Report to:	**Scottish Railway Policing Committee**
Date:	**3 September 2020**
Item:	**4**
Subject:	**Q1 Performance Report**
For:	**Information**

HEADLINES

- *COVID-19 restrictions have caused significant reduction in footfall Q1 and crime levels are significantly lower as a result*

- *Policing response has adapted throughout each phase of the pandemic to face challenges, ensure safety and minimise any violence and disruption on the network*

- *Scotland remains a safe place to travel, with low level of serious violence and robbery (1% of total crime; 4 out of 302 crimes)*

- *BTP continue to utilise embedded resources and work with partners to achieve national and local objectives*

COVID POLICING RESPONSE

The measures taken in March 2020 to limit the effects of COVID-19 caused the largest fall in rail passenger journeys for Great Britain in any quarter over the past 15 years. Travelling numbers remain low across the network compared to previous years, however with recent Government changes to restrictions, passenger footfall numbers are starting to increase.

BTP continue to support the rail industry and travelling public as the nation moves through each phase of the recovery.

The table overleaf details specific action taken in each phase:

March – April	May – June	July – August
Officers follow the 4 'E's when dealing with the public: ***Engage, Explain, Encourage, Enforce.*** *Deployments across the Division carrying out high visibility patrols and availability to help, support staff and engage with members of the public.* *Officers are additionally carrying out patrols in more remote areas & liaising with partner agencies including visiting railway depots and railway infrastructure where key workers are located.* *Early joint working with Police Scotland established joint patrolling and a step-up plan for escalation if necessary. To date that hasn't been needed and both organisations remain firmly in the green for resourcing.* *Officers within travel hubs have established vital contacts within local charities and support organisations who they are able to alert and work in partnership with if they require intervention and assistance.*	*There appears to be a shift in attitude by some members of the public, but this remains a minority who do not listen to officers' advice. BTP posture remains that encouragement & not enforcement is the strong desire.* *Reassurance to rail staff and public remains a key priority. Fly tipping is a developing issue for Network Rail especially since refuse sites remain closed. This causes operational access issues and is something that is being discussed at Director-level so BTP can support as much as possible.* *Additionally, the Division has a Sergeant seconded to Police Scotland linking in to ensure a unified national approach across Scotland.* *Embedded Inspector within Transport Scotland participates in regular meetings with stakeholders and representatives from all TOC's including local authorities assisting in obtaining a national picture across the Division and offering advice and guidance from a policing perspective.*	*The main challenge going into quarter 2 is supporting the rail industry on return to a new normality.* *Engagement/enforcement around Coronavirus legislation will be key, whilst also being mindful of the wider public health message. Increased demand is expected on days of good weather and the associated ASB, alcohol related offences that come with it will require multi-agency plans to minimise disruption to the railway and wider public.*

Recent passenger figures show an increase in the more suburban areas of Western Scotland, with passengers using the network to access local beauty spots during periods of good weather and summer holidays. Joint working with Police Scotland on the well-established Ayrshire Beaches Coordination Group (formally 'Safer Shores'). Successful partnership working around the Ayrshire Beaches Coordination Group has proven to be very effective this year with no associated crime. Due to a combination on Lockdown, weather conditions and the schools being off there has had to be no red days implemented which sees a step up in resourcing levels from BTP, Police Scotland and the railway when the temperature is above 18 degrees and we start to see larger numbers travelling to the coast.

Due to the success of this operation we have undoubtably seen some displacement of youths who are still intent on travelling to local beauty spots. Particular challenges are when large numbers travel to Balloch as we have seen from carrying out checks of station CCTV.

Numbers are travelling from multiple locations which makes it difficult to monitor and intercept each of these locations.

BTP Scotland continues to follow Force guidelines in policing during this unprecedented time and COVID-19 legislation has assisted officers in restricting travel to support Public Health Scotland expectations. There has also been due consideration of diversity in the approach to policing, where different policing initiatives have been implemented based on location and demand in that area. One example, in Performance Year 2019-2020, was Paisley Gilmour Street Station featured in the top 10 locations for volume crime and as such there has been a high-profile presence in Q1 2020-2021 in the environs of the station to support staff through the industry's response to COVID-19.

OVERVIEW OF CRIME

Scotland has recorded 302 crimes for the Policing Year 2020-2021, this is a decrease of 50% (-303 crimes) from the same period last year. However, due to the impact of COVID, comparison with last year's figures is not an accurate indicator of the current crime profile for BTP Scotland or benchmark from which to judge performance year to date.

The largest decrease has been in the category of Violence, down 61% (-80 crimes) from last year. However, in terms of volume, violence is still the highest volume crime this year and an issue to which BTP Scotland continue to dedicate attention. Of the total violence, only 5% (3 crimes) has resulted in injury. Most crime is Common Assault with No Injury (62%, 36 crimes) with overall detection rate currently at 72%.

The largest increase for crime has been in drugs, up 70% from previous year (51 crimes, +21). Various initiatives have been implemented to tackle this issue with numerous local and national County Lines days of action taking place across the Division. The Division has assessed current intelligence relating to this operation and targeted resources at known routes and hotspots.
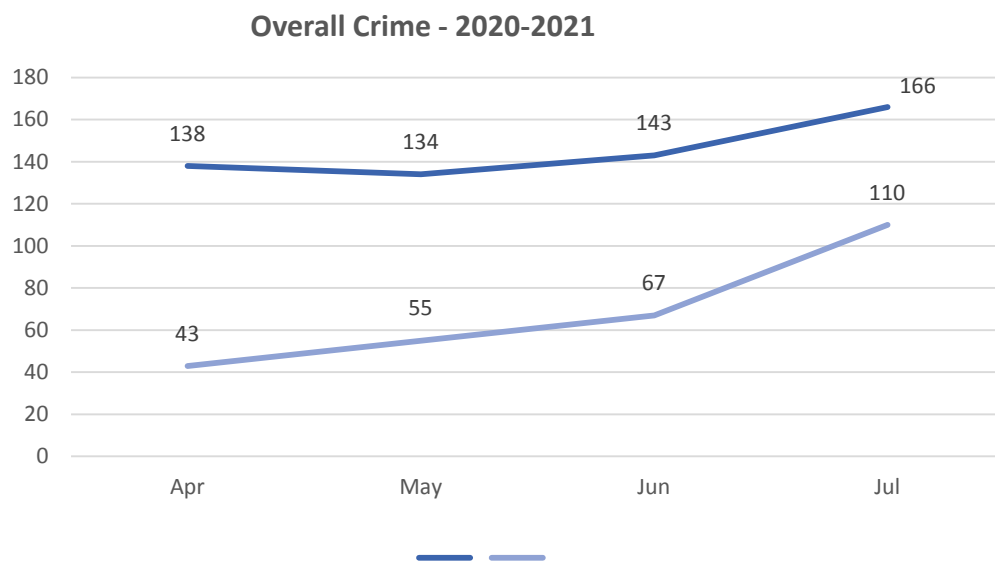
The current detection rate for drug crime in Scotland is 97%, much higher than any other Division across the Force. In the East in particular, where 50% of the recorded crime relates to drug possession, joint working has taken place between BTP and Police Scotland's Central Initiative Team. The East & North sector is where most of the County Lines operations have taken place and current intelligence would suggest is where the majority of the activity still is. This has meant we have focused more of our operations in this area resulting in more crimes and detections being recorded here.

The Glasgow Sector also takes part in the local drug related deaths partnership with Police Scotland and other partners to help curb the most vulnerable being exposed to serious harm. On the 22nd of May a POCA seizure of £1,500 was made and valuable intelligence gained at Aberdeen Station. This incident was as a result of good professional pro-active policing. Officers observed an individual who aroused their suspicion and on speaking with the individual he provided documentation linking himself to various addresses in London and Aberdeen. During the course of their enquires, officers observed the individual was wearing a very expensive watch which he couldn't account for and claimed he was unemployed. This was subsequently seized under POCA.

Graffiti has also increased by 85% (+17 crimes) for rail locations across Scotland but mainly depots in the Glasgow Sector. A national increase in Graffiti during the lockdown may be explained by the quieter network giving rise to opportunistic crime with more trains being stabled within depots. On 10th June, there was an arrest of foreign national believed to have been responsible for multiple offences across country and 14 detections spanning a 2-year period were made on the back of this arrest.

Divisional CID have now taken the lead on this and a problem-solving plan has been created working alongside the industry to see what collaborative steps can be taken to tackle and reduce the issue. CID are also linking in with colleagues in Police Scotland to provide a multi-agency approach sharing intelligence and joint working practices.

Volume crime group levels have been low so far this year and understandably there have been no discernible patterns or repeat locations for most crime groups recorded. However, crime is increasing each month as passenger footfall numbers increase and more people begin to utilise the network, following easing of COVID-19 restrictions.

Overall Crime - 2020-2021

Line chart showing Overall Crime - 2020-2021. Dark blue line: Apr 138, May 134, Jun 143, Jul 166. Light blue line: Apr 43, May 55, Jun 67, Jul 110.

This is particularly the case with crime that is directly linked to footfall and more presence in stations, such as Theft of Passenger Property and Public Order.

The overall detection rate for crime is currently sitting at 53%. This is favourable when compared to the Forcewide rate of 35%.

SERIOUS VIOLENCE & ROBBERY

Tackle serious violent crime and robbery on the railway for passengers and staff

Crime in this category has been sporadic, with no evident pattern of repeated offending. There have been three crimes of violence with Injury so far this year, 18 weapon offences and one robbery offence recorded. All weapons offences have been possession of a weapon/bladed article, with 15 of these offences already detected.

COVID-19 restrictions have impacted on the 'night time economy' and there has been corresponding reduction of linked violence. Throughout Q1, work has continued under Operation Sentinel and BTP's joint working with Police Scotland and the Railway has contributed to a reduction in violent crime. In the East, 75% (9 crimes out of 12) of offences have taken place at Edinburgh Waverley and so steps have been taken to counter this predictable risk throughout the months of April, May and June through local police operations. Officers have carried out intelligence lead patrols targeting known hotspots ensuring officer presence at peak times. NPT Officers have liaised with staff to help build up a better intelligence picture as to where and when previous incidents have occurred. High visibility patrols are carried out at tickets barriers to reduce the risk of confrontation between rail staff and passengers.

Last year saw a significant rise in offences involving weapons in the UK. Figures are low for BTP in Scotland, with 18 weapon offences YTD. There have been 3 instances (16% of all weapon crime) where an actual weapon was brandished (2 with threat of violence) and one attempted assault with a weapon (5%). Current detection rate for this crime type is 86% with 12 offenders arrested and charged.

VIOLENCE AGAINST STAFF

Prevent physical & verbal assaults on staff members to increase positive outcomes, ensuring that there is effective communication with victims

There has been a total of 36 assaults (30 verbal and 6 physical) against members of staff in Q1. This is a decrease of 59 offences from last year and is a result of the lower passenger footfall. Decreases are evident in both physical and verbal assaults (-13 and -46 respectively).

Staff Assaults	Previous Year	Current Year	Difference (numerical and %)		Detection rate
Physical assaults	19	6	-13	-68%	100%
Verbal assaults	76	30	-46	-60%	53%
Total	95	36	-59	-62%	

Briefing packages have been developed with TOCs/industry to ensure clarity on exclusion regulations and also discouragement of rail staff challenging persons not adhering to Government guidelines. This work has helped mitigate any of the anti-social behaviour or escalation to violence that could result from such challenging.

Moreover, ScotRail has agreed to introduce conflict management training for frontline ticket examiners and conductors with a delivery programme scheduled for January 2021. BTP has continued the drive to encourage ScotRail to increase their usage of Body Worn Video (BWV). Officers still find there is a reluctance amongst some staff members to use BWV, with only a small proportion of staff choosing to wear it and activate if required. At the moment ScotRail conflict management training has currently been suspended due to COVID and social distancing but once this recommences this will hopefully encourage improved usage of BWV.

SAFEGUARDING

Protect, support and safeguard vulnerable people and those at risk of harm on the railway

BTP continues to embed Intelligence Development Officers (IDOs) to work closely with the Police Scotland multi-agency desks at Gartcosh Scottish Crime Campus on operations to target to serious criminal activity that directly impacts on the rail network and vulnerable groups, such as County Lines. IDO's have been linked in nationally providing intelligence around modern slavery and human trafficking and have also been helping CID with the Graffiti problem solving plans. More recently the IDO's were assisting the joint investigation following the major incident at Stonehaven.

Scottish County Lines routes fall mainly in the East and North sector and the notable increase in drug detections for the East Sector (albeit small personal possession amounts), provides evidence of BTP's focus (Operation Defiant). In June, £27,000 was seized under the Proceeds of Crime Act from a male attempting to travel back to England from Scotland. Moreover, a Police Scotland led Operation was held at Fort William on Thursday 18th June focusing on County Lines activity in the locality. Two BTP led Operations were conducted at Aberdeen and Inverness Stations on Friday 26th June. While there were no significant seizures or arrests because of these operations, some intelligence logs were submitted as a result of the operation and one individual who was wanted on warrant was apprehended. Days of Action and a focus on detecting County Lines activity will continue throughout the objective year.

> *County Lines groups in Scotland continue to exploit vulnerable people. Police Scotland data for July – August indicates:*
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> - *8 groups (28%) exploited or trafficked out of force juveniles*
> - *4 groups (14%) exploited or trafficked local juveniles*
> - *17 groups (59%) exploited or trafficked vulnerable adults*
> - *16 groups (55%) are documented as cuckooing addresses*

The general intelligence picture around County Lines is improving and this has enabled BTP and Police Scotland to identify several individuals of interest. Further activity to target these nominals will take place in Q2.

There has been a slight increase seen in the range of incidents involving vulnerable people. BTP continues to submit appropriate safeguarding forms as per the force guidelines for incidents related to mental health and vulnerable persons - including youths – or those failing to comply with COVID-19 legislation.

A recent project to signpost messages of support and organisations that can help people in crisis is due to be piloted soon at Milliken Park Station, a previous suicide hotspot. It will take the format of messages of support being affixed to the station fence towards the end of platforms and ground stencils that may give a person in crisis a timely intervention. Moreover, the Network Rail Trespass and Suicide Prevention Group has been recently relaunched and is attended by BTP, DOCU, ScotRail and various NWR departments.

Work continues with Network Rail and industry partners at problematic known hotspots with enforcement and engagement tactics applied where necessary. BTP have still been holding localised meetings with rail members, such as educating staff on intervention measures & how to remove themselves from harm's way, so as not to be assaulted. Meetings are also acting as an opportunity for the industry to tell officers first hand where they believe problems are developing around the station. This has led to target hardening at known access points, intelligence submissions and further station specific hotspot patrolling. Use of

recently installed technology has helped at certain locations and several further proposals have gone to NWR regarding the purchase of more improved technical options for BTP.

DISRUPTION & TRESPASS

Reduce disruption related incidents through a joint problem-solving approach with industry at key red route locations

The Embedded Inspector at the West of Scotland Signalling Centre drives partnership activity to tackle l trespass issues and disruption. A dedicated team is being formed which will target police-related disruption on the rail network and report directly to the Embedded Inspector. This team will consist of a Sergeant and six uniformed officers working closely with the industry to target known hotspots with the aim of reducing disruption associated with trespass. The unit will have regular contact and liaise with the embedded Inspector to ensure a joined-up approach when issues and locations are identified. This team will be in place for a 6-month trial period, which will be evaluated at a suitable date.

Disruption incidents have reduced by 54% (240 incidents) with overall lost minutes down 43% (-10,102 minutes). Fatalities/Injuries category is the only exception to this recording a 125% increase. This is due to one incident at Dalmeny junction causing over 900 minutes.

Category	Minutes			
	Previous Year	Current Year	Difference	
Cable Vandalism or Theft	451	0	**-451**	**-100%**
Disorder/ Drunks or Trespass	5,427	2,392	**-3,035**	**-55.9%**
Fatalities/ Injuries by being Hit by Train	979	2,217	**+1,238**	**+126.5%**
Level Crossing Incidents (incl. misuse)	947	441	**-506**	**-53.4%**
Trespass	13,586	7,471	**-6,115**	**-33%**
Vandalism/ Theft (incl. objects on line)	1,928	695	**-1,233**	**-64%**
	23,318	**13,216**	**-10,102**	**-43%**

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

Due to reduced services and use of the railways because of COVID disruption, the number of recorded trespass incidents has reduced by 42% (70 incidents) in Q1. NWR lost minutes due to trespass have also reduced by 33% but this reduction would have been more pronounced had it not been for a single incident near to Waverley Station when a man climbed on top of a passenger train. This incident accounted for 40% of lost minutes for the

year so far (3,000 in total) and if excluded from the above trespass figures would have resulted in a 64% reduction compared to last year.

In Q1, BTP officers in Scotland have collaborated with Network Rail targeting hotspot areas, strengthened good working relations with the local NHS trust in Lanarkshire and undertaken proactive patrols to replicate success experienced with this approach in 2019-2020. In the first month of lockdown, over 1,000 additional visits were made to high-volume trespass locations. In some areas such as the North sector there has been little repeat offending activity during the recent restricted period. However, activity plans are still set out for repeat locations and continue to take place.

Historically, school holidays are a key time for trespass in terms of seasonal increases. Due to lockdown restrictions BTP have been unable to complete previously organised school engagements prior to the summer holiday period. However, a briefing document detailing hotspot locations has been circulated to all Officers at sectors to ensure awareness of those hotspots as well as for incorporation into effective resourcing. Moreover, BTP, NWR and 'Fearless' (youth version of Crimestoppers) have a partnership to reduce child related trespass. A social media campaign commenced on 6th July to warn youngsters of the dangers around trespassing and railway line safety.

FATALITY MANAGEMENT

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

The average handback time for fatalities in Q1 has been 93 minutes, from 7 separate incidents. This is above the 83 minutes recorded this time last year (from 2 incidents), mainly due to two difficult to reach locations, both of which occurred during the month of July. The division has experienced a larger than average number of fatalities since the beginning of the year. Since the beginning of January, the division has recorded 17 fatalities. The location of some of these incidents have proven quite challenging and has impacted on the length of time it has taken to hand back the line.

Two particular incidents have involved complex recovery with special body recover Officers deployed to assist with this. And due to the nature, the Procurator Fiscal has required to be informed before recovery could begin commencing.

Q1 Average Handback Time - Per Month

83	78	118
May	June	July
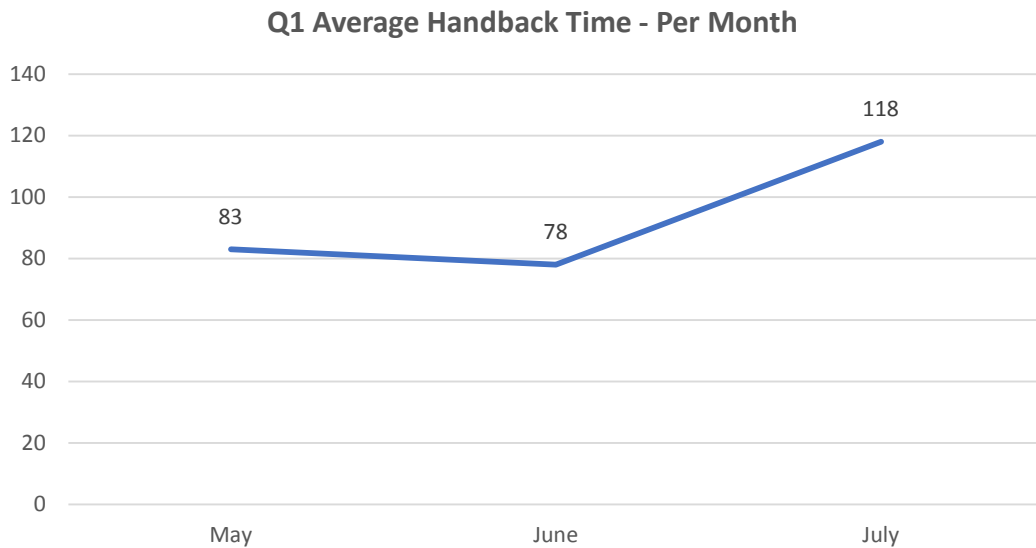
FOOTBALL

Prevent football related crime & increase passenger and rail staff confidence through successful outcomes

As elsewhere, football events in Scotland ended abruptly with the onset of lockdown. Football fixtures have now restarted without fans although there is potential for a return to stadia in September.

BTP have an excellent relationship with several Scottish football clubs and continue to work with Police Scotland to share information & intelligence. We also have a standing invitation to staff events room to enhance joint working, particularly when larger events are taking place. This has most recently been used to great success during the Black Lives Matter events.

Territorial Inspectors have been liaising with the industry to ensure we have adequate plans in place for safe socially distance queueing of passengers when events are allowed to welcome back fans. These plans have been replicated at main line stations to ensure segregation and staffing levels will also be increased to monitor queues.

Appendix A – Overall Crime by BTP Force Crime Group

Crime Group	PYTD	YTD	Diff in Offences	% Difference
01A Violence	141	58	-83	-59%
01B Weapons	127	18	-109	-86%
02A Sex	29	6	-23	-79%
03A Criminal Damage	75	29	-46	-61%
03B Graffiti	20	37	+17	+85%
04A Line of Route (Serious)	34	12	-22	-65%
05A Theft of Passenger Property	101	26	-75	-74%
06A Motor Vehicle	14	12	-2	-14%
06B Pedal Cycle	38	11	-27	-71%
07A Robbery	4	1	-3	-75%
08A Burglary & Theft Railway	45	13	-32	-71%
08B Theft Cable & Plant	18	10	-8	-44%
09A Public Order (Serious)	6	2	-4	-67%
10A Fraud (Serious)	0	1	+1	+100%
11A Drugs	30	51	+21	+70%
12A Other (Serious)	23	15	-8	-35%
Total	605	302	-303	-50%