



Report to: Scottish Railways Policing Committee
Date: 14 February 2020
Agenda Item: 5.1
Subject: Stakeholder Engagement – Local Policing Plan
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For: Noting

1. PURPOSE OF PAPER

- 1.1 The purpose of this paper is to brief members on recent stakeholder engagement with regard to the 2020-21 D Division Policing Plan.

2. POLICING PLAN PROCESS

- 2.1 British Transport Police (BTP) produce an annual Policing Plan which sets out the Force's policing priorities for that year. Divisional plans are also produced, which align to the forcewide plan but also contain the Division's local priorities. These priorities are agreed in close consultation with the Division's stakeholders to ensure that they focus on the matters and issues which are most relevant to them. They are also informed by local passenger consultation exercises and in Scotland additional care is taken that the agreed priorities also support the Scottish Government's Strategic Police Priorities.

3. LOCAL STAKEHOLDER MEETING

- 3.1 D Division's local stakeholder meeting took place on 31 October 2019. Representatives from Abellio Scotrail, Caledonian Sleeper, Direct Rail Services, Strathclyde Partnership for Transport, Network Rail, Office of the Rail Regulator, Transport Scotland, Scottish Police Authority, Police Scotland and the British Transport Police Authority attended the meeting which was chaired by Chief Superintendent Wylie. Representatives from Virgin, Cross Country, East Coast and TransPennine were unable to attend but were asked to email their views so they could also be considered.
- 3.2 The meeting was very productive with a wide range of issues discussed. After a presentation from the Divisional Superintendent each attendee was provided with the opportunity to highlight the issues and priorities which they would like the Division to focus on for 2020-21. This discussion, together with the passenger consultation findings described below were the



primary drivers for the proposed D Division priorities.

4. PASSENGER CONSULTATION FINDINGS

4.1 BTP conducted its Public Consultation 2019 from 15th October to 25th November and received a total of 2,082 responses. The table below shows the top 5 priorities selected by respondents:

Priorities	Scotland (2019)	BTP overall (2019)
1	Counter-terrorism	More police presence
2	More police presence	Counter-terrorism
3	Dealing with anti-social behaviour	Dealing with anti-social behaviour
4	Crime prevention and general safety	Crime prevention and general safety
5	Dealing with drunk people	Dealing with drunk people

4.2 The key themes emerging from free-text responses included: ‘more visible police presence, especially at night’, ‘dealing with alcohol’, ‘more law enforcement around fare dodging and hate crime’, ‘improved technology, especially around reporting and more publicity’. Almost 8 in 10 respondents in Scotland (79.5%) were aware that they can text BTP on 61016 to report non-emergency incidents – much higher than the force-wide figure of 64.9%. A majority (67.1%) were ‘very confident’ or ‘fairly confident’ that BTP are effective in keeping the railways safe in Scotland – this is slightly higher than the force-wide figure (65.1%). A further 6.8% were ‘somewhat confident’.

4.3 The findings from this survey were used to inform both BTP’s local and forcewide objectives for 2020-21 and will also be discussed at the force’s March National Performance Meeting. An action plan will be developed to ensure that all of the issues raised by respondents are addressed.



5. FORCEWIDE AND LOCAL PRIORITIES

5.1 BTP's proposed annual forcewide priorities are aligned to the Force's Strategic Plan as well as being informed by the Force Strategic Risk Assessment and local and national consultation exercises. The formulation of both the forcewide and Divisional plans is overseen by the BTPA, who have a statutory duty under Sections 50 and 52 of the Railways and Transport Safety Act 2003 to set objectives for the policing of the railways each year.

5.2 The following forcewide priorities have been proposed for 2020-21:

- **Ensure the railway environment is prepared for and protected from the impact of terrorist attacks**
- **Tackle serious violent crime and robbery on the railway and increase positive outcomes for victims**
- **Joint working with partners to focus on locations where there is evidence of perennial volume crime or high risk associated with vulnerable people**
- **Reduce disruption through problem-solving activity at trespass locations and early intervention with those in crisis on the railway network**
- **Adopt a strategic problem-solving approach to policing ASB and violence associated with football matches and events**
- **Protect, support and safeguard vulnerable people and those at risk of harm encountered on the railway network**

5.3 Each Division and Department is held to account throughout the year for the delivery of these priorities, primarily through the monthly Force Performance Meeting which reviews a comprehensive set of metrics aligned to each priority. The forcewide plan also contains KPI's for BTP's central departments which are focused on ensuring that the Division's operational resources are provided with the support they require to operate effectively and efficiently. These include areas such as the availability of frontline resources against establishment levels, the availability of critical IT systems, fleet metrics, estate provision and the responsiveness



of occupational health services.

5.4 In addition to the Forcewide objectives outlined below, the following local priorities and underpinning metrics have been proposed for D Division:

- **Prevent physical & verbal assaults on staff members & increase the number of positive outcomes ensuring that there is effective communication with victims**
 - Long term trends and number of notifiable offences for physical and verbal assaults
 - Number and % of positive outcomes for physical and verbal assaults against railway staff
 - Number of arrests made for physical and verbal assaults against railway staff
 - Level of crimes where Victims Code compliance is within 28 days and number over 28 days
 - Trends for overall outcomes types for assaults against railway staff

- **Reduce disruption related incidents through a joint problem-solving approach with industry at key red route locations**
 - Long term trends and number of disruption incidents
 - Long term trend for primary lost minutes due to disruption incidents
 - Number of incidents and lost minutes at identified hotspot locations
 - The effectiveness of problem-solving plans to design out or otherwise mitigate disruption at red route locations

- **Prevent football related crime and increase passenger and rail staff confidence through successful outcomes**
 - Long term trends and number of football-related offences
 - Number and % of positive outcomes for football-related offences
 - Number of arrests made for football-related offences



- **Maintain an average handback time of under 90 minutes for non-suspicious incidents**
 - Overall handback times for non-suspicious fatal incidents
 - Partial handback rates and handback times
 - Metrics and trends for the most important contributory factors to prompt handback including:
 - BTP arrival time
 - MOM arrival time
 - Relief driver availability
 - Availability and use of CCTV

6. ALIGNMENT WITH SCOTTISH GOVERNMENT

6.1 It is critical that that both BTP and D Division's priorities are consistent with and supportive of the Scottish Government's Strategic Police Priorities for Scotland. A revised set of Strategic Police Priorities were published by the Scottish Government in December 2019 following a public consultation and an associated programme of partners across Scotland. These are set out below, together with a summary of how D Division and BTP's priorities for the 2020-21 policing year will support them.

Crime and Security: D Division's policing priorities focus on the prevention and detection of crime to support positive criminal justice outcomes for those crime types which are most important to the Scottish public, passengers and railway industry

Confidence: through the National Rail Passenger Survey, BTP Victims of Crime Survey and other consultation and feedback, D Division will continue to focus on the policing issues which most impact on the confidence of rail passengers and staff

Partnerships: D Division is committed in working in partnership with the Scottish rail industry and Police Scotland to tackle anti-social behaviour, crime and disruption on the Scottish rail network

Sustainability: A smooth-running rail network, free from crime and disruption, will maximise the role of rail in contributing to a safer, greener and more efficient way of transporting passengers, products and materials



Evidence: During 2020-21 BTP will utilise a new capacity planning tool which will ensure that frontline resources across all Divisions are deployed where and when they can most effectively meet demand

7. NEXT STEPS

- 7.1 The proposed priorities outlined in this paper are currently undergoing a final round of consultation with stakeholders. This will close on 4 February. Following this the forcewide and Divisional priorities will be presented for sign off to the full BTPA meeting on 24 March.