

Minutes

Scotland Railways Policing Committee

Friday 14 February 2020, 11:00

Boardroom SPA, 1 Pacific Quay, Glasgow, G5 1IDZ

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Present:

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

In attendance:

BTP

Adrian Hanstock, Deputy Chief Constable
Eddie Wylie, Chief Superintendent

BTPA

Hugh Ind, Chief Executive
John McBride, Senior Scotland Project Manager (Secretariat)

SPA

Lynn Brown, Interim Chief Executive, SPA
Graham Stickle, Risk and Policy Specialist, SPA

Gerry Corrigan, Superintendent, Police Scotland

Welcome and apologies

Agenda Item 1

1. The Chair opened the meeting and welcomed members and the public to the second meeting of the Scottish Railway Policing Committee. The Chair invited members and officials present from both authorities to introduce themselves. The Chair expressed thanks to SPA for making the venue and refreshments available. No apologies were received.
2. The Committee agreed to take a Counter Terrorism briefing in private.

Declaration of interests

Agenda Item 2

3. Both SPA and BTPA have existing registers of interests for members available on their respective websites. The Committee noted there were no further declarations of interest.

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Agenda Item 3

4. The Committee agreed the minute from the previous meeting as an accurate record.

Matter arising/actions outstanding

Agenda Item 4

5. The Senior Scotland Project Manager talked to a circulated paper and explained that items 1 and 2 had been incorporated into the current performance reporting. Items 3 and 4 were agenda items for this meeting. Deputy Chief Constable Hanstock updated the Committee that BTP is currently looking at analytics and advised there would be an ongoing review and development of the information contained in the performance paper. The Committee accepted that all actions had been discharged.

Stakeholder engagement

Agenda Item 5

6. Chief Superintendent Wylie spoke to a circulated paper and described the engagement sessions with stakeholders and partners to develop national and local railway policing objectives. He explained how the objectives align with the Scottish Government's Strategic Priorities for policing, Police Scotland's priorities and incorporates the results of a public survey BTP held. Chief Superintendent Wylie outlined the proposed GB wide objectives for BTP;
 - Ensure the rail 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

- Reduced 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 antisocial behaviour 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
7. Chief Superintendent Wylie then described the proposed policing plan objectives for D Division;
- Prevent physical and verbal assaults on staff members and increase the number of positive outcomes ensuring that there are effective communications with victims
 - Reduce disruption related incidents through a joint problem-solving approach with industry at key red route locations
 - Prevent football related crime and increase passenger and rail staff confidence through successful outcomes
 - Maintain an average handback time of less than 90 minutes for non-suspicious incidents
8. The process for agreeing policing plans was explained with observations of the Committee feeding in to a policing plan sub-group who would make final presentations to the full British Transport Police Authority meeting on 24 March.
9. Deputy Chief Constable Hanstock supported the engagement work by 'D Division' and its stakeholders and partners. The proposals reflected local priorities that were very relevant and were informed by industry and passenger feedback.
10. He further reflected that tackling violent crime, protecting staff to support rail operators, volume crime and safeguarding those who are vulnerable were all elements of work in the County Lines initiative. Finally, DCC Hanstock assured the Committee that there was solid underpinning to this proposal and drew the Committee's attention to the detail at 5.4 in the report on the monitoring and measurement considerations for these priorities for BTP work in Scotland.
11. The Committee were reassured that BTP 's plans recognised vulnerability and there was alignment with the policing priorities for Scotland. A discussion ensued that covered;
- A potential thematic report on the approach taken on mental health and vulnerability

- Whether there should be explicit cross referencing of whether BTP priorities and Scottish policing priorities come together
 - Publication of the BTP policing plan for Scotland
 - Whether similarly drafted objectives could be jointly reported
 - A possible need to include further railway specific objectives
 - BTP's involvement in commercial/licencing decisions taken by the rail industry
 - Whether COP26 needs to be considered specifically in the 20/21 plan.
12. Hugh Ind clarified for the Committee that Scotland objectives will be contained in the policing plan publication alongside GB objectives. It should be possible to present the Scotland measures separately.
13. Chief Superintendent Wylie noted there is little engagement between the commercial / estates departments of railway operators and BTP. The expansion of new commercial outlets as part of the wider travel experience placed demands on BTP and had the potential to deflect from other railway priorities (ticketless-travel and associated anti-social behaviour). However, licencing offered some additional levels of control through regulation.
14. The Committee supported the draft policing plan for BTP operations in Scotland.

Action: Explore cross referencing and publication options of the Scotland element of BTP's plan – Secretariat.

Action: Prepare a thematic report on BTP's approach to mental health and protecting vulnerable people on the railway for future discussions – BTP.

Action: Prepare a paper on COP26 planning and effects on BAU policing – BTP.

Performance and Delivery

Agenda Item 6

15. Chief Superintendent Wylie spoke to a circulated paper highlighted;
- Low crime environment of the railway
 - Coverage and use of CCTV assisted good detection rates
 - Overall recorded crime was up approximately 100 crimes in the year to date
 - Proactive policing had led to a rise in knife possession crimes
 - Officer assaults had reduced
 - officer assault pledge has been implemented to support those affected
 - Assaults on rail staff had risen slightly

- Disruption was lower at hotspots and police-related disruption had reduced
 - Absence rates were 6.92 days which were in line with BTP and Police Scotland
 - Joint working with Police Scotland specifically for Christmas markets
 - Passenger confidence levels remain high
 - Work on the County Lines initiative including covert resources
 - Campaigns to improve recruitment from under-represented groups
 - Professionalising and upskilling staff
16. The Committee welcomed the paper and heard how specialist BTP resources worked in support of railway policing in Scotland. The Committee thought it would be helpful to understand 'the whole' and what tasking processes were in place for both organisations for central resources to support Scotland specific railway policing. In addition, the Committee asked for information on complaints handling and call handling. After discussion, reassurance was provided that BTP were not using facial recognition technology in Scotland.

Action: Provide a breakdown of resource allocation available for railway policing in Scotland - BTP.

Action: Provide a joint paper on tasking processes for local divisions to request central support - BTP / Police Scotland.

Action: Explore inclusion of data on complaints handling and quality of service / call handling.

17. Chief Superintendent Wylie spoke to a paper on interoperability citing the work of the Transport Threat Forum (MTF) and the Multi-Agency Tactical Delivery Board (MATDB) as good examples of interoperability across policing and other agencies with enforcement powers. In addition, examples were provided in the report (at 2.5) for upskilling staff in homicide investigation and (at 2.7) - joint working in preparation for COP26. Superintendent Corrigan supported the remarks, highlighting that there exists joint planning and working daily dealing with anti-social behaviour to policing major sporting events (recent rugby internationals were noted).

18. Mr Halpin asked if facial recognition had been deployed or was planned to be deployed by BTP in Scotland. The response was it had not been deployed and there were no plans to do so.

19. The Committee noted the report and acknowledged the long history of shared planning. Reference was made to the Committee's responsibilities as provided for in the agreed Terms of Reference (ToR) and the need to look for benchmarking data in the UK and internationally. A recent conference on 'big data' looked at international learning. The Committee sought to understand how BTP might capture international evidence on railway policing. The Committee further considered whether the current joint working in preparation for COP26 might also develop a case study that evidences the effectiveness of the Committee's work. Lynn Brown suggested that should the Committee wish to scrutinise the COP26 preparations further it may wish to consider inviting Transport Scotland along.

Action: Prepare a briefing note detailing international learning on railway policing.

Action: Invite Transport Scotland to brief the Committee on COP26 transport preparedness.

Inspection & Audit

Agenda Item 7

20. DCC Hanstock spoke to a circulated paper that outlined the oversight arrangements for BTP including internal audit, investigatory powers, biometric data and the arrangements in Scotland with HMICS. The paper also explained the current consultation process for the next round of inspections. The Committee noted the paper and, in a discussion, concluded that the paper would benefit from a timeline for inspections as well as illustrating what risk or issues fall out of the reports. Perhaps identify the top 5 worst things from a customer point of view and test against plans. SPA would share their approach to this reporting.

Action: Build in timeline for inspections and highlight any risks and issues that arise and impact on BTP policing in Scotland.

Action: SPA to share current reporting / format with BTPA – Lynn Brown.

<http://www.spa.police.uk/assets/126884/415820/603665/603669/audit5>

<http://www.spa.police.uk/assets/126884/415820/603665/603669/audit4>

Committee workplan/business cycle

Agenda Item 8

21. The Senior Scotland project manager spoke to a circulated paper and introduced a revised workplan for the Committee. The new workplan provided additional detail and expected outputs from agenda items. The Committee noted the report and agreed the workplan.

Action: Share workplan with the Justice Committee.

22. The Chair asked BTPA chief executive, Hugh Ind to provide some insight in to matters affecting the wider authority. Mr Ind updated the Committee on finance, performance and future strategic issues. In terms of finances; an update was received on the recently agreed medium term financial plan (MTFP) for 2020/21 of £316m. This is broadly the same budgeted net spend as 2019/20. In addition, the Home Office has subsequently awarded £3.3m in 20/21 for County Lines policing. Financial performance concerns at a potential underspend caused by recruitment and retention issues, particularly in London where crime is rising. Outside of London, performance is good.

23. Strategically, there is likely to be a White Paper following the Williams review. This may result in a reshaping of the rail industry which in turn could affect funding and budgetary arrangements bringing significant strategic change - the Authority are closely monitoring this.

24. Finally, Mr Ind updated on the police officer pension scheme revaluation and updated members that this was a private pension scheme, and subject to Pensions Regulator oversight and regulation. The benefits provided attempted to match police schemes across the UK. Mr Ind was asked for his views on implications of HS2 Mr Ind replied an uplift in passenger numbers may mean and uplift in BTP resource.

Evaluation and Reflections

Agenda Item 9

25. The Senior Scotland Project Manager spoke to a circulated paper and described how the paper sought to capture the discussion that took place in the previous meeting on review and evaluation, add detail to the options discussed by the Committee and review each options' strengths and weaknesses. In particular, he highlighted that if no further evaluation was conducted then BTPA's existing governance structure would provide a back-stop and provide for an

end of year board self-assessment. Further highlighted was desk-top research of existing good practice in the public sector - see option (ii) on page 4 of the paper. The options emerging from research for the paper suggest external-body involvement, having flexibility to take a wider view of stakeholders and developing a framework based on the design principles offered a positive way forward. The Committee welcomed the paper and the following points were made in discussion;

- A board self-assessment should be undertaken in any case and would set wheels in motion
- Research was informative and having the flexibility to secure stakeholder views was important
- Timing was important, the Committee needed time to become effective 18/24 months which would see papers align with performance and scrutiny and show the Committee working for the public
- External benchmarking was important, to assess Committee's effectiveness

Action: The Committee approved further discussion with external bodies HMICS / SIPR to explore capacity, timescales, resource and costs.

Action: Develop a framework to measure effectiveness based on design principles

Any other business

Agenda Item 10

24. The Committee asked about plans for the travelling public and the current Coronavirus. DCC Hancock updated that daily Gold groups (testing the force's pandemic flu plan) were running and the best advice was being received from the lead agency Public Health England and similar bodies across Great Britain. Rail users need to be aware of the virus but not alarmed and listen to the general hygiene advice. The risk was low and the response is proportionate with masks available for suspected casualties but not responding officers.