AM:** Just a quick question and it is particularly in this area about CT and the money that goes into it. Do you get together and make a joint case for London to the Government or do you very separately make your own cases?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** First of all, we work through the National CT Policing Headquarters (NCTPHQ) around the bidding process and there is a huge degree of consultation across the three forces around the individual needs of forces and of course the joint needs of Londoners. The bids to the Government and funding are joint bids done in consultation. Therefore, the money that comes back the other way is divided between the forces against the individual strategic threat and risk. There are numerous examples of that throughout the year when we are receiving grant funding through the NCTPHQ, hosted by the MPS.

**Joanne McCartney AM:** It is the needs of London as a whole, though, that this caters for?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Yes.

**Paul Crowther OBE (Chief Constable, British Transport Police):** There is a difference in our case. We do not receive any of the CT grant funding and so it is a bid that is put together by the Home Office and services and police forces and the City structure. The budget that I have to expend on CT activity comes through our standard budget. For example, we took a decision after Manchester and London Bridge, something we had been working on for about a year, to increase our CT footprint outside of London in some other hubs. I do not get funding from the CT grant for that. I have to make a separate bid through my police authority for that funding.

**Steve O'Connell AM (Chairman):** Thank you very much. Before we leave that subject, I would like on behalf of the Committee to thank all three services for what you do working together in keeping Londoners safe, particularly around terrorism. We touch upon fraud and economic crime -- sorry, Andrew. I did not see you signal.

**Andrew Dismore AM:** Never mind. I just wanted to follow up on the Mayor's announcement just before Christmas [2017] that he is going to consult on the new Countering Violent Extremism Programme. I wondered what each of your contributions, however you will be contributing to that, will be. What role do you expect to play in that?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** It is early days. Certainly, in the MPS we are very pleased to know that he is going to do this. We are eager - and I know that colleagues at City Hall are equally eager - to ensure that, whatever it is, it complements the current existing arrangements, whether those are the national Government ones or partnership arrangements in London. I am confident that that will happen. We are looking forward to a strategy for London led by him around how we prevent people becoming violent extremists and how we help support communities that may be particularly vulnerable to violent extremism.

It is very early days. My colleagues may want to jump in here, but it is pretty early days to ask them what they would be doing about it because we do not quite yet know exactly how it is going to shape up. However, I hope you have seen that, genuinely, we are joined at the hip. We have different accountabilities and we have different communities to some extent, but we see the world very similarly. Just as we have collaborated on prevent, we will be collaborating with this work.

**Steve O'Connell AM (Chairman):** Does that answer your question? Yes? No?

**Andrew Dismore AM:** What do the other two want to say?

**Steve O'Connell AM (Chairman):** Cressida possibly --

**Paul Crowther OBE (Chief Constable, British Transport Police):** We would see the MPS as the lead organisation in this and we would be supporting them. Sorry, Cressida, if that is all right.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Fine.

**Paul Crowther OBE (Chief Constable, British Transport Police):** There is a natural link through the geographic community and we would be providing the support through the structures we have already described into that approach.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** From the City perspective, I have described the demographics of the City and the current strategies and approach that we have. Again, from the existing CT structures we enforce and the community partnership structures, then we would be supporting the London position quite keenly.

**Steve O'Connell AM (Chairman):** As a Committee we will continue to scrutinise it as it develops. Moving on, we have mentioned already the lead role that the City takes in fraud and economic crime in London. Now we specifically have some questions around that, Sian?

**Sian Berry AM (Deputy Chair):** Thank you. Yes, I will ask these primarily to the City of London Police. You are the policing lead for economic crime.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Correct.

**Sian Berry AM (Deputy Chair):** You have said just now that fraud is also one of the crimes that is increasing. You run a number of different departments within the City of London Police as part of being the national lead. I have down here: the [Dedicated] Card and Payment Crime Unit, the Economic Crime Academy, the Insurance Fraud Enforcement Department, the National Fraud Intelligence Bureau, and the Intellectual Property Crime Unit. You also run Action Fraud, which is for reporting.

Can you just tell us how well integrated that is with regular policing and the MPS? Is there anything you think should be changed about the way it works?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** If you are all right, I will just give you some sort of context around the volume of crime the City deals with in terms of economic crime, particularly fraud.

We do host the National Fraud Intelligence Bureau - or Action Fraud, as it is known - which takes reports of fraud. It currently receives around half a million reports a year through our contact centre but also through referrals from financial bodies. Those reports are assessed by teams of trained detectives and police staff members to look at whether there are viable investigative leads within those cases that are referred to them. Then, once that is done, we will look at the threshold of the crime. For example, is it something that should be referred to the Serious Fraud Office or the National Crime Agency (NCA)?

Where it is cross-force, cross-boundary or multijurisdictional, we at the City of London Police will normally take that investigation. Last year we made 127,000 referrals to forces up and down the country to investigate and so a significant number of crimes that we said had some leads that were needed to follow up. The volume is huge and, of course, fraud still comes in through many other routes, through local reporting to police stations or through businesses.

**Sian Berry AM (Deputy Chair):** How many of those reports go to the MPS? Of the investigations, how many do you pass to the MPS?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** I do not have the exact figure in front of me, but the MPS is the biggest recipient of referrals through to Operation Falcon, the unit in the MPS that deals with investigation of economic crime, and is also the lead for the London region on the investigation of cybercrime; hacking, for example.

You have referenced a number of the units that exist within the City of London Police Economic Crime Department. The Economic Crime Academy trains law enforcement officers, local authorities and private bodies to investigate fraud. That is a unit that is been running for about half a dozen years now. The demand on it is absolutely huge and so the training output is huge, but of course that is a national training requirement and so it is very well embedded in forces nationally and has those links. We go and deliver training nationally, not just in London but up and down the country.

One of the other units that you have referenced there is the Dedicated Card and Payment Crime Unit. We have MPS officers embedded within the unit there working with us.

We have an Economic Crime Victim Care Unit, which deals with vulnerable victims who have reported crime and who are likely, through crime patterns or crime trends, to be repeat victims. We also have MPS officers embedded there. Those MPS officers give us direct access to Neighbourhood Policing Teams, for example, who are able to be tasked to go out to visit vulnerable victims of crime, potentially elderly victims and other vulnerable victims of crime. It is very well embedded with local policing across London and we have the structures in place to make referrals, do home visits and provide crime prevention advice. In a recent survey, 98% of individuals who had reported fraud through Action Ford received substantive crime prevention advice either through the Economic Crime Victim Care Unit or through the investigator within their case. The links are there into local policing directly.

**Sian Berry AM (Deputy Chair):** Yes, we have asked about that before. Just to be clear, the investigation would tend to stay with you if it is cross-border, but it will go to the MPS if it is local in terms of who investigates it.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Yes.

**Sian Berry AM (Deputy Chair):** Is the MPS passing it on to local officers to investigate or is it kept within the central unit within the MPS?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** It is not all kept within the central unit. The specialist unit, Falcon, deals with the majority of referrals and is very successful in delivering outcomes in terms of charges and judicial outcomes, but a lot of cases will go out to borough policing for further investigation by local CID. There is a thread that comes through, if you like, from the centre, the City of London Police, through to neighbourhood policing.

**Sian Berry AM (Deputy Chair):** We have talked before about education and prevention work and you mentioned it earlier. Is that something that there could be more collaboration on, pushing out prevention advice through borough officers, now that they have more communication tools?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Absolutely. This morning I met with our Director of Communications within the City to talk about the joint work that we need to be doing more of with colleagues from the MPS and the BTP. Again, I go back to the point: the sheer volume of crime in this arena means that we will not be able to enforce it all and, therefore, the focus from policing and the Government on prevention, that lead needs to be taken. The awareness campaigns that we will embark on and the training programmes that we will embark on should address some of that element, but there is certainly more work to be done in that arena.

**Sian Berry AM (Deputy Chair):** Thank you very much. I wanted to also ask about the statistics that we can get. We did an investigation - not me because I was not on the Committee then - in 2015. This Committee did an investigation into online and cybercrime and did find that there was not a good way of getting statistics about online crime. We are still not getting it through the MOPAC dashboard. Is there enough sharing of monitoring and statistics so that we can see what is going on?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** I can certainly ensure that the Committee receives the data that you require. Our Strategic Development Unit within Economic Crime holds the local and national statistics. They are available and so I can get that to you.

A good statistic that I do like to put out in terms of our investment in fraud investigation - and this goes across the London region - is that for every £1 that we invest in the investigation of economic crime and fraud, there is a return on investment of around £40 in terms of prevention, asset seizure, etc. That has been fairly consistent over the last few years. Certainly, in terms of data and statistics, we can provide those.

**Sian Berry AM (Deputy Chair):** Finally, businesses are obviously victims of online crime as well. Do you have the same statistics for businesses as victims split out so that we can see? Is that rising as much?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** We will certainly have the statistics to be able to provide on private industry, but those are retained. We have very good links and forums into private business, as you would expect in the City. Ultimately, all of the figures and data will come through Action Fraud, but that can be provided.

**Sian Berry AM (Deputy Chair):** I have one final question before I just ask the MPS a question about how well integration is going. You mentioned in the briefing here the [Police] Intellectual Property Crime Unit (PIPCU). Does that interface with boroughs' trading standards officers?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** It does, indeed. Intellectual property crime, as it says on the tin, is about trademarks, it is about brands and it is about fraud within that arena. The PIPCU is active across a whole number of sectors. Local trading standards, Federation Against Copyright Theft, for example, and all of those bodies we are engaged with. We have private industry embeds within the PIPCU and all of our other units as well.

**Sian Berry AM (Deputy Chair):** Officers from the City of London would be the ones liaising with borough trading standards officers about --

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Not necessarily. It is quite open to local officers in local neighbourhood teams to do the work with trading standards and they do across

London. There is no limit on that. We will work with local trading standards, not just in London, I might add. Again, it is a national remit and so some of the work that we do is national.

**Sian Berry AM (Deputy Chair):** Can I ask the Commissioner how well integrated you think it is? Are there other improvements that could be made, especially around things like where you are improving your Dedicated Ward Officers, for example? Is it easy to get them linked up with online fraud and economic crimes like that?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** It is not perfect, which is not any reflection on our force relationships. It is just that we have, as you know, an awful lot of different things on our plates. The skills required to deal really effectively with crime in the online world are developing all the time and our people are having to try to get upskilled all the time. I would be lying if I said I thought we were absolutely where we needed to be. Even when we get there, the world will have moved again.

However, we do have very good access, we have very good relationships, and we have very good technology that helps us. I will not bore you with them, but at the higher end of fraud, for example, where we are dealing with serious organised crime, then most of the units that are relevant - for example, the Asset Confiscation Unit or the unit that deals with protected persons and all these things - are joint units. Absolutely, the MPS takes the lead, but the units are joint. That allows, sitting in our Intelligence Bureau, a seamless join-up between our forces.

No, the challenge of online crime and cybercrime is huge, as Alistair has said, and we have a long way to go.

**Sian Berry AM (Deputy Chair):** The reason I focused quite a lot of my questions on local officers is because - and we have discussed this before - the way that online crime is essentially replacing what used to be doorstep crime. It is not that it is particularly technical. It is people being deceived, but they are being deceived over email and by websites and things into giving away their money.

Do you think it is still appropriate that crimes of that kind are kept in a specialist unit or might they be better tackled and reported through normal mechanisms because they are more like a normal crime, if that makes sense?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Can I just refer back to the Policing Vision 2025, the National Police Chiefs Council vision for policing? One of the areas of focus in there is upskilling the workforce for the new challenges that policing will face. All forces in the country are signed up to this and, therefore, the recognition within strategic workforce plans for each force or each region includes for the future the upskilling of officers to be able to deal with online crime. 70% of the fraud that is reported in this country is online cyber-enabled. Evidence capture and initial-point reporting is absolutely key and so we need to make sure that our neighbourhood officers and frontline officers are trained in that arena.

That said, I go back to the prevention element where we need to focus. There is some great work going on between the London forces with some independent bodies. The Global Cyber Alliance is a non-profit-making organisation that the City of London are partners in. That is a group of innovators who all design online tools for members of the public to prevent fraud, whether it is phishing emails or hacking. These are free tools that are put out to the public. There is an area, for example, that we need to raise awareness in through local neighbourhood officers and through crime prevention advice where they can go out to victims of crime or even before they become victims of crime to provide them with the details of some of the free tools that are available. There is some really good work going on in this fraud and local policing arena, but we need to raise the awareness around those issues.

**Steve O'Connell AM (Chairman):** It is a fair question because for those of us who, for example, sit on ward panels where local people are asked to set local priorities, often those priorities are around fraud and economic crime and local officers need to understand how they respond and how they deal with that.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** We absolutely all agree with that, although we would also all agree that we have the National Cybersecurity Centre and we have the Government strategy. It is not at all infrequent for the victims of a fraudster to live in five or 10 different force areas and for the person who is carrying out the fraud to be in another jurisdiction. These are complicated things for policing and the national arrangements to work with.

**Steve O'Connell AM (Chairman):** Exactly. It could be a local crime with local victims --

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** It could be.

**Steve O'Connell AM (Chairman):** -- but the perpetrators could be wheresoever.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Exactly.

**Unmesh Desai AM:** Assistant Commissioner, there is no doubt that you do excellent work in the area of fraud and economic crime, but can I ask you about other types of crime in the City? What other crimes are reported to you and in what volume? After all, there are 78,000 residents in the City of London and I know that just last week we had two moped-related crime incidents in Silk Street. I also represent the City of London on the [Greater London] Authority and it is on the front page of *City Matters*. Can you just give this Committee an idea of other types of crime that you deal with and particularly what volumes? I do not expect you to know exact figures here.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** London is borderless. We might be the City of London but it is an invisible border. We are aware of that. We are not immune to any of the crime types that affect the rest of the MPS and the BTP on the railways.

Some concerns for us at the moment around crime are: as per the rest of London, moped-enabled crime, where we are seeing an increase in robberies by youths on mopeds coming through the City; theft from persons, again. Cycle crime, where they are not using mopeds but are coming into the City to commit snatches on cycles, has seen a massive increase this year. In fact, those two types of offences moped-enabled robberies and pedal-cycle snatches that are occurring account for just about the whole of our crime rises in the City this year and so it is a huge focus for us. There is joint work we are doing with the MPS and the BTP through Operation Gondola, for example, which is the most recent operation that we are running. There are officers from the three forces out today combating this type of crime. We are not immune to those types.

Violent crime, again. We have a huge night-time economy in the City and it is grown massively over the last four to five years. There are in the region of 800-plus licensed premises in the square mile - 1.2 square miles - at the moment. Licensed premises in the City attract with them their own challenges and therefore the night-time economy and violent crime and antisocial behaviour is a concern for us.

Acquisitive crime overall. We know that the City is an affluent environment and it attracts criminals. All of our persistent and problem offenders (PPOs) are from the MPS, unfortunately --

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** I was waiting for that comment!

**Caroline Pidgeon MBE AM:** Yes. It has taken an hour and 10 [minutes]!

**Alistair Sutherland (Assistant Commissioner, City of London Police):** They live in the surrounding boroughs and travel from further afield. We are very aligned to the MPS boroughs in terms of dealing with our PPOs. We are not immune to any of the types of crime that you see elsewhere in London. Fortunately, at the moment, we have not yet reached the levels of gun crime, for example, that affect some of the London boroughs, but it is a similar picture across London.

**Unmesh Desai AM:** In terms of other crimes like burglaries and ...

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Yes. We do not have the residential population and, therefore, residential burglary will not be on the same scale as the rest of London, but because of the businesses that we have within the City - and it is around 20,000 businesses - we do have a lot of crime targeted at businesses. Non-residential burglaries and walk-in burglaries to steal laptops, phones and other items are a challenge for us. The demographics dictate some of the crime that we face.

**Caroline Pidgeon MBE AM:** In the example you gave earlier, Alistair, about someone who is vulnerable becoming a victim of online fraud or whatever, you were getting that through to a local Safer Neighbourhood Team in the MPS so that the local team could give advice. Is that routinely done or just exceptionally? That to me sounds exactly like what the local Safer Neighbourhood Teams should be doing.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** It is routinely done and the Economic Crime Victim Care Unit has a very high success rate in terms of stopping repeat offending. Of the percentage of victims that we engaged with last year, around 99% had not been repeat victims. When crime prevention advice is delivered, there are three tiers of advice that is provided but the majority of it is provided through local neighbourhood policing, not just in London but up and down the country. It is a success story. The Victim Care Unit is being rolled out now in two other forces, in West Midlands [Police] and in [Greater] Manchester [Police], as pilots. If that proves successful, we hope that through funding, which is provided through here, I might add - we received some funding from MOPAC for that - that will go national.

**Caroline Pidgeon MBE AM:** That was helpful. Thank you. Just in terms of all of this area of cybercrime, have you as a force met yet with the Mayor's Chief Digital Officer [Theo Blackwell] to look at tackling fraud and cybercrime?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** I have not personally. I do not know if my senior colleagues have, but I have a Commander who is in charge of economic crime nationally. It is a national role. I would be very surprised if they have not, but I have not personally, no.

**Caroline Pidgeon MBE AM:** Thank you.

**Peter Whittle AM:** Yes, just a factual question, really, Alistair. You said that the City is borderless. I see what you mean, but, if we had to pin you down, where roughly do you go out to east-wise in terms of your area or your beat?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** We go out beyond Bishopsgate to Aldgate. The border is around my old hunting ground or my old place, which was Leman Street at the Central Operations Specialist Firearms Command (CO19), if you know that area. We go out east to that point.

I said we are borderless. Clearly, we are not. We have the 'ring of steel'. If you come into the City by vehicle, you will still see checkpoints in the City that we man occasionally during CT operations, but we have moved on

from having the fixed points within the City now entering the City. We attract the same sort of criminality that you see across the rest of London.

**Peter Whittle AM:** The reason I am asking has a method to it in the sense that, if you are dealing with economic cybercrime, etc, I wondered whether in fact you should take in Canary Wharf. It is all part of the City, is it not?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Canary Wharf, yes, absolutely. Crime would still be reported through Action Fraud. We would expect to receive reports from Canary Wharf into Action Fraud. I have no doubt that if a fraud crime that is committed at Canary Wharf is reported to us, it will go through the same assessment process as any other crime type and be, potentially, given back to the MPS to investigate or retained within the City. We have a relationship with Canary Wharf both in terms of economic crime but also in exercising and testing. In fact, the last big exercise that the three forces did was two weeks ago in Canary Wharf. We have very good relationships with them.

**Steve O'Connell AM (Chairman):** Thank you. The next set of questions actually is Peter's and it is talking about mental health. Clearly, this is an issue affecting Londoners and the MPS as a very important piece, and particularly the BTP would have an interest around it due to the tragedy of many people with health issues committing suicide around your domain, as it were. Peter, you have some questions around that?

**Peter Whittle AM:** Yes, thank you very much. Commissioner, maybe I could start with you. We are hearing so much more about the increase in mental health issues. Is this an issue which crosses boundaries anyway between you? Is it right to be talking about it in this context, I am saying?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** It is absolutely right to be talking about it in this context. The calls for service and the challenges we face are very similar. We work together very closely and we are happy to talk about that more.

What I would say is that we are talking about a relatively confined geographic space here of London with a huge population, some of it coming and going, some of it relatively static, but some of what we are talking about here, certainly in the realms of mental health, is no different from the MPS's relationship with Surrey or Hertfordshire or no doubt Paul's relationship with North Yorkshire. We are all facing huge increases in the amount of time we are spending with people who are presenting with mental health problems. We are all trying to reduce inappropriate police contact, for example. We are all trying to get the demand to be more rational. We are all working in local partnerships to try to make sure that people who have mental health issues are supported in the best possible way.

**Peter Whittle AM:** Could you maybe give me an idea, just an example or a scenario, where the three forces would work together in this area of mental health? Is there one particular sort of incident?

**Paul Crowther OBE (Chief Constable, British Transport Police):** A really good example would be in terms of people who are in a mental health crisis and who perhaps might be inclined towards self-harm. Sadly, many people take their lives on our railways, some 320 people a year across the network. We do an enormous amount of preventative and analytical work to identify people at risk. However, the care of those people and the treatment and the help that those people need will be delivered through local structures and local authorities. We are liaising with local forces. We are closely linked into Multiagency Safeguarding Hubs - not just across London but across the country - to make sure that where one force identifies someone with needs, then they are linking with the appropriate agencies, police or otherwise, to make sure that happens. There is an enormous amount of that going on at any one time.

I could give you examples of hotspot locations that we have identified where we get a cluster of suicides, for example. Sometimes there are some particular demographics around people who are involved in that cluster. Then we would work closely with partners like the rail industry, for example, but also local authorities, local police forces and Safeguarding Hubs to intervene, work with communities and make communities aware of some of the health and support that is available to them. That involves all of the agencies and all of the forces, wherever that might work.

Dealing with mental health - or, indeed, vulnerable people if you take that wider collective description of vulnerable people - involves day-to-day collaborative work right across London. It is going on now as we are sitting here. It is an everyday occurrence. We find that - and I am sure other forces are the same - dealing with vulnerable people is more of a demand on our time in terms of volume and the requirement for resources to be deployed than in fact crime. Crime is so low on the transport system with 16 crimes per million passenger journeys. Actually, what we are dealing with is an enormous amount of vulnerability. That involves us working really closely with the MPS and the City.

**Peter Whittle AM:** All right. Basically, the BTP has accrued a fair amount of expertise, purely because of the methods people might use to harm themselves, ie the transport system, jumping under trains and things like that?

**Paul Crowther OBE (Chief Constable, British Transport Police):** In part, but I would broaden it and say that this is about vulnerability in the widest sense. I guess, if we were to step back, railway stations by their very nature and transport hubs by their very nature are usually warm, dry and well-lit. Often there are people there and there are services around them. Vulnerable people are attracted to transport hubs. Where you have vulnerable people who are attracted to those locations, you get people who potentially prey on vulnerable people. There is an enormous amount of work day-to-day that we encounter.

We have developed some specific expertise around suicide prevention and doing preventative work around that, but we share that with others. I lead a national suicide prevention group and we are linked in with the City. The City and other police forces have locations where people have a tendency to go to if they were going to harm themselves or take their lives. There are lots of tactics and strategic interventions that we can make to try to design those issues out.

**Peter Whittle AM:** Are there any ways in which your work could be strengthened or made easier? What improvements could there be in terms of you all interconnecting when it comes to mental health issues like this, or is it working quite well?

**Paul Crowther OBE (Chief Constable, British Transport Police):** It is less about linkages between police forces and more about linkages with other partners. One of the challenges we all face is accessing much-pressed resources around mental health specialist units. The changes in the law around the detention of people under section 136 of the Mental Health Act make it not only undesirable, as it has always been, but now unlawful to detain people in police cells who are in need of mental health interventions. We are always working very hard to engage with National Health Service (NHS) resources and Public Health England resources to make sure that there are the appropriate experts that we can pass people on to when they need specific care. Therefore, our larger challenge is how we interact with other agencies rather than how we interact with each other.

**Peter Whittle AM:** I see. All right.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** If I could add to Paul's points around other agencies, there are some good examples where we have taken steps forward and improved our

mental health service provision in policing. Within the City now, we have mental health street triage teams, joined up with the East London and Hackney health trusts, who will deal with vulnerable people in the street. As Paul has said, that will often involve us attending transport hubs in Liverpool Street as a great example. There is that joint working thread that runs through mental health across the forces.

It is not unusual to have examples where we have missing persons or vulnerable people reported to the MPS who will travel up on the transport system. The BTP will be looking for them, but they will end up on one of our bridges in the City - London Bridge or Tower Bridge - and the MPS Marine Support Unit will fish them out. Fortunately, there is that response available across the tri-service in terms of both the response to vulnerable people in the street and also the response to the crisis itself. Certainly, with the health trusts there have been steps forward.

**Peter Whittle AM:** These people gather, from what you say, in cafés, warm places, transport hubs, and we see that everywhere, but we are all aware of this increase in mental health issues. What would you say are the most common problems or common diagnoses of people? You mentioned self-harming people and suicidal people. Where has the increase been, if any? For example, I was looking here and even dementia, surely. We have an aging population and even that would come in to the things you have to deal with, would it not?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Absolutely. I was on a borough yesterday morning - it does not matter where - and by lunchtime, I am glad to say that they had found a person who was in his 80s. He had been out all night and had hit his head. Fortunately, he was found eventually in hospital, but there was a high level of concern about him. They had had three other people in crisis that the police were the first people to attend, all three of whom were threatening suicide. During the rest of the day, they would fully anticipate potentially dealing with somebody who is going to be dealt with under section 136, not coming to a police cell but involving police.

It would be mainly the MPS - I think in fact entirely the MPS - where we have a large hospital or a care institution or another institution which has a lot of people with mental health problems in it. Then this is a daily occurrence to be supporting in one way or another the patients. You know that we now have some pretty strict protocols about the times in which we will enter, for example, a secure unit to assist the staff, and we are working all the time - and this may be something that the Committee would be interested to delve into on another occasion as opposed to with the three forces present - to try to make sure that our people are suitably trained but that they are not doing the work that is not for the police and are not putting themselves or the patient at unnecessary risk by being asked to do something that another professional should be doing.

**Peter Whittle AM:** Thank you.

**Steve O'Connell AM (Chairman):** Thank you for that. Yes, indeed, in the neighbourhoods particularly we have increasingly seen the pressures on the neighbourhood teams when dealing with individuals with mental health issues. Clearly, in the BTP's world, there is a large amount of those sorts of issues there and so we understand that completely.

We are moving to the last priority area, which is hate crime and sexual offences. We have been briefed around Project Guardian, a joint initiative, but, Andrew, you have some questions around that.

**Andrew Dismore AM:** Yes. I actually have a question on mental health before I do that for a moment.

It was just a question to Paul. The 2013 Victor [Lord] Adebowale [CBE, Chair, Independent Commission on Mental Health and Policing] report particularly said that you were doing good work with the patrols you put

together of police officers and NHS psychiatric nurses working together. Perhaps you could say a little bit about that and whether you are still doing it?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes, we are still doing it. Alistair touched on a version that the City is doing - and many forces are doing - with these street triage approaches. We have two strands to ours. One is a group of mental health practitioners who work in our suicide prevention unit. They are looking at some of the many suicide prevention plans that we are jointly managing with them.

They provide us with a fantastic opportunity to, first of all, advise frontline officers, who of course are not trained to diagnose different conditions that people might be suffering from, and in many ways are often able to say, "Actually, that person is not mentally ill. They have a crisis that needs some other intervention", and are able to point those people to the right services, or, equally, they are able to, through their own systems, access health information that we would otherwise not be able to access and then speed up our direction of that person into the right route.

That is a very successful model. We secured match-funding from some of the railway industry, from TfL, from Public Health England and from the NHS. It works very well.

We have a version which is very similar to what Alistair described where we have mental health practitioners who go out on patrol with officers and go to locations where we know we can come across degrees of vulnerability. That is proving very successful as well.

**Andrew Dismore AM:** Going on to hate crime and unwanted sexual behaviour, I have a question for you, Paul, just to start off. In March 2016 you were going to axe your specialist sex crimes unit, but then you reconsidered and now you have increased it from 12 to 16 people. Is it still 16 people and is that a temporary increase or is that permanently how it is going to be?

**Paul Crowther OBE (Chief Constable, British Transport Police):** The reports around what we were going to do with our sexual offences unit were covered extensively in the media. I am not sure it was always accurate, what was put out, but what we did is --

**Andrew Dismore AM:** Do you want to put the record straight?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes. What we did is a review of how we categorise particular crimes and make sure we have the people with the right skills investigating the right crimes. What that meant was we were moving away from a particular model of a dedicated team that was dealing with it in a particular way to another enhanced model that would have improved that. It was not perfect and, on the back of some feedback we had, we looked at it again and we strengthened it further.

The numbers of officers that you quoted are still there. In fact, we have a significant overlay on top of that. We have a sexual offences co-ordination unit that is looking not just in London but across the transport network and trying to identify repeat offenders and trying to understand the drivers that bring this particular type of offender to the transport system so that we can do some long-term interventions.

We are working really hard to get victims to report crimes. It is a massively under-reported area of criminality. Sadly - and I strongly disagree with this - many people have said that perhaps it is a hazard of travelling on crowded public transport. I do not agree with that for a moment. We have been putting a lot of effort into our *Report It to Stop It* campaign to try to get more people to report, particularly using our text system because it is an ideal and quick way for people to report crimes. That has led to a pretty significant increase in the number of reporters that we have had.

Personally, I think it is not that there is more sex offending but it is just that we are hearing about the ones that we did not hear about before. We have to constantly look at how we can combat this because, by their very nature, the type of sexual offences we are talking about are those that are committed within crowded carriages. It is a stealth crime that closed-circuit television (CCTV) often cannot see. Therefore, we need to look at some innovative methods to try to combat it.

**Andrew Dismore AM:** To the BTP and the MPS, can you give us an overview on what you have been doing with the #WeStandTogether campaign on hate crime?

**Paul Crowther OBE (Chief Constable, British Transport Police):** I will start there. Particularly after the terrorist atrocities, we all carefully monitor increases in hate crime and, sadly, we have seen increases around some of those incidents. Together with MOPAC and TfL we launched the #WeStandTogether campaign, trying to open up the routes through which people can tell us about offences and offenders that have been taking place, trying to increase the reporting so that we can understand where it is taking place.

In the transport environment, a high proportion of the hate crime that we record is directed towards rail staff. People are involved in some form of public interaction often when tickets are involved, etc, and they are subjected to some pretty horrible behaviour and verbal attacks in that. The hate crime within our environment tends to be of a particular type and nature, which is probably slightly different than is seen out in the geographic areas amongst residential communities. We work really closely together to make sure we are sharing information around offenders.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** As you know, we take this very seriously. We have a strategic group, which, being police, we call the Diamond Group. That works with a range of strategic partners to look at how we can better prevent and indeed investigate hate incidents and hate crime. The City of London Police and the BTP are absolutely integral to that. We share intelligence, we share analysis, we share assessment of what is going on, of course on occasion we share offenders and victims, and we most certainly share our best practice and have a joint approach to strategic and local partners.

**Andrew Dismore AM:** How is that going to be evaluated?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** How is what going to be evaluated?

**Andrew Dismore AM:** The #WeStandTogether campaign.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Good question.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** I do not know.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** It is fair to say that we will come back to you on the answer to that. From a City position, just to reiterate what Cressida said, really, the joint approach to hate crime, reporting and sharing best practice, and training at continuing professional development events are shared across the forces. Our practitioners who investigate hate crime - dedicated Public Protection Unit staff, for example - will attend together to review offences, trends and intelligence and share them in London. It is another area. We began the session with a question around how interoperability and lower-ranking relationships work. There is another example of where that is conjoined across the forces.

**Andrew Dismore AM:** I took that as read from your previous answers as well and so I asked you specifically about that, but, if we do have these particular campaigns, it is useful to have some sort of evaluation to see whether they are working. It may be intuitive that they probably would, but it is useful to try to work out how we can have some objective evaluation of them.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** We are not saying we have not. We are just saying we are ignorant, Chairman. We will come back to you.

**Andrew Dismore AM:** I do not know if others want to come in on this thing, but there is one thing I know I have raised with Paul before - and the MPS - I do not know how many times and that is policing football. I cannot really think where else to ask you. Although it is not a hate crime, sometimes it can look that way. Can you give us an indication of how much effort you have to put in the BTP into policing football?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes. Thank you. Of course, it is a huge demand for us each week. From my last look at this, we spend about £5.5 million on it. I am trying to think of what proportion of that is in London. It is quite a big proportion. Teams are crisscrossing the capital every week. We are trying to see, first of all, how we can manage the demand on our resources and, more importantly, how we can encourage football supporters to behave a bit better on public transport.

Some of you may have seen the *Dispatches* programme that aired a couple months ago. They spent about a year with us looking particularly at hate offences and homophobic offences. It made pretty dismal viewing, I have to say, but in many ways that has acted to a degree as a catalyst. I was last week at a meeting at a Premiership football club, which I will not name at this stage, but they are very keen to be a leading light in helping us to do something about that. We met with the Football Supporters Federation and from the *Kick It Out* campaign towards a national football policing unit and talked about how we change behaviour. We say to people that the sort of behaviour that might be acceptable on terraces - I do not personally subscribe to that view - and the sort of behaviour that some people think is acceptable in some arenas is not acceptable on a train when ordinary members of the public are trying to go about their business.

There is an emergence, at least, of a view that we could do something about this and I know you have expressed an interest in this before and I know the Mayor is interested in it and could be a useful voice to add to this debate. We have to bring people along on this because we cannot enforce our way out of it. I am deploying around 700 officers every Saturday, crisscrossing the country. I sometimes wonder why it is necessary to chaperone adults around to go to a sporting event.

We need to look at long-term solutions to it and getting everybody to see that this is something we ought to try to influence and change is the way we would do it.

**Andrew Dismore AM:** I assume that the football clubs are not coughing up towards your policing costs any more than they are towards the MPS?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** Yes, you can let that comment stand there, probably.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** That is the legal position, is it not? I am sure colleagues have, but if you have not and you did want to come and look at the policing arrangements for something like a major sporting event, particularly football, you will see in action the joint working which is organised. It is very longstanding. The CCTV can come into our control room. As I say, you could have a commander from any of the three forces in charge. It is pan-London because you have four matches in different places. The BTP has a very good knowledge of the fans that they are travelling with. Our

spotters know their spotters; we have intelligence officers. The whole thing, genuinely, is absolutely seamless at every level but, of course, we have been doing it for a long time.

**Andrew Dismore AM:** It is also expensive for London taxpayers.

**Steve O'Connell AM (Chairman):** For the sake of balance - and I would say this, of course - for those of us who do travel to football matches, last night I was on the Jubilee line for the length of it from London, cheek by jowl, with opposing supporters. It is not the 1970s or 1980s, as it was. I take the point of Andrew and I understand his crusade around that and football clubs should commit more, but I want to speak up for the vast majority of peaceable football fans who do go around there and pass time without needing your help. Anyway, having said that, Andrew, I have had my say.

**Andrew Dismore AM:** In the last season, West Ham [United football Club] cost the London taxpayers £1 million net to go through that gate. It is outrageous.

**Steve O'Connell AM (Chairman):** Let us all calm down.

**Tom Copley AM:** I have to go in a minute and so can I get my question in?

**Steve O'Connell AM (Chairman):** My point is made and so is Andrew's. Tom, please.

**Tom Copley AM:** Thank you, Chairman. Just going back to the hate crime issue, one thing I have been pushing for is a wider campaign against hate crime along the lines of the Report It to Stop It campaign, which was very successful on sexual assault and unwanted sexual attention on transport. Given the success of that, I was wondering what impact you thought an anti-hate crime campaign along the lines of *Report It to Stop It* could have.

**Paul Crowther OBE (Chief Constable, British Transport Police):** Our version of #WeStandTogether does involve, effectively, the *Report It to Stop It* approach and publicising the text number 6116. We have definitely seen an increase on both of those campaigns and an increase in the number of texts that we are receiving as a result of that. It is an integral part of it.

**Sian Berry AM (Deputy Chair):** I have a couple of clearing-up points. You have mentioned your text reporting service a couple of times now. It seems to be quite successful; most of us know the number now. It has been repeated to us often enough. Is that something you would recommend the MPS should have? I know we are having terrible trouble with 101 as the other way of reporting things, a text number. Is it simple to use? Is it something that can be rolled out more widely?

**Paul Crowther OBE (Chief Constable, British Transport Police):** It is very simple to use.

**Sian Berry AM (Deputy Chair):** From your end, I mean, in terms of managing.

**Paul Crowther OBE (Chief Constable, British Transport Police):** The key to it is that there has to be someone on the other end of the text to engage; otherwise, it is going into a black hole. I am just looking at the volumes. We launched it in January 2015 and we were getting about 1,000 texts a month. We are currently getting about 6,000 texts a month.

This is one of the challenges, I guess, because within those will be lots of things that are not necessarily policing issues. Some of the things are to do with transport and whether the trains are running, and we have a means by which we hand those on to other organisations.

It is successful to a degree. We need to look at how we manage larger volumes that could come through that route so that you do not have a system which is ineffective and does not work for the users at the other end.

I guess what I am saying is that you would need to do quite a bit of evaluation work to see whether this would work in a wider context and is fit in relation to 101 or 999. We often have people who are trying to report emergencies through our text process. That is not what it is designed for. It is a useful additional channel. It does not replace existing channels.

**Sian Berry AM (Deputy Chair):** Let us comment on that, Commissioner.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** As I say, we are really interested in how they are getting on. As you well know, Sian, we are trying to open up our means by which the public can contact us. I am proud of the internet site and the online crime reporting that we are doing. Our telephone and additional investigations unit is going well, and I am sure, as we look further down the line, we will develop other ways in which the public can access us that they like which works.

There are always potential hazards with some of them, as Paul has said, on occasions. The worst thing one can do is to set something up and then not be able to resource it well or make it what the customer wants. You have to see what the NHS is doing with its Babylon thinking and the robot talking to people to see that over the next few years all of us are going to shift hugely in the way we interact with the public.

**Sian Berry AM (Deputy Chair):** Going back to the *Report It to Stop It* campaign, I am a big fan of the communications there. It does seem to have increased reporting. Just to ask, can we have some statistics from you on that? The statistics are held by the BTP because you are the ones who run the website. It would be really useful to know what reports are made during which months and how it has coincided with the advertising.

Also, is it being used to report sexual assaults and unwanted sexual behaviour that it is not on public transport just because it exists?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes. TfL published a number on bus stops, etc, and it is not unusual for us to get reports relating to taxis, buses or other forms of transport. That is not a problem. We have some processes in place that we can deal with that. We get a range of reports from different locations. We get some from outside of London and, therefore, it is a national structure that we have. That goes back to my earlier answer is that we have to make sure that the processes on the other end of it are really effective, that you can deal with that end resource. We respond to quite a lot of texts and get fantastic feedback from people about how that has worked out for them.

Our experience is that it is improving. Interesting on the sexual offences reporting; what we found is we get quite a few reports with very little detail. One of the things we identified in our study is that some people are not interested in reporting it and pursuing it. We have done quite well to say, "You reporting it helps us to protect other people", and therefore the reporting on that basis. The detail is very scant and leaves it very difficult to investigate. It then goes into an intelligence picture, not dissimilar to the Action Fraud type of approach where you are trying to create a picture. It is very successful in that regard, but I can certainly send you some details.

**Sian Berry AM (Deputy Chair):** That would be really useful. The other thing leading on from that that I would like to have some information on is how many of the reports lead to investigations - which is not to say that they all should because the campaign is very clear that it is about building up a picture and seeing where

offenders are, what they are about and all these kinds of things - as a result and also by whom. Generally, if it happens on the street and not on transport, you then pass it on to the MPS to investigate. That would be really useful.

My final question is about CCTV. There is CCTV on the Tube and on all the public transport that you patrol. If CCTV is in national rail stations, is that run by Network Rail and TfL owns the CCTV on the Tube and the DLR?

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes. The CCTV system is owned, maintained and operated by whoever the owner of the property is.

**Sian Berry AM (Deputy Chair):** Yes. If you need CCTV evidence, you have to go to whoever owns it.

**Paul Crowther OBE (Chief Constable, British Transport Police):** Not necessarily. In London, we are very fortunate. We have a CCTV hub which, if you would like to come and visit, we would be delighted to show you. That has an infrastructure that allows us to access around 55,000 cameras from most of the southeast train operators. The capability varies. On a Network Rail major station, we have access to 200 or 300 cameras, perhaps, and some of the Tube stations similarly or you could get a more remote suburban station with two or three cameras on it. It is range of capabilities.

As the Commissioner said earlier, we have structures in place so that we bring that into a hub. We are able to access stuff remotely. We can look at recorded stuff; we can look at live. In many, but not all of the systems that we can assess, we can share the image with the MPS into the specialist operations room live for those things that happen. It is good. It needs constantly updating. The technology is moving on. A lot of it is old technology. It is fixed line networks where we need to move to a cloud base. There is lots of investment that is needed in this. We are talking to the Deputy Mayor for Policing and Crime with discussions around what a pan-London CCTV capability looks like and how we play into that.

**Sian Berry AM (Deputy Chair):** This relates to the reporting sexual offences side of things. If you wait a few days and then report it, the CCTV may not exist anymore. We asked questions before of the MPS and they went away and got us the retention times for CCTV on different modes of transport. It does vary from about three days out to about 28 days on some stations. Do those limits apply to you as well? Presumably, your hub can only access this data for a certain amount of time until it is wiped.

**Paul Crowther OBE (Chief Constable, British Transport Police):** The standard is 28 days. A standard is set around CCTV retention across the transport system.

**Sian Berry AM (Deputy Chair):** That is like a recommended maximum time, is it not?

**Paul Crowther OBE (Chief Constable, British Transport Police):** No. I would just need to check. I used to be the lead on this. It is even written into franchise agreements around CCTV standards and the retention period is part of that, but I will check.

**Sian Berry AM (Deputy Chair):** Yes. Maybe we can exchange information because we were given different numbers --

**Paul Crowther OBE (Chief Constable, British Transport Police):** Sure.

**Sian Berry AM (Deputy Chair):** -- especially on the Tube that it was quite a short period of time. As systems are upgraded, it might be changed.

**Paul Crowther OBE (Chief Constable, British Transport Police):** It might be. There is some difference around station-based CCTV and in-train CCTV because that is recorded on to a hard drive in the train.

**Sian Berry AM (Deputy Chair):** Yes. For the victim, the heart of this is to report it soon or maybe the evidence cannot be retrieved.

**Paul Crowther OBE (Chief Constable, British Transport Police):** For sure.

**Sian Berry AM (Deputy Chair):** That may be something that ought to be communicated as part of the campaign. I do not know how often it happens that you get a report and you are not able to retrieve the evidence anymore.

**Paul Crowther OBE (Chief Constable, British Transport Police):** It is not that frequent. What you have is one of our proactive teams, quite literally, someone reports it, someone is researching quickly that day of the CCTV. The next day they are out and are arresting people on the basis of evidence they had for an offence the day before. They have had quite a lot of success in that regard.

**Sian Berry AM (Deputy Chair):** Yes. In that case, the evidence would still be there.

**Steve O'Connell AM (Chairman):** It is a good question about CCTV, but I want to move on timewise. CCTV is a good question because we have all had issues around CCTV retention with incidents in our boroughs over some years. Hopefully, someone is capturing the request for data and information for you and also other colleagues right across to have some consistency about information about CCTV retention would be useful. I would just let it rest there.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Chairman, can I just mention? Your original question was about getting the evidence and, Sian, you will probably be aware that we are moving to a position where very soon TfL will be able to digitally upload all the information from the buses to us just like that, which is a great innovation by us, rather than me having to send officers every day out to collect a disk from a garage and they have to spend ages finding the right disk. It is saving huge amounts of time.

**Sian Berry AM (Deputy Chair):** It does seem to be quite common, especially on buses, that evidence will disappear.

**Steve O'Connell AM (Chairman):** I have had tragic events in Croydon four, five or six years ago, longer than that, an incident on a bus and no one was there to take -- that has moved on, but we need some information on that. A couple of quick questions around this before we move on to the last piece.

**Caroline Pidgeon MBE AM:** I wanted to pick up an issue here about safeguarding children because that is an issue that crosses all of your forces. Young people going missing are vulnerable, linked to the county lines, the transport network and so on. How are you linked up on that? The MPS has been criticised in terms of their safeguarding children work, with some progress but some concerns. How do you link in on that? Particularly transport; you might see those young people by themselves going out to counties or whatever.

**Paul Crowther OBE (Chief Constable, British Transport Police):** Yes, thank you. It is a really interesting line to pick. I will come back to children specifically, but if you look at vulnerability in its wider sense and so the 13 strands of vulnerability, there are many people who are passing through the transport network who may be victims or vulnerable in one of those sorts of areas. It does not manifest itself in the transport network. They are not being necessarily exploited in the transport network, but we come across them and are able to

alert and feed into other agencies that will be interested in those individuals. We are putting a lot of effort into our internal processes. We have done lots of upskilling of officers around how to identify various degrees of vulnerability, particularly children.

There are some very interesting campaigns to identify how you can get beneath the initial thing that you are looking at, therefore, children who present who might originally have come to the notice of a ticket inspector, for example; what is the underlying safeguarding issues there? It relates back to so many parts of my answers earlier.

We then link into the boroughs and the local structures where those children reside, or that vulnerable person resides, and link into the safeguarding teams there to make sure that then they are adopted and taken forward by those groups who have already got the structures around them to do it. There are pretty mature structures in place. We look at them centrally. We gather them into a separate central safeguarding team. We then make sure that they are referred and pointed and followed up with the appropriate local force, wherever that may be across England, Wales and Scotland.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** Perhaps the other way around, Caroline, would be that somebody goes missing, let us say hypothetically, from a home and information comes in through 101 to say, "Cressida Dick has gone missing again and she has a boyfriend in Southampton. She might well be going there". We create one of our computer-aided despatch messages straight away and we can pass that to the BTP and they will be on the lookout for Cressida as she maybe goes through Waterloo and on the train at the same time as we are sending it through to Hampshire. If she is a 13-year old person and this is a 26-year old man, there are huge concerns. Again, this is, I am afraid, happening every hour of the day.

**Caroline Pidgeon MBE AM:** It is working very well in the City. How do you get involved in this?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** We are involved into safeguarding boards with the Mayor. Our officers have had, following the nature of my child sexual exploitation (CSE) report a couple of years ago, some enhanced training and awareness around CSE. Our frontline officers and neighbourhood teams in particular have received training and some training specifically to link into the business community like, for example, of hotels within the city, to brief hotels around CSE, the vulnerabilities alongside human trafficking. Our neighbourhood teams have a key role to play in this at the frontend, but all of our officers have had training around CSE. We are very conjoined with our colleagues.

There is Operation Makesafe, which is a joint MPS/BTP/City operation to highlight awareness around CSE, which continues and which is across the three forces. Again, that collaborative effort is there along with an operational one.

**Peter Whittle AM:** Paul, I have not had a chance to speak to a transport policeman and so it is a great opportunity. I just wondered if there has been such a rise in sexual assaults on transport, as we have heard. Just briefly, what do you put this down to? What, in your experience, do you put this down to?

**Paul Crowther OBE (Chief Constable, British Transport Police):** It is not a rise in the incidents of sexual offences. It is a rise in the number of people who are reporting stuff that is going on. Take the Tube system or the many crowded trains that come into London in the rush hour. Sadly, there are people who perpetrate sexual assaults in that environment and have just gone unreported.

**Peter Whittle AM:** That was going to be my second point. I am on the Tube every day and the train. The sheer packed-in-ness of people must surely make this easier.

**Paul Crowther OBE (Chief Constable, British Transport Police):** It certainly provides the facility to carry it out, yes. Of course, it makes it difficult to detect as well.

**Peter Whittle AM:** Yes.

**Steve O'Connell AM (Chairman):** There is less acceptance, quite rightly, from the days of old when people might have shrugged it off.

**Paul Crowther OBE (Chief Constable, British Transport Police):** Absolutely.

**Steve O'Connell AM (Chairman):** Now they will report it and that is a good thing. Peter, did you want to continue or was that your line of --

**Peter Whittle AM:** We do not know that it is just down to reporting.

**Steve O'Connell AM (Chairman):** No. That is for another day or place. Thank you anyway. The last set of questions is around how it is important and other conversations around the M-word that Unmesh will be leading on for us.

**Unmesh Desai AM:** Thank you, Chairman. As you will know, it is recommended to the Home Office for such a review that there is value in merging police forces in London. The Mayor has not picked up on the recommendation.

Looking to the future, can I ask what your views are on this subject? Would a unified London police service be for the better and, if so, how? On the other side of the coin, what might be lost by merging? Shall we start off with you, Assistant Commissioner?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** As you rightly point out, the Mayor has not picked up that recommendation nor continued to support that recommendation. The focus from the Mayor was very much around the spirit of the recommendation being around increased interoperability between the three forces. That is certainly the view that the City of London Police share.

The current arrangements within London are serving some fairly bespoke communities but taking into consideration that the wider London needs are met effectively and efficiently by the three forces. We would take the view that, in terms of collaboration, there is more to do in the future, undoubtedly. As you will have heard already, the Commissioners and Deputies will meet regularly to review those arrangements. Ultimately, it is a political decision for politicians and Members to come to a recommendation or agreement on.

From my personal perspective - and this is 32 years now policing London - these are the best arrangements I have seen during that time in terms of their effectiveness. I am certainly, from a City of London Police perspective, comfortable with the current service delivery methods within policing in London.

**Unmesh Desai AM:** I asked you earlier about crime figures in the city. I have said earlier that there is no doubt that you do excellent work in the field of economic crime. I do not criticise you for this, but you did not have the figures to give to me about non-economic crime. I would be grateful if you could send us the figures for the last year or so to the Committee in due course.

An argument has been put forward that although the bulk of your work is in economic crime and, of course, all this is relative; you have a small population of 7,000 to 8,000, but would you be better off as a specialist economic crime unit of the MPS and only with the point? The two crimes that I do not mention, this is not for

that. I do not want to belittle those two incidents at all but that was the front page of the local paper. Again, this is relative. You have 7,000 residents. In the *Barking and Dagenham Post*, it would probably be on page 30 because Barking and Dagenham, of course, has a population of 300,000 and so these things are relative. The impression I get is that you do this work really well, but the bulk of your work is around economic crime. You help other forces around the country. Therefore, would you be better off, as I say, as a specialist unit of the MPS?

**Alistair Sutherland (Assistant Commissioner, City of London Police):** I can answer that with a one-word answer, which is no. I would say that in relation to crimes like moped-enabled crime, you mentioned the two that were on the front page of the *Standard*, I think.

**Unmesh Desai AM:** *City Matters*, your local paper.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** The issue there is that any crime of that nature that happens in the City has a high focus. It is a very affluent area and, therefore, moped-enabled crime on the pavements and the streets in the City of London is always going to have a focus. It is not unusual. If I look back over the year to reporting in the *Evening Standard*, the *Metro* and other papers, it is common reporting. It is not a one-off as a one-off incident.

**Unmesh Desai AM:** You might justify your existence and independence.

**Steve O'Connell AM (Chairman):** I am surprised you got that one.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** We are constitutionally a separate police force with our own governance arrangements and constitution and so the answer is no. I refer back to my previous answer: it is not a question for me to answer in terms of whether we should. That is for others to consider.

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** I start there as well. It is a political decision, as they say, at the end of the day. However, I have already gone on record saying that if any politician who asks me at the moment if it would be sensible to try to merge in some sense, however the arrangement was, the MPS and the City or indeed the MPS and the part of the BTP that polices London, it would not be sensible at all. I do not think the operational benefits would outweigh some of the risks and, more to the point, the enormous costs and the extraordinary political wrangling that would go on for years and years when we have some more important things to be dealing with, in my view.

You have seen that it works really well. That is not personality-driven; it just does. A lot of the structures and a lot of the issues lend themselves to that. We are working better than we ever have. There is further to go. We can be slightly more effective. We can probably save a bit more money in the future but, for me, it really is a hiding to nothing to try to pursue this idea that merging would work. We have colleagues here who have great specialisms that they bring to our party in London and that is really helpful. We work very well together.

**Unmesh Desai AM:** I must say you do co-operate very well. I notice you take a different view to that of your predecessor. I then come to you, Chief Constable.

**Paul Crowther OBE (Chief Constable, British Transport Police):** I agree with everything that has been said. An additional point is we are not the London Transport Police; we are the British Transport Police. It is a national operation that looks at network-wide issues and delivers policing across that. Something that happens in one part of the country has a knock-on effect in another part of the country including London and it needs a network-wide approach.

In my response when I wrote to the Mayor, I pointed him towards the seven in-depth reviews that had been carried out over about the last 11 years, each one of which concluded that a dedicated national transport police is the right way forward. I agree with everything that has been said so far.

**Susan Hall AM:** I will be very quick. Commissioner, you said in your opening that you did believe that you could collaborate more closely and, Assistant Commissioner, you mentioned that just now. I am mindful of the time, but what one area would you all pick out that you think could work in a better way? What would you like to see?

**Cressida Dick CBE QPM (Commissioner of Police of the Metropolis):** I look to the future. It is not just with these colleague forces, but I am looking to a future where intelligence sharing in the non-City world is even easier and smoother as we get our systems better aligned across national policing and having the ability to do better analysis together.

I am not allowed a secondary but, if I was, my secondary would be the estates. I am not saying we are doing it badly. I am just saying that as we look to the future, we are all in different collaborations, blue-light collaborations and other things, but as we look to the future, there will be, I am sure, opportunities in our estates.

**Susan Hall AM:** Thank you. Do either of you have any other ideas?

**Paul Crowther OBE (Chief Constable, British Transport Police):** An expanding area for all of us is how we operate in a digital space and how we use technology. There are huge opportunities for us in terms of joining up systems and using the same systems. We are looking at how we pick up and bring across to us the single online platform that the MPS has developed. It is a fantastic routine for the public and that ought to be seamless so that people can access and report things wherever they are and it gets routed through to police. There is real opportunity for those digital methodologies to make sure we are even closer tied up when we come here.

**Susan Hall AM:** Thank you.

**Alistair Sutherland (Assistant Commissioner, City of London Police):** From a City perspective, just reiterating, certainly for me, systems access. We have good systems in place at the moment through the existing technology, but there are better systems available to us all in the future, whether that is intelligence sharing or whether that is through control rooms. That is an area that we need to focus on. Of course, the obvious one for me, in the short term, is around estates.

**Susan Hall AM:** Thank you very much.

**Steve O'Connell AM (Chairman):** Thank you for that. The test on any debate around mergers is what is best to keep Londoners safe. We have heard a lot of reassurance around that today. All right, Andrew, briefly.

**Andrew Dismore AM:** Paul, you are not just the British Transport Police; you are the British railways police, primarily. Is there a case to say that we should have a British Transport Police, in other words, expanding your empire to include motorways, ports and airports? That would be transport police.

**Paul Crowther OBE (Chief Constable, British Transport Police):** There has been quite a lot of work. We are more than railways. We are light rail and all sorts of things like that. However, there has been quite a lot of work done on that very subject over the last two or three years. The conclusions that are broadly confident

about that are that the perceived operational benefits may not be outweighed by the complexity of making it happen, the cost and the legislative change that is required for it. The focus is around collaboration and how people who operate in those different transport spaces share their practice and work more closely together.

**Steve O'Connell AM (Chairman):** Having the last word, yes, of course. That is a bigger question and that needs to be looked at. Thank you very much, guests, for your contribution. I have tried to keep time to what it should be.