

DRAFT Minutes v0.2 wip

[Public]

Scotland Railways Policing Committee

3 September 2020 11:00 hrs

Virtual via Teams

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Present:

Bill Matthews, Chair
 Willie Gallagher BTPA
 Dominic Booth BTPA
 Tom Halpin (SPA)
 Robert Hayes (SPA)

In attendance:

BTP

Adrian Hanstock	BTP Deputy Chief Constable
Eddie Wylie	BTP Chief Superintendent
Paul Furnell	BTP Chief Superintendent

BTPA

Hugh Ind	Chief Executive
John McBride	Senior Scotland Project Manager (Secretariat)
Samantha Elvy	Head of Strategy and Planning

Observing

Graham Stickle	Risk and Policy Specialist, SPA
Mark Williams	Police Scotland Assistant Chief Constable
Brian McNulty	HMICS Lead Inspector

Welcome and apologies

Agenda Item 1

49. The chair opened the virtual meeting and welcomed everyone joining online. He recognised the continuing COVID challenge and welcomed staff and retired officers' representatives who were able to join. The chair reflected on the terrible events of the 12th August at Stonehaven and the tragic loss of life and led the committee in a moment of reflection.

50. Declaration of interest – both Authorities have existing registers for this purpose, there were no additional declarations.
51. Matters to be taken in private – Members agreed to receive an update in closed session at the end of the meeting on, the Stonehaven train derailment and information on the Network Rail investment / business case.

Minutes

Agenda Item 2

52. The committee reviewed the minutes of the 27th May meeting and agreed them as a true and accurate record

Matters arising

Agenda Item 3

53. The committee secretary updated members that all outstanding actions had been completed or were contained / referenced on today's agenda.
54. Included in the matters arising was a paper on international learning. DCC Handcock spoke to the paper summarising that BTP is a net contributor to others' railway policing learning. Continued membership of 'Railpol' remains uncertain given the current position with the UK exiting the EU. BTP had recently sought out learning from colleagues in Italy and Spain on COVID transmission and transport systems.
55. Members expressed the importance of relationships, and the need to ensure railway policing is represented abroad and offered several suggestions including continued Railpol membership, Police Scotland's international branch and Scottish Multi-Agency Resilience Training and Exercising Unit (SMARTEU).

Performance reporting

Agenda Item 4

56. Chief Superintendent Wylie spoke to a circulated paper highlighting.
 - a reduction in crime of 50% in the reporting period
 - a reduction in footfall
 - Ayrshire beaches coordination group work continued over the summer
 - County Lines work continues
 - Graffiti crime has risen
 - Fatal accidents have risen. Analysis has been commissioned to better understand the reasons.
 - Over 1000 proactive visits with Network Rail staff appears to have prevented a rise in cable theft
 - Anticipate as passenger numbers rise that crime will also rise

- Assaults on staff likely to rise when staff challenge people (who because of COVID may have come to consider the network to be free).

57. Members welcomed the report, noted their appreciation for the response to Stonehaven and made the following observations. There seemed to be good levels of COVID regulations compliance with face coverings. With the ongoing BLM protests and demonstrations, it would be helpful to have greater visibility in the report on levels of hate crime effecting the railway network and understand the force demographics

Action 1: Future reports to reflect 1) hate crime levels 2) Force diversity information 3) data on the use of operational powers in respect of minority communities and 4) data on the use of emergency powers in interactions between BTP officers and the public.

Vulnerability thematic paper

Agenda Item 5

58. Detective Chief Superintendent Paul Furnell spoke to a circulated presentation and explained the transformation undertaken in BTP's approach to dealing with vulnerable groups. BTP had identified 13 groups including the missing, coerced, mentally ill or controlled and that the railway was being used as a network of choice.
- BTP had rolled out vulnerability awareness training to all officers and staff driving up the need for professional curiosity
 - A new vulnerability command, with knowledge expertise had been created
 - Suicide Prevention and Mental Health units had been established and driven proactive preventative work with Samaritans and Rail Pastors
 - County Lines work targeted the missing and exploited travelling on the network and had attracted Home Office (HO) funding for a 33 person taskforce which was led by BTP and was showing positive signs including over 600 arrests, drug seizures and over 100 weapons recovered
59. Members welcomed the breadth of the work and asked if there was a crossover between those assessed as vulnerable on the rail system who might also be vulnerable in wider society. DCS Furnell agreed and stated BTP has engaged with many partners, police, children and adult services and health and designed referral pathways and would attend local multi-agency risk meetings to facilitate a comprehensive handover of available information. The approach to join up the information flows to local agencies was welcomed by members. DCS Furnell said the local provision of services was normally the best for vulnerable people and BTP's safeguarding units

were helping to 'hand the baton' safely over.

60. DCC Hanstock highlighted that local authorities were seeking a funding uplift, similar to the HO funding made available to policing to ensure capacity and that they were 'ready' to receive the baton.
61. ACC Williams supported the approach and highlighted the existence of the suicide and safer communities work group including Transport Scotland and others and highlighted the benefits of the BTP embedded officers @ Gartcosh resulting in excellent partnership working between the forces and other partners.

COVID update

Agenda Item 6

62. DCC Hanstock provided a verbal update to the Committee on the work to ensure a confident rail community post-COVID. The force had to be agile to adapt to changing government positions as well as the emerging regional and national variations.
63. Levels of compliance in young people and school-goers were not anticipated to be as high, and with education now returning BTP were opening communication channels (Instagram / TICTOC) to deliver key safety messages and health regulation restrictions.
64. BTP were looking ahead at the emerging operating environment for the remainder of this year and next given the lower footfall, lower levels of criminality and higher ASB and asking how crime might change and what operating model and resourcing will be required.
65. Finally, whilst this was difficult to predict work continued on existing investigations and executing warrants that exist. The Chair reflected that BTP needs to be nimble, understand local spikes in the virus and restrictions introduced and be able to contribute.

Policing Plan 2020/21

Agenda Item 7

66. The Mr Ind provided an update on the BTP policing plan including the plan for railway policing in Scotland which this Committee endorsed in March. The BTP policing plan was subsequently approved by BTPA. COVID emerged before publication and a debate has continued on the value of publishing the previously agreed plan in the COVID operating context.
67. Mr Ind advised it was anticipated the plan would be published next week with caveats on focus subject to COVID imperatives. He believes there is

value in publishing what the priorities are / were and, in any event, BTPA have a statutory obligation to publish an annual policing plan.

Audit and Inspection

Agenda Item 8

68. DCC Hanstock spoke to a circulated paper and highlighted two potential future areas of inspection. A review of COVID / extreme events and regional collaboration / shared tasking and joint threat. He described the new framework to PEEL inspection looking at operational, organisational and service users and highlighted cost considerations for BTPA.
69. DCC asked members whether they would support a full, all encompassing review or a more focussed inspection subject to HMIC availability and to a lesser degree cost?
70. Members agreed that there was a need to balance the inspection regime with other activities and the force was probably more informed to make this judgement however they agreed on the need to be sighted on any recommendations made in any inspection report.

Evaluation paper

Agenda Item 9

71. The Committee Secretary spoke to a circulated paper and explained the genesis of the paper and the requirement to evidence how the Committee's work might be evaluated in the context of, an agreement made by the Cabinet Secretary for Justice and stakeholders to explore a statutorily-based committee to swiftly deliver oversight of railway policing according to 4 design principles.
72. Following work on the design principles several options emerged on how the design principles might be achieved and suggested measures were presented in the paper for the Committee.
73. Members agreed the structure, including the 'scorecard' followed logically through to KPIs and provided a good starting position that should be kept under review as the Committee matures.
74. Members endorsed a retrospective approach and to receiving quarterly updates in the future.

Evaluation paper

Agenda Item 10

75. Mr Ind spoke to a circulated paper and explained that the need to assess VfM was a key element of the design principles for the creation of the SRPC. The previous item had shown how the overall efficacy of the SRPC work could be assessed. This particular topic was relevant to one quadrant of the scorecard contained in the draft Evaluation framework.

76. The paper provided details on the BTP spending in Scotland, the highly staff-focussed budget available to the divisional commander, operational services delivered in Scotland by other departments and back office functions. As new specialist commands emerge, and transformation progresses, budget responsibilities change and realign making disaggregation difficult.

77. Mr Ind suggested to members it might be possible to carry out BV / VfM comparison work with 1) other policing in Scotland 2) other policing in BTP or 3) within D division itself

78. Members made the following points.

- The paper comes as the Spending Review approaches and the Williams review on funding the railway industry is considered by Government.
- Agreed there was a value in benchmarking but it was necessary to find the correct balance to drive efficiencies by management.
- Rail industry standards would look at setting out year-on-year improvements, how much goes into back office costs.
- Comparisons between front line BTP compared with Police Scotland
- Consider how effective / efficient the back office is in their service delivery.
- Best Value is a duty on the Chief Constable of Police Scotland
- Inefficiencies are being driven out, but the approach still needs to mature
- Need to carefully consider benchmarking, perhaps should look forward at Brexit, COP26 and post-COVID environment and consider where we are and assess whether it is where we wish to be.
- Sometimes a more simplistic view is helpful for the Committee to understand and reach a value judgement based on a relatively straightforward table with BTP Scotland (D division) comparisons to other divisions on data that might include.
 - divisional structure
 - Support resourcing
 - Proportion of BTP staff
 - Proportion of BTP crime
 - By station
 - By track kilometers

79. Mr Ind thanked Members for the helpful suggestions and undertook to initiate a small defined piece of work encompassing the above to make progress on this.

Action: Hugh Ind / Chair / Secretary to progress

Meeting reflection

Agenda Item 11

80. Mr Gallagher reflected on the quality of the papers before the Committee. The international learning paper highlighted how important relationships will be post Brexit. There was good discussion developed on the COVID paper particularly on hate crime which will be developed further for future meetings.

AOB

Agenda Item 12

81. The Committee heard how the BTPA accounts and report were laid before the UK Parliament in June. The BTP annual report will be published this month. The interviews for the new Chief Constable will take place in September and the DCC has announced his retirement from policing in mid-2021. Members heard that work will shortly begin on the 2021/22 policing plan and were invited to become involved in the consultation in Scotland
82. There being no further business the public meeting closed at 13:10 hrs