



BRITISH  
TRANSPORT  
POLICE

# Policing Plan 2007-08

**BTP objectives in 2007-08 have been split into three groups to keep a force-wide standard for dealing with rail crime, disorder and disruption whilst allowing areas to refocus their activities to deliver a service that is tailored specifically to their local rail community's interests and needs.**

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# Foreword

**By Ian Johnston, Chief Constable**  
British Transport Police

As the dedicated, specialist police force for Britain's railways, British Transport Police's (BTP) ongoing mission is to ensure that passengers, rail staff, operators and infrastructure owners can all use the railways, free from crime and free from the fear of crime.

Last year, BTP's role and function came under scrutiny by the Transport Select Committee and the Department for Transport. These reviews of BTP both gave strong support for BTP's effectiveness and continued existence, but emphasised the need to ensure all efforts delivered maximum value.

In response, BTP is working hard to ensure we are sharply focused on the needs of the industry and the travelling community. Working in close partnership with our stakeholders has been essential to successful policing of the railways. In 2006-07, through developments such as joint tasking meetings and the introduction of local neighbourhood policing teams, BTP has collaborated with the rail industry to ensure resources are deployed in a way to best provide reassurance and to combat crime. BTP is committed to building on these processes and relationships throughout 2007-08.

This year's policing plans illustrate how this approach is informing our efforts for the year ahead. Before setting this year's priorities, Area Commanders carried out a comprehensive programme of consultation with their local stakeholders including train and freight operating companies, Network Rail, Transport for London, passenger representatives, internal BTP staff and other relevant groups. This consultation started in September 2006 and ran until late January 2007.

As a result, this year's policing plans reflect both a national focus on issues most important to BTP's operating environment, and also on local needs by establishing area specific targets.

Under our new planning framework, there are three types of objectives:

- Common Objectives – Common Targets: These objectives reflect BTP's national priorities, and all Areas are required to achieve the target.
- Common Objectives - Local Targets: These objectives are also key national priorities for BTP and all Areas are required to establish targets. These targets will be established locally after consultation with stakeholders.
- Local Objectives - Local Targets: These reflect local concerns and priorities and are set independently by Area Commanders after consultation with stakeholders.

Additional funding has helped BTP to achieve remarkable results, and last year we achieved all our operational targets for the third consecutive year.

We also made good progress on efficiencies, and BTP leads other forces in benchmarking in respect of the percentage of its staff it deploys to the front line, the ratio of police officers to support staff, and in the extent of its use of PCSOs.

This year will be a challenging one, as we tackle a much wider range of targets to help ensure passengers, staff and all our stakeholders experience a railway where they feel safer, crime and disorder is less, and criminals are fewer in number.



Ian Johnston Chief Constable  
British Transport Police

**In 2006-07, through developments such as joint tasking meetings and the introduction of local neighbourhood policing teams, BTP has collaborated with the rail industry to ensure resources are deployed in a way to best provide reassurance and to combat crime.**

# Introduction

By **Superintendent Ronnie Mellis**,  
Area Commander – Scotland

Scotland has achieved operational success in 2006-07. The Scottish Area covers the whole of Scotland and presents a complex policing challenge. Around 340 stations cater for more than 66 million passenger journeys per annum, the majority of which are concentrated through the central belt. Edinburgh Waverley and Glasgow Central together see in the region of 48 million customers each year, while in comparison footfall figures at some rural stations are less than 1000.

The Scottish Area has 230 police officers and 23 special constables, supported by a team of 29 police staff. The Area has 11 police posts (excluding Area Headquarters), split amongst three sectors as follows:

## West Sector

- Glasgow
- Kilwinning
- Motherwell
- Paisley

## East Sector

- Edinburgh
- Stirling

## North Sector

- Aberdeen
- Dundee
- Inverness
- Kirkcaldy
- Perth

The vast majority of stations are operated by FirstScotrail, who also run all local train services within Scotland. Network Rail own and manage the two largest stations at Edinburgh Waverley and Glasgow Central and are responsible for the rail infrastructure. Cross-border rail services are provided by GNER on the East Coast Main Line and by Virgin Trains on the West Coast Main Line, with freight services provided by EWS.

The extent of the rail network in Scotland means that BTP's jurisdiction extends into that of all eight Scottish police forces.

During 2005-06, BTP's existence, approach and function came under close scrutiny from the Department for Transport. BTP has welcomed the findings of the review, which confirmed the travelling public and rail industry was best served by a national, specialist force. We have also welcomed the opportunity to refocus our activity to ensure that we deliver the best possible service to all our stakeholders from industry to passengers.

One of the key changes we have made is to develop a more structured partnership approach between the force and the rail industry to inform how we police our community. This year's policing priorities for the Scottish Area have been decided after considerable consultation with our stakeholders. The result is a policing plan which reflects your needs at both a local and national level. The localised nature of the plan will help us to address concerns and ensure we tackle them promptly. We see this as an important tool in effectively combating crime and anti-social behaviour issues. In addition, for the first time these targets will be measured with our partners.

During the year 2006-07 the Area had great success through partnership working in achieving all of our targets except route crime detection. We are addressing this by re-introducing the "Backtrack" initiative which engages all influential parties in challenging the problem together.

Through consultation this year we have agreed with partners the targets and objectives for the forthcoming year. At the request of Network Rail we have included a target to increase detections of offenders at road/rail crossings. This is to challenge offending and improve safety at these high risk crossings.

Throughout this year we want to hear from you, to listen to your ideas on how to keep your community free from

crime and the fear of crime and how to develop our local partnerships. Partnerships continue to be the most important tool we have to effectively combat community based problems and issues. Your feedback is a valuable part of our consultation process as it enables us to ensure we continue to meet our vision statement – to provide policing excellence for Britain's railways.

# Common objectives

## Common targets

Scotland Area will contribute to forcewide performance objectives that apply nationally across the rail network for:

Objectives in this category can be divided into two broad sets. The first set reflects issues which affect the rail industry as a whole, regardless of location. There are four objectives in this set. They are:

- Fatality management
- Counter terrorism
- Cable theft
- Football policing

The second set reflects our commitment as a police force, to deliver the highest quality service and ensure our organisation accurately reflects the communities we serve. There are four objectives in this set. They are:

- Quality of service
- Bringing offenders to justice
- Persistent young offenders
- Human resources

## Fatality management

Tragically, around 300 people are killed on Britain's railways each year. The vast majority of these are as a result of individual action and are not suspicious. However, each incident must be investigated to ensure no crime has been committed and potential evidence must be preserved until we are satisfied a death is not suspicious. In all cases, a full report has to be made to the coroner or procurator fiscal. The dignity of the deceased must be respected at all times. The individual's family must be informed with respect and sensitivity.

These incidents have the potential to cause massive disruption to the rail system. A death on the railway can lead to disruption not just in the immediate area but create knock on effects in other parts of the network. Thousands of passengers can be inconvenienced and other safety issues may occur when passengers are stuck on trains.

BTP understands that it is an absolute necessity to restore the rail system to normal service as quickly as possible. Rigorous targets are set to assess an incident, gather evidence and reopen the line as quickly as possible.

This objective for fatality management excludes major incidents and incidents classified as suspicious, road traffic accident, level crossing and unexplained.

**Aims:**

- Reduce the incidence of fatalities through joint prevention initiatives with Network Rail, TfL and Train Operating Companies and other partners.
- Minimise the impact of fatalities on the smooth running of the network.
- Ensure all incidents are dealt with thoroughly and efficiently.

**Overground target**

- To conclude police activity which disrupts train movement within an average of 90 minutes from receiving a report of a fatal incident.

**Underground target**

- To return the railway to normal operation following a fatality by completing duties within the same period of time as other agencies plus 30 minutes.

Key actions	Lead agency
Reduce opportunities for fatalities by working with partners to remove opportunities for illegal entry onto the network and identifying those who may be likely to attempt to endanger themselves.	BTP / TOCs / CDRPs / TfL / Samaritans / National Institute for Mental Health
Agree local protocols with coroners to reduce the attendance time of the force medical examiner and undertakers.	BTP / Coroners' Society of England and Wales
Debrief every fatality at force headquarters operations, area operations and supervisory levels.	BTP
Encourage intrusive supervision at every fatality to ensure each is dealt with expeditiously.	BTP

# Common objectives

## Counter terrorism

BTP polices the railway network to ensure minimum disruption but without taking unnecessary risks. BTP's response to the terrorism threat is based on a clear philosophy of managing risk. This means working within the national counter terrorism strategy, but ensuring policing activities are proportionate and relevant to the rail environment. BTP has developed significant expertise in managing risk which is matched by our ability to respond effectively to confirmed acts of terrorism.

BTP is uniquely placed to ensure terrorist related incidents (whether real, hoax or false) which extend across Home Office force boundaries are dealt with consistently. This ability is particularly valuable in relation to the emerging terrorist threat of multiple, spatially separated, simultaneous, no-notice attacks.

### Aims:

- To prevent and disrupt terrorist activity.
- To maintain an effective response to both suspected and actual terrorist incidents and threats.

Key actions	Lead agency
Work with TRANSEC and the railway industry to provide physical protection and harden potential targets.	BTP / TOCs / TRANSEC
Provide reassurance to the public through high visibility patrols and complementary policing options.	BTP / TOCs
Develop a CCTV strategy and improve partnership arrangements between BTP and the railway industry.	BTP / TOCs
Develop and maintain links to other forces and agencies to ensure effective information sharing.	BTP / TRANSEC / Home Office forces
Deter and detect hostile reconnaissance activity through high visibility patrols, using intelligence-led complementary policing options.	BTP/ TOCs
Monitor public perception of counter terrorism policing tactics and engage with minority groups to respond to any concerns.	BTP
Address the general fear of crime issues amongst the railway community.	

### Targets:

- Monitor and maintain BTP's average resolution time following calls to suspicious packages.
- Carry out CBR profiling on at least 95% of nominated locations on the railway network once every calendar month.
- Deploy resources effectively to comply with high visibility Operation Alert patrol commitments at least 95% of the time.
- Ensure at least 8% of all officers are trained in the use of CBRN Mark 4/CR1 suits.



**95%**

TARGET

CBR profiling  
of nominated  
locations every  
calendar month.

# Common objectives

## Cable related offences

Due to a substantial increase in commodity prices on world markets cable theft has emerged as a significant threat to the rail industry. Incidences have risen by over 300% since 2004.

Theft of cable from the rail network is part of a national problem. There is significant theft from all utilities, including telephone and electricity companies.

The scale of theft from the network ranges from well organised, high value, large scale offences to more frequent, opportunistic, low value offences. All incidents of theft cause substantial disruption to the railway network and disproportionate financial costs in replacing equipment damaged as a result of these thefts or attempted thefts.

BTP leads and co-ordinates a national multi-agency response with Network Rail and Train Operating Companies to disrupt, detect and arrest offenders engaged in stealing copper cable used by the industry. In addition, BTP also leads all UK police forces in a nationwide, multi-industry initiative to share best practice in detecting and deterring incidents of cable theft from all industry.

### Aims:

- To reduce cable related offences.
- To detect offenders of cable related offences.
- To minimise the disruption caused to the network by cable theft related offences.

Key actions	Lead agency
Work with the railway industry to identify vulnerable lineside and property hotspots and make recommendations for improvements in security arrangements.	BTP / Network Rail / TOCs
Clear lineside locations, including the removal of hideaway areas and redundant cabling.	BTP / Network Rail / TOCs
Work with the railway industry to educate and brief employees on crime reduction techniques and identify with possible offenders / suspicious people.	BTP / Network Rail / TOCs
Carry out intelligence-led patrols at hotspots and ensure a fast response to reported attacks.	BTP
Use appropriate powers to seize and crush offenders' vehicles.	BTP
Use covert activities including surveillance of targets.	BTP
Work with Network Rail to identify any planned engineering works and update activity accordingly.	BTP / Network Rail
Raise the profile of this type of criminality within other forces.	BTP
Develop intelligence sharing arrangements with other agencies and industries.	BTP

### Target

- Increase the number of offenders detected for cable related offences by at least 33%.



TARGET

**33%**

increase in  
detections of  
offenders for cable  
related offences.

# Common objectives

## Football policing

BTP aims to ensure that football fans travel safely and without disrupting other passengers using the network.

Football related problems subsided during the mid 1990s. However, they are now on the increase again. There is an emerging trend of confrontation at stations, mainly outside London, which appears well organised.

BTP's ability to provide effective football policing depends on factors such as good intelligence, planning and co-operation between police and train operators. BTP regularly meets with the Football Association, clubs, and local police forces to plan activity associated with individual matches. BTP maintains a central football desk which feeds in to, and receives information from, the National Criminal Intelligence Service. BTP also has dedicated football intelligence officers around the country.

### Aims:

- To minimise disruption caused by travelling football fans.
- To create an environment for the travelling public that is free from crime, intimidation and violence.
- To increase the number of football-related arrests.

Key actions	Lead agency
Engage with the UK Football Policing Unit to share good practice in relation to football banning orders.	BTP
Use uniformed and plain clothes officers alongside Football Intelligence Officers to intercept and disrupt risk supporters.	BTP
Adopt an assertive policing style when policing travelling supporters.	BTP
Use stop and search powers effectively.	BTP
Enforce a positive arrest policy for all offenders committing offences.	BTP
Enforce a positive arrest policy for all offenders committing offences.	BTP

### Targets:

- To prevent suspects and offenders from using the rail network to travel to and from football matches by increasing the number of football banning orders obtained to at least 42.
- Apply for football banning orders in at least 90% of all football-related offences.
- Reduce the number of serious football-related offences by at least 5%.

# Common objectives

## Quality of service

BTP is committed to meeting the requirements of the government's quality of service commitment. The commitment sets the overarching standards members of the public can expect when making contact with the police. Regardless of why or how you make contact with us, BTP will strive to ensure a high quality service.

BTP's quality of service target measures the overall satisfaction of victims of crime with the service BTP provides. This is measured by the victims of crime survey.

### Aims:

- To provide accessible and responsive services.
- To provide appropriate help and advice.
- To take appropriate steps to deal with enquiries.
- To provide appropriate contact details and updates.
- To ensure communities have a say in how their areas are policed.
- To provide support for victims.

Key actions	Lead agency
Provide equality of access to services and information.	BTP
Act with integrity and treat everyone fairly.	BTP
Take people's concerns seriously and explain what is being done to address them, including whether or not action will be taken and why.	BTP
Ensure we properly understand what you are telling us.	BTP
Explain how we are going to deal with your enquiry.	BTP
Provide you with the details necessary for you to be able to talk to someone about your enquiry.	BTP
Take into account concerns you may have about confidentiality.	BTP
Keep you informed of the progress of the investigation.	BTP
When relevant, provide the opportunity to make a victim's personal statement.	BTP

### Target

- At least 80% overall victim satisfaction.

# Common objectives

## Bringing offenders to justice

This target is intended to sustain improvements in BTP's criminal justice processes. In particular it complements our efforts to improve the quality of case files, corporacy around criminal justice processes and performance management.

The target measures the number of notifiable offences which result in a conviction, caution (youth offender equivalents of reprimand and final warning), cannabis street warning, penalty notice for disorder or are taken into consideration.

### Aims:

- To increase the number of Offenders Brought to Justice (OBTJ).
- To increase the quality of BTP case files and reduce BTP's attrition rate.

Key actions	Lead agency
Establish local regional justice forums within BTP areas, to build positive relationships between BTP and all agencies.	BTP
Engage with priority / hotspot Local Criminal Justice Boards and Crime and Disorder Reduction Partnerships to build effective relationships.	BTP
Establish a link between BTP's JAS and crime systems, which will enable end to end tracking and the extraction of OBTJ management information.	BTP
Review BTP's training to ensure OBTJ aspects are addressed.	BTP
Establish and implement corporate criminal justice standard operating procedures.	BTP
Ensure there is intrusive supervision throughout the criminal justice processes.	BTP

### Target

- At least 22% of all notifiable offenders brought to justice in England and Wales.



**22%**

TARGET

of all offenders  
brought to justice in  
England and Wales.

# Common objectives

## Persistent Young Offenders (PYO)

This is a government target to process cases relating to Persistent Young Offenders (PYOs) within an average of 71 days from arrest to sentence. As part of this target, there is also a requirement for police to deal expeditiously with PYO cases by achieving arrest to charge within two days and charge to first appearance in court within five days.

The purpose of this target is to ensure young people are able to see the direct correlation between their actions and the consequences of those actions i.e. the offence that they commit and the subsequent consequences in court. To reinforce this link justice needs to be quick and effective.

A PYO is a young person aged 10-17 years who has been sentenced by any criminal court on three or more separate occasions for one or more recordable offences. In addition within three years of the last sentencing occasion he/she has subsequently been arrested or has had information laid against them for a further recordable offence.

### Aims:

- To ensure all PYO cases are dealt with as expeditiously as possible.
- To meet the government's PYO pledge requirements.

Key actions	Lead agency
Ensure the early identification of all PYO cases.	BTP
Ensure appropriate supervisory intervention in all PYO cases.	BTP
Monitor and manage PYO cases through daily conference calls between areas and the justice directorate.	BTP
Exercise a positive arrest policy wherever a power of arrest exists for an offence committed by a PYO.	BTP
Ensure arresting officers establish whether an offender is a PYO at the earliest possible stage of the criminal justice process.	BTP
Ensure a full prosecution file is prepared within seven days of a plea being made by a PYO and sent to the CPS for review.	BTP

### Target

- The average time from arrest to sentence to be no longer than 65 days in England and Wales for recordable offences.

**The purpose of this target is to ensure young people are able to see the direct correlation between their actions and the consequences of those actions i.e. the offence that they commit and the subsequent consequences in court.**

# Common objectives

## Human resources

BTP believes its workforce should reflect the diversity of the UK population and travelling public. We know our ability to provide policing excellence to the railways depends entirely on the quality of the people BTP recruit and our success in developing and retaining them.

Throughout the recruitment processes, BTP will ensure its robust, clear policies for valuing diversity and challenging discrimination are adhered to and that opportunities and benefits are open to all.

BTP will ensure it recruits and selects people in a fair and objective manner. Candidates will be given clear, concise information about the job in question, kept in contact with during the recruitment process and informed of the result as quickly as possible.

BTP will maximise opportunities for existing staff and is committed to helping female and BME officers progress through the ranks. Flexible working, retraining and secondment opportunities will be used to help everyone reach their full potential.

### Aims:

- To develop a workforce which reflects the diversity of the UK population and travelling public.
- To improve the career progression of female and BME officers.

Key actions	Lead agency
Use targeted advertising including recruitment from the wider police family.	BTP
Attend relevant recruitment events and community engagement activities.	BTP
Understand why BTP staff leave and put strategies in place to mitigate this where appropriate.	BTP
Market staff benefits.	BTP
Use familiarisation events.	BTP

Analyse and address drop out points in recruitment processes.	BTP
Analyse relevant data and statistics to understand the current BTP personnel profile.	BTP
Use focus groups and staff survey results to understand barriers to progression.	BTP
Use coaching and mentoring to encourage officers to seek career progression.	BTP
Use targeted activity around the OSPRE exams to help staff progress.	BTP
Ensure positive marketing of role models to encourage officers to seek career progression.	BTP
Use positive action initiatives to increase the confidence of under represented groups.	BTP

### Targets:

- The number of Black and Minority Ethnic (BME) officers to be at least 6.4% of total police officer strength.
- The number of female officers to be at least 17.5% of total police officer strength.
- At least 5.9% of police officers promoted to be from a BME background.
- At least 18% of police officers promoted to be female.

**Throughout the recruitment processes, BTP will ensure its robust, clear policies for valuing diversity and challenging discrimination are adhered to and that opportunities and benefits are open to all.**

# Common objectives

## Local targets

Scottish Area will engage with nationally identified railway policing priorities for:

### Violence against the person

Serious violent assaults (including those of a sexual nature) are relatively rare on the rail network. However when incidents do occur they can create a distorted perception of passenger safety.

BTP is committed to reducing violence on the rail network and has established a zero tolerance approach to the carrying of knives and other weapons. Operation Shield, which deploys metal detector arches and hand held metal detectors, has proved very successful in keeping knives and other weapons off the system. It also provides a reason to stop and search persons who try to avoid passing through them and this has additional benefits in terms of detections for other offences, most notably possession of drugs.

The inclusion of weapons offences under the violence category from April 2006 coincided with a high profile Safer Scotland campaign by the Scottish Executive. This initiative has been successful in removing large quantities of knives from Scotland's streets. It has also targeted violence and alcohol.

Glasgow Central and Edinburgh Waverley recorded the most incidents in this category. The introduction of neighbourhood policing teams at these stations will enable a partnership approach to tackle issues at these stations during 2007-08.

Scottish Area has included robbery offences within this category, due to the aggravating feature of actual or threatened violence, and the disproportionate impact this crime has on public perceptions of safety whilst travelling on the railway network.

### Aims:

- To protect the travelling public through prevention and detection.
- To develop policing neighbourhoods within our busiest stations.
- To reduce as far as possible knife crime on the rail network.

Key actions	Lead agency
Ensure compliance with BTP's minimum standards of investigation.	BTP
Intelligence-led deployments of walk-through metal detectors under Operation Shield.	BTP / NWR/ FirstScotrail
Liaise with Scottish forces and local authorities to identify social venues that may contribute to the problems, with a view to a partnership approach to tackling them.	BTP / Scottish forces / local authorities
Make full use of the media to highlight successes such as Operation Shield to promote staff and public reassurance, and to deter potential offenders.	BTP/ media partner
Continued targeting of hot spot locations/routes based upon available intelligence.	BTP

### Target

- To achieve a detection rate of at least 63% for violence, sexual and robbery offences.



TARGET

**63%** detection rate for violence, sexual and robbery offences.

# Common objectives

## Staff assault

Staff assaults are a key priority crime for both BTP and the railway industry. BTP believe rail staff have the right to work without fear of attacks from the public and have successfully pushed for a change in classification of transport workers to public servants. This means that penalties for those convicted of assaulting rail staff are higher. Assaults on staff are highly impactful crimes, which have a disproportionate effect on morale, staff confidence, attendance levels and loss of revenue.

BTP continues to assist the industry in education, training and workshop programmes in skills such as conflict management in order to protect their staff.

The majority of assaults are common assaults and a proportion of these involve spitting. These crimes are often detectable by utilising the DNA spittle kits, which are now readily available to police and staff alike.

The use of DNA spittle kits by FirstScotrail staff has proved highly successful in detecting offences. In addition, CCTV has now been fitted to the vast majority of rolling stock operating in the Scottish Area and this provides another valuable source of evidence and deterrent.

As with violence against the person offences, Glasgow Central and Edinburgh Waverley are the main hotspots for staff assaults. The Scottish Area will deploy Neighbourhood Policing Teams to help detect and deter staff assaults through partnership working.

## Aims:

- To provide a safe working environment for rail staff and partner agencies.
- To boost morale amongst rail staff by reducing the fear of crime.
- To encourage staff to report incidents by maintaining high detection rates.
- To provide training to both manage conflict and to maximise the potential for detection in the event of an assault.

Key actions	Lead agency
Reduce intelligence gap with more liaison with the railway industry and use of 'Help Us Help You' forms.	BTP / industry partners
Ensure all undetected staff assaults are investigated by a detective officer.	BTP
Continue to educate rail staff on issues of conflict management, particularly repeat victims.	BTP / industry partners
Extend the use of DNA spittle kits to other train operating companies and encouraging their use BTP/ industry partners.	BTP / industry partners

## Target

- To achieve a detection rate of at least 61% for staff assault offences.

**BTP continues to assist the industry in education, training and workshop programmes in skills such as conflict management in order to protect their staff.**

# Common objectives

## Route crime

Route crime – specifically acts of vandalism against the rail infrastructure – can have significant impact on the rail industry and on large numbers of travelling public. The results of one act of vandalism on the operating infrastructure of the railway can be catastrophic leading to serious injury and loss of life. The offence of stone throwing is most prevalent and accounts for over 40% of all route crime offences.

BTP have introduced the use of motorcycle and helicopter patrols and are currently assessing their effectiveness in reducing and deterring offences. BTP crime reduction officers also make recommendations which can lead to practical interventions by train operating companies and infrastructure owners. For example, more robust fencing can contribute to reducing this type of crime.

This year the Scottish Area will focus on a practical approach to reducing route crime, in partnership with the rail industry. The approach, which is described as the “4 Es” (Engineering, Education, Enforcement and Enabling) seeks to reduce overall offence levels. In addition, BTP will continue to work in partnership on initiatives such as ‘BackTrack’.

## Aims:

- To work with our partners to provide a safe railway environment for staff and passengers.
- To minimise disruption to the travelling public by reducing the number of offences.
- To continue to educate Scotland’s school children of the dangers associated with the rail network.

Key actions	Lead agency
Ensure problem profiles are completed for hotspot locations to support partnership initiatives for reduction of offences.	BTP / industry partners
Target main hotspot locations and maintaining high profile route crime patrols.	BTP
Assess hot spot locations for crime reduction attention via the Tactical Tasking and Co-ordinating Group meeting.	BTP / industry partners
Review schedule of schools visits on emergence of hotspots.	BTP

## Target

- To reduce route crime offences by 7% to no more than 325.

# Common objectives

## Theft of passenger property

The likelihood of becoming a victim of crime on the railways is extremely low. However, trains and stations provide an ideal environment for the professional and opportunistic thieves to operate. BTP is committed to making the railways a hostile environment for thieves and works with Train Operating Companies, station owners, operators and retailers to inform passengers of the risks of leaving property unattended by methods such as posters and tannoy / station announcements.

Detection of professional thieves is an essential element in reducing this type of crime. As the courts recognise prolific offenders, custodial sentences are becoming more common.

In the Scottish Area the number of offences has fallen considerably since the end of the 2004-05 performance year, with a 36% reduction during 2005-06 and a further 19% reduction during 2006-07. However, an increase in the provision of business facilities for laptops and associated equipment on cross-border services may present opportunities for thieves during the next year.

The reductions achieved by the Scottish Area are a result of a highly visible police presence both on trains and at key stations by BTP officers and staff. In addition, improved revenue protection strategies such as automatic ticket gates are deterring opportunistic thieves.

More on-board CCTV and planned upgrades to CCTV systems at Glasgow Central and Edinburgh Waverley will provide valuable assistance to BTP officers during 2007-08. BTP will continue high visibility patrols to deter thefts.

## Aims:

- To increase public confidence in using the rail network by reducing offences of theft.
- To remove persistent offenders from the rail network.
- To recover stolen property and return it to owners wherever possible.

Key actions	Lead agency
High profile patrols both on-train and at key stations.	BTP
Increased involvement of rail staff, revenue protection officers and station security.	BTP / industry partners
Implementation of local liaison officers to work with Lost Property Offices (LPOs) to identify and target repeat offenders.	BTP/ LPOs
Identifying and targeting outlets for stolen property.	BTP / Scottish forces

## Target

- To reduce the number of theft of passenger property offences by 2% to no more than 466.

# Common objectives

## Hate crime

Hate crime involves any attack motivated by a person's prejudice against their victim. This type of crime reflects wider crime trends across the country. BTP promotes community cohesion and aims to provide a safe travelling environment free from fear and abuse. BTP is committed to diligently investigating all forms of hate crime.

Although numbers of offences have remained relatively low in Scotland in recent years, approximately 50% of all hate crime in the Scottish Area is racially motivated. Around a third of all reported offences relate to staff assaults. The second most common category is religious aggravation. Although this may be linked to sectarianism and football-related crime, the number of reports where football is flagged as a factor is lower than might be expected.

The Scottish Area will continue to focus on gathering intelligence on problematic football fixtures, marches and other events. This will enable more effective resourcing through the tactical & tasking process which will, in turn, keep in check such offences.

## Aims:

- To provide a safe railway environment free from fear and abuse.
- To provide reassurance to communities and groups at risk.
- To prevent and detect hate crime through intelligence-led policing of potentially problematic events.

Key actions	Lead agency
Gather intelligence on all events and football fixtures that may offer the potential for hate crime.	BTP
Monitor crime reports to ensure flags are being used where appropriate.	BTP
Identify events and fixtures to be resourced via tactical & tasking.	BTP / industry partners
High profile policing of identified areas and communities at risk.	BTP
Share data with external agencies such as pressure groups, schools, rail industry, etc.	BTP / industry partners

## Target

- To detect at least 65% of hate crime offences.



**65%**

**TARGET**

**detection rate  
of hate crime  
offences.**

# Common objectives

## Anti-social behaviour (including drug misuse)

Anti-social behaviour is of utmost concern to both the railway industry and passengers. Although it can sometimes be dismissed as low level crime, BTP know that it is the main cause of a perception of fear of crime amongst those travelling and working on the railway. It is typically associated with groups or gangs of youths who frequent stations and trains, predominantly outside of peak hours, when rail staffing levels are at their lowest or are non-existent. Anti-social behaviour is closely linked to nearly all other types of priority offences committed throughout the rail system.

Anti-social behaviour accounts for just under a quarter of all crime recorded in the Scottish Area.

Many alcohol-related offences fall under anti-social behaviour, meaning Scotland's railways can benefit from participation in alcohol phases of the Safer Scotland campaign. Effectively dealing with alcohol-related anti-social behaviour can have positive effects in other areas, such as reducing incidents of violence and staff assault where alcohol is a common aggravator. In addition, drug misuse crimes are included within this category for the forthcoming objective year. This approach will allow officers to tackle a more complete spectrum of offences and associated criminality.

Anti-social behaviour incidents follow similar patterns to those of violence and staff assaults. Again, Glasgow Central and Edinburgh Waverley are the main hotspots. The deployment of Neighbourhood Policing Teams will help to detect and deter these offences.

## Aims:

- To tackle the perception of fear of crime by effectively dealing with anti-social behaviour.
- To target emerging problems in order to prevent escalation to more serious disorder.

Key actions	Lead agency
Obtain details of habitual offenders, low-level drug and alcohol related activity and graffiti to enable target profiling .	BTP / Scottish forces and agencies
Deploy more highly visible officers to maintain a high profile presence in and around the relevant areas.	BTP
Make better use of Neighbourhood Policing Teams to identify and target problem offenders and locations.	BTP
Establish initiatives at hot-spot locations with local residents, businesses, rail industry and other agencies to work hand in hand with the BTP.	BTP / industry partners / external stakeholders
Target schools and community centres from an education perspective.	BTP

## Target

- To increase the number of offenders detected by at least 4% to 1741.

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# Local objectives

## Local targets

Scottish Area will focus on problems identified by key local stakeholders for:

### Graffiti

Graffiti affects the running of the railway in three ways: the direct costs to industry partners for cleaning rolling stock and buildings, the disruptive effect on services as targeted trains are taken out of service and the detrimental effect on passenger confidence of low level graffiti around stations

Graffiti offences in the Scottish Area have risen steadily over recent years. At the same time the numbers of incidents detected has increased at a greater rate. A substantial improvement in graffiti-related intelligence has enabled key targets to be identified. This has led to considerable success in detections and disruption of their activity. The Scottish Area will build on this success in 2007-08.

### Aims:

- To improve detections of graffiti offences through improved intelligence.

Key actions	Lead agency
Undertake analysis to identify graffiti crews and their members.	BTP
Continue submission of intelligence reports to AIB from officers and the rail industry.	BTP / industry partners
Better recovery of intelligence from graffiti web sites.	BTP
Identify potential intelligence services.	BTP
Ensure all available forensic evidence is identified and recovered to reduce missed opportunities.	BTP
Continue use of focused disruption tactics on known offenders.	BTP
Identify problem depots and liaise with managers to ensure crime reduction recommendations are implemented.	BTP / industry partners

### Target

- To detect at least 50 graffiti offences.

**Level crossing misuse**

Level crossing misuse returns as an Area objective for 2007-08 following consultation with our industry partners.

The consequences of this type of offence are potentially devastating – collisions between vehicles and rolling stock can result in loss of life, injury and severe disruption to the rail network. This was all too evident in the tragic incident at Delny level crossing in February 2007 where two teenagers lost their lives and another was seriously injured. Despite incidents such as this, drivers of motor vehicles continue to ignore warning lights at level crossings and gamble on the safety of themselves and others.

Even where no collision takes place, near-misses can traumatise train drivers and cause significant delays.

**Aims:**

- To prevent loss of life, injury and disruption to the rail network.
- To promote the safe use of level crossings across the rail network in Scotland.
- To seek prosecution of drivers in all cases of level crossing misuse.

Key actions	Lead agency
Undertake analysis to identify problematic locations.	BTP
Crime Prevention Unit to liaise with Network Rail in assessing problem crossings.	BTP / Network Rail
Develop and implement targeted media campaigns to raise awareness of dangers of level crossings.	BTP / industry partners

**Target**

- To detect at least 65 level crossing offences.



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