BTPA Scottish Railway Policing Committee

Oct 2019

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BRITISH TRANSPORT POLICE

Executive Summary

This Paper provides Members with an overview of performance across D Division generally and against its local Policing Plan objectives. The key points are:

- Crime is rare on Scotland's rail network. On average a serious crime occurs once every five million journeys made.

- Crime has decreased on the railway during the current performance year across D Division, whilst it has increased in BTP's English & Welsh Divisions and in Scotland nationally.

- A high proportion of offenders are detected and brought to justice in D Division when compared with England and Wales.

- Assaults against rail staff have reduced by 20% this performance year and D Division continues to work with the rail industry to further prevent work-based violence and aggression towards staff.

- Rail passenger confidence is higher in Scotland than in England and Wales; currently at 80.77% as measured by the National Rail Passenger Survey (Spring 2019).

- D Division has a very positive and productive relationship with Police Scotland and works closely with them to effectively tackle cross-jurisdictional policing issues.

- Police-related railway disruption has reduced by 10% in Scotland this year. There has been a significant reduction of 80% in minutes lost as a result of fatal incidents and a 17% reduction in minutes lost to trespass and drunkenness.

- Work to reduce trespass at identified hotspot locations that involve children and young people has produced positive results with improvements in the number of incidents and disruption experienced.

1 Overview of Divisional Performance

Summary

- **The Scottish rail network is a safe place to work and travel with 17 crimes reported per million passenger journeys.**

- **There are 0.2 serious crimes reported per million passenger journeys in Scotland.**

- **D Division's overall clearance rate is currently 39% which compares well with England and Wales**

- **D Division continue to work positively with Police Scotland and colleagues in England on cross-border policing issues**

- **Overall police-related disruption is down 10% in Scotland**

Divisional Performance Overview

Scotland's railway network remains a very safe place to travel and work. There are 17.4 reported crimes per million passenger journeys in Scotland and the chances of becoming a victim of serious crime are very low, with only 0.2 serious crimes reported per million passenger journeys.

There have been 747 recordable crimes recorded in D Division between 1 April 2019 and 31 August 2019. This is a decrease of 2% compared to the same time period last year. Violence without injury offences have decreased by 4% and assaults against rail staff have decreased by 20%. This is against the trend in Scotland nationally and across BTP's B and C Division where increases in crime have been recorded

The reduction in crime on D Division is in the context of Forcewide campaigns to encourage victims to report crime through BTP's 61016 text service and high profile media campaigns such as the *Report It To Stop It* initiative which has focused on increasing the reporting of sexual offences and assaults.

The current clearance rate for recordable crimes is 39% for D Division, which compares favourably when compared to 15% recorded across England & Wales for BTP. All crime groups in D Division have higher clearance rates when compared to England and Wales, for example violence against the person (59.7% against 21.3%) and sexual offences (65.6% against 12.4%).

Low rates of crime and high clearance rates are reflected in the higher levels of confidence reported in Scotland compared to England and Wales. The most recent National Passenger Rail Survey (Spring 2019) showed an 80.77% confidence rating compared to 76.41% for England and Wales. This is consistent with results over the last five years.

BTP launched Operation Sentinel in 2019, a forcewide approach to reducing violent and knife-enabled crime against passengers, rail staff and BTP employees across the network. Tactics and operational activities have been put in place to focus on violent crime with numerous days of action across Scotland primarily aiming for 'violence free' days within the environs of Glasgow Central Station.

This includes tackling Anti-Social Behaviour at the station and was resourced by BTP with additional support from Police Scotland Problem Solving Team and Glasgow Community Safety Officer. It also addressed organised begging activity in and around the location.

Other violence-related operations D Division has implemented include:

• Operation Substance at Glasgow Central which is a Multi-Agency approach dealing with drug Dealing, homelessness and begging issues in and around the station

• Operation Proust at Edinburgh; a joint working operation to deal with youth disorder in and around Princes Street and the Waverley steps

This proactive activity has led to an increase in recorded possession of weapon offences with 21 offences recorded so far this year. Serious violence offences are very rare on the rail network with 14 offences recorded across the whole of Scotland (up from nine the previous year).

Both Glasgow and Edinburgh benefit from dedicated Neighbourhood Policing Teams (NPT) at the stations. These teams adopt a problem-solving approach, which involves all partner agencies at both locations to jointly tackle any issues that arise. A good example of this is the work being carried out in Glasgow City Centre to tackle begging, homelessness and anti-social behaviour where BTP staff work with Police Scotland, Glasgow City Council and others to ensure a holistic approach to the issues.

Divisional Performance Overview

County lines involves the exploitation of children and vulnerable young people to courier drugs to the counties. This criminality is wide-reaching and generates considerable harm.

D Division has a number of embedded IDO (Intel Development Officers) who work closely with Police Scotland, acting as information and intelligence conduits to support and develop operational activity. This work ensures a joint response to County Lines initiatives and the development of operations to tackle serious organised crime activity that directly impacts on the rail network. Joint working during County Lines intensification operations have resulted in several drug related arrests (particularly in the North of Scotland) with direct links down the chain to organised criminality in England.

BTP is running a number of cross border county lines intelligence development operations into Scotland, which covers large sections of the rail network and the country including London, Manchester, Glasgow and Aberdeen. In addition to this, BTP has an embedded officer within Gartcosh and are often involved in Police Scotland County Lines Operations as well due to the cross-border jurisdiction.

D Division also carry out regular cross-border deployments to police a wide range off events ranging from Stag/Hen nights to locations such as Newcastle as well as night time economy issues which occur between many border towns. Officers also carry out cross border patrols to prevent and detect theft of passenger property issues. A recent cross-border operation focused on football fans attending a match in Glasgow from Holland. This exercise involved both English and Scottish BTP officers alongside neighbouring forces. The learning form this operation will be used to inform the planning next year's Euro 2020 tournament.

Services that run safely and on time are critical to the success of Scotland's railway and wider economy. D Division continuous to build on the excellent relationships it has with its partners to work together to reduce disruption to passenger and freight services.

Overall disruption minutes are 10% below (2,931 minutes) this time last year with both primary and reactionary minutes recording a decrease. There has been a significant reduction of 80% in minutes lost as a result of fatal incidents and a 17% reduction in minutes lost to trespass and drunkenness.

Work continues in Scotland on Operation Pickford, which focusses attention on hotspot locations that involve children or young people. Since the operation began in early 2018 the locations identified have seen improvements in the number of incidents and disruption as well as attendance, consistent reporting and environmental impact. Joint initiatives and days of actions are taking place across the Division to address the ongoing youth trespass and disorder issues, with particular focus given to locations chosen.

During last year's policing plan consultation BTP worked closely with Network Rail to prioritise six key locations of risk. One such location, Belgrove, experienced high levels of disruption and anti-social behaviour. Due to a joint working approach disruption at this location has reduced by over 90%.

2 Local Policing Plan Objectives

Summary

- Assaults against rail staff have reduced by 20%

- Trespass incidents at hotspot locations have reduced by 16% and minutes lost to disruption have reduced by 34%

- BTP works with industry and partners to ensure a partnership approach to designing out disruption on the railway

- Handback times after fatal incidents average 113 minutes (93 minutes after an outlier incident is removed)

- There is a 72% solved rate for football related crime

Local Policing Plan Objectives

D Division consults widely with its railway industry partners, Police Scotland, Scottish Government and passenger groups to ensure that its annual policing plan objectives reflect local priorities, concerns and issues. The plan also takes into account the strategic policing priorities for Scotland so that it is consistent with the National Performance Framework. For 2019-20 the following objectives were agreed:

Prevent assaults against rail staff and deliver successful prosecutions

BTP works closely with train operators to prevent work-based violence and aggression towards staff. The approach taken spans across many levels from operational officers giving conflict avoidance advice/training to a more tactical level where senior officers attend the joint safety council to discuss concerns with industry managers and union representatives. Body Worn Video (BWV) has also been rolled out across the industry for staff and BTP actively supports and encourage its use by rail staff. The use of BWV has been shown to be effective in reducing aggression towards staff and outcomes on offences recorded.

There has been a reduction of 20% this year in physical and verbal staff assaults and the solved rate for these crimes is relatively high in Scotland at 41%.

Reduce trespass through joint problem solving with the industry at agreed high impact locations

So far this year there has been a 16% reduction in trespass incidents at the agreed hotspot locations. Minutes lost to disruption have reduced by 34% (from 5,417 to 3,577). Two pinch points, Edinburgh and Hyndland, have recorded the most disruption minutes (680 and 555 minutes respectively). This is due to two incidents, at Edinburgh in June when a male was lying on the trackside at Calton Tunnel and at Hyndland in June when a youth was sighted near the line.

BTP's Designing Out Crime Unit (DOCU) have assessed both of these locations and made recommendations for engineering work to design out opportunities for individuals to gain access to the railway. BTP and Network Rail have also engaged with local NHS hospitals to raise awareness of mental health related trespass. Network Rail funding has been offered to support mental health well-being initiatives.

Increase passenger and rail staff confidence through the reduction of football and event-related crime and antisocial behaviour

Football related crime in Scotland has seen a slight increase year to date, recording 32 offences compared to 25 this time last year. Hotspot locations are well-known as Haymarket (6) and Perth (5) which are intervention points for fans returning from the West and North after matches have taken place. Solved rates remain high at 71% (23 out of 32 crimes) due to the nature of the incidents, and close working relationships with Police Scotland and footballs clubs themselves.

Since the official start of the 2019-20 football season in August, 22 football related incidents have been recorded, 12 of which have been reported via text. This has resulted in 20 arrests. BTP work closely with Police Scotland and Greater Glasgow and have been present in seven Events Rooms (five for football and two for Republican/Orange Parades) so far this season. D Division officers have attended a number of Gold and Silver meetings in relation to these events and also been present in the Stadium Control Room at the recent Scotland Euro 2020 fixtures at Hampden Park. They have also attended a number of Pre-Operation meetings at Hampden Park for the home fixtures against Belgium, Russia and the forthcoming match against San Marino. Looking forward to Euro 2020, D Division have been and continue to attend planning meetings with Police Scotland, Glasgow City Council, UEFA and Hampden Park plc.

Local Policing Plan Objectives

Maintain an average handback time of under 90 minutes for non-suspicious incidents

Of of the non-suspicious fatalities recorded so far this year, the average handback time is 113 minutes. This relatively high average figure is mainly because of a recent fatality at Broughty Ferry which incurred a handback time of 230 minutes due to it occurring at night and the complex nature of the incident. If this incident were to be excluded, the average handback time would be 93 minutes.

In situations such as these, BTP applies its specialised training and approach to deal with incidents efficiently and with dignity for the deceased. It is a unique environment to work within given the potential widespread nature of disruption that can be caused following a fatality. High-speed line incidents have the potential to cause serious disruption from Scotland down as far as London.

D Divisions average arrival time to fatalities is 17 minutes; a good time considering the geographical spread of the area covered. BTP is also carrying out an increasing number of life-saving interventions on the network with 61 recorded so far this year.

D Division continues to develop and enhance procedures to manage fatal incidents. Work is ongoing where specially trained officers are deployed to deal with complex fatality investigations such as those involving the death of a child. The deployment of Child Death Senior Investigating Officers (SIO's) will ensure investigations are conducted to a high standard and the engagement with Crown Office is consistent across Scotland.

Fatal Incident

During 2019 a juvenile male was electrocuted at a major rail station. Due due to the nature of the incident enquiries were led by CID from the outset. This allowed for the quick deployment of a Designing out Crime Officer (DOCO) to inspect the locus and submit a comprehensive report that would identify areas of concern and support the investigation. In this case the infrastructure was found to meet the required standards and identified that previous fencing issues had been rectified. This report along with other data collated during enquiries was passed to the Office of Road and Rail (ORR) to assist in an independent investigation. As part of the specialist nature of the BTP we are best placed to directly engage with and support agencies such as ORR during complex enquiries.

Unfortunately, the male died as result of their injuries and an investigation led by BTP Child Death SIO was undertaken. This was conducted in line with current Police Scotland guidelines in relation to child death with all supplementary documentation, outlined in the policy, submitted to the required standard. The enquiry was completed in the spirit of a soon to be ratified Memorandum of Understanding (MoU) with Police Scotland and met the investigative standards set out by Crown Office.

This enhanced approach to investigations demonstrates that BTP continue to evolve as specialist investigators and are committed to delivering the best service when dealing with complex incidents. This is particularly requisite as public and industry expectations increase and investigations are open to ever increasing scrutiny.

Case Study

Local Policing Plan Objectives

Reduce incidents involving vulnerable people through effective problem solving plans delivering agreed joint objectives

Protecting vulnerable people is at the heart of policing in D Division and all of BTP. As a national police service dealing with a largely transient population, BTP officers encounter significant numbers of people who are vulnerable or in crisis. Some of these people present a significant risk of harm to themselves which can result in loss of life by suicide on the railway network. Identifying and supporting these individuals is therefore prioritised.

All BTP officers have been trained to identify vulnerability and to look beyond the obvious and be professionally inquisitive to help identify vulnerability and work with partners to ensure the appropriate action is taken to care for the individual.

Support from the rail industry and other partners is vital in the early identification of people in crisis. A good example of how this can be achieved is work carried out in partnership with the Samaritans to roll out training to not only police officers but to railway station staff who can act upon the various triggers identified that may identify vulnerability.

The national nature of BTP lends itself to seeing the wider picture in relation to a vulnerable individual and the below case study is an example where someone who was clearly vulnerable may have slipped through the net.

This particular example would have crossed numerous force boundaries all with different intelligence systems that may or may not communicate outside of that particular force boundary. By working in partnership with Police Scotland the matter was brought to a successful conclusion. 8,942 children deemed vulnerable came to the attention of BTP last year. This included 1,246 railway stations, several of which were in Scotland, and 355 other locations such as on the tracks, on bridges or level crossings.

As part of this objective D Division officers routinely engage with key stakeholders so that a holistic view can be taken of the problem presented to them. Where a wider multi agency approach is taken then not only can the vulnerability be identified but it can then be signposted to the relevant authorities such as social work or National Health Service.

The reductions in anti social behaviour achieved in D Division have also been substantial as a much wider partnership has been involved allowing for a varied range of disposal methods rather than purely through the justice system. By being more restorative in nature and avoiding the criminalising of often vulnerable people, including children, a longer term solution to the particular problem can be achieved.

One such location where this approach has been successful is Helensburgh, where a 33% reduction in crime has been achieved since a problem solving approach was implemented involving several partner agencies. This particular example took a social care approach rather than a policing enforcement one, resulting in a much more positive longer lasting outcome.

A 14 year old female travelled from Scotland to London where she came to the attention of BTP

Her parents had no idea where she was until she was located in London.

She gave a false account of her journey which Police Scotland officers had no way of proving or disproving.

BTP Intelligence Development Officers (IDO's) were able to track her via ticket enquiries, establishing that she purchased the ticket in Glasgow Central station within the ticket office and at a specific window. IDO's provided a CCTV timeline and BTP Officers in London attended at a nearby hotel feeding footage back to develop a clearer understanding of the circumstances.

Information was thereafter passed to Police Scotland who were able to provide the appropriate care and support.

Case Study