

Policy and Sustainability Committee

10:00am, Tuesday, 5 October 2021

Protect Transport for Edinburgh – Response to Motion

Executive/routine
Wards
Council Commitments

1. Recommendations

The Policy and Sustainability Committee is asked to:

- 1.1 Note the contents of this report; and
- 1.2 Note the contribution of services across the city working to protect transport in Edinburgh through the Transport Community Improvement Partnership.

Julien Kramer

Interim Director of Education and Children's Services

Contact: Jon Ferrer, Quality, Governance and Regulation Senior Manager

E-mail: jon.ferrer@edinburgh.gov.uk | Tel: 0131 553 8396

Protect Transport for Edinburgh – Response to Motion

2. Executive Summary

- 2.1 This report provides the committee with information in response to a motion and two amendments relating to antisocial behaviour and transport concerns highlighted by Councillor Whyte at Full Council on the 29 April 2021.
- 2.2 This report provides detail and context around several topics including local police accountability: partnership working and youth engagement.

3. Background

- 3.1 Following a motion and two amendments put forward by Councillor Whyte at Full Council on the 29 April 2021:

“The Council calls on the Chief Executive to provide an urgent report showing action that can be taken to:

*Lobby Police Scotland and the Scottish Government to address the low number of local Police officers in our Capital and **ensure Edinburgh gets its fair share of policing resources.***

*Ensure those **officers are accountable through local mechanisms** so that we can return to the **partnership and prevention approach** that was successful under the former Lothian and Borders Police;*

*And consider what action the Council could take to **contribute to that partnership approach to support and inspire young people** who might be at risk of following a misguided path towards antisocial behaviour, risk assessing such positive outcomes against any coronavirus restrictions”.*

Amendments include:

*Calls on the Chief Executive to provide an urgent report showing actions that can be taken **to consult with young people and affected communities on ways to mitigate the causes of antisocial behaviour including the lack of facilities** across the city for people between the ages of 12 and 17 (inclusive). Asks that this report also considers how Edinburgh can work with other local authorities to ease antisocial behaviour across the region.*

That the process of such consultation and its results should be shared with the Edinburgh Community Safety Partnership to make sure partnership work can be engaged in to prevent antisocial behaviour in the future.

*Requests the report to the Policy and Sustainability Committee within three cycles to include information on how the **Council is facilitating partnership between Community Police and our excellent third sector organisations** across the city who already deliver detached, or street-based youth work.*

*Also includes **consideration of place plans, shaped by participation of young people** to help the city further develop a preventative approach to antisocial behaviour while supporting and encouraging our young people and keeping then our wider communities safe.*

4. Main report

- 4.1 This report is presented in two sections, the first includes a response from Police Scotland with the second section outlining the current partnership approach taken by various services/agencies including our partners in the third sector, which further complement the work of the police in tackling antisocial behaviour and disorder against the local public bus transport provider.

Accountability/Partnership and Prevention

- 4.2 Under Police Scotland, the local policing model in Edinburgh has gone through several iterations and provides a consistent, high quality local policing model that is far more sophisticated than that which existed under legacy L&B Police (Lothian and Borders) . Rather than relying on a single Beat Officer, Community Policing Teams provide a more consistent service more in line with modern communications and efficient, effective public engagement. An example would include use of social media platforms that did not previously exist; allowing messaging to be targeted and further reaching than was previously the case.
- 4.3 Police Scotland's approach to partnership working has advanced from its origins pre-2013. Edinburgh has a dedicated Superintendent and Chief Inspector leading on partnership engagement, and a Prevention, Intervention and Partnerships team, who engage widely with youth groups and the Voluntary Sector, such as Sidestep, to divert young people away from crime and exploitation.
- 4.4 A dedicated Youth Justice Sergeant meets regularly with partner agencies in social work, education, and health to review all reports of schoolchildren who have come to the attention of the authorities for behavioural issues in order to ensure that their needs are addressed, and further problems prevented.
- 4.5 Police Scotland's dedicated missing persons co-ordinator works closely with partners in the Voluntary Sector, health, and local authority to safeguard the interests of vulnerable and looked after children. Over the last three years, cases of crime and missing children from residential care homes has drastically reduced as a result of

close collaborative working between Voluntary Sector (Barnardo's), residential care homes, young people's centres, and police.

- 4.6 The Partnership Superintendent works closely with partners to implement the city's community plan and until recently had chaired the Locality Outcome Improvement Partnership (LOIP) Delivery Group reporting directly to the Edinburgh Partnership. Police Scotland's approach to crime prevention has evolved beyond legacy L&B's in that it seeks to address the underlying causes, rather than just the symptoms of crime and ASB (anti-social behaviour). This means taking an active part in the city's Community Safety Strategy, which the Police lead jointly with the Council. Their role in taking the strategy forward involve a team of targeted Police Officers working hand in glove with the Council locality Family and Household Support teams to address issues as they arise to prevent crime and ASB. Furthermore, Police Scotland's Youth Justice Sergeant plays a key role in the strands of the strategy relating to Young People and Offending and Digital Safety. None of these areas existed in the previous crime prevention models of legacy L&B, which were far less joined up with partners than they are today.
- 4.7 Local policing remains entirely under the control of the Divisional Commander and operational matters are not managed centrally as all priorities are set locally in consultation with city stakeholders and captured in the divisional local policing plan. Although the funding arrangement with the City of Edinburgh Council has recently changed, and Local Authority funding for the 8 dedicated FHST (Family and Household Support team) officers and Youth Justice Sergeant has been withdrawn, the Divisional Commander has taken the decision to continue providing these essential partnership and preventive services. The city has therefore seen no diminution in service following the Council's decision to cease funding these essential roles, which illustrates commitment to preventive policing in collaboration with partners. This commitment extends to CPT (Community Policing Team) engagement with Community Councils and other community-based groups.
- 4.8 In response to the concerns raised about behaviour observed in and around the Meadows, as a large, open and easily accessible green space, the Meadows is routinely utilised by a range of individuals, including local residents, families, and young people; and whilst the vast majority have done so without any cause for concern, disappointingly there were instances of anti-social behaviour and disorder, most markedly, over the 2021 Easter weekend.
- 4.9 In response, Edinburgh Division enhanced their dedicated high visibility mobile and foot patrol, patrols with resources drawn from across Police Scotland's specialist resource cadres, which included the Flexible Response Unit and Mounted Section. This deployment was also complemented by a suite of measures agreed at South East's Community Improvement Partnership, comprising engagement with local retailers, access to City of Edinburgh Council's (CEC) CCTV van, enhanced cover from CEC's Street Enforcement Officers, Park Rangers and Street Cleansing, Voluntary Sector youth engagement provision (6VT), Street Assist and increased opening hours of the on-site toilets.

- 4.10 In addition to this, the Local Area Commander adopted a prevention focused communication strategy, with messaging shared across partnership networks, including British Transport Police colleagues, transport providers (buses / trams / trains), School Link Officers, Edinburgh University, and youth engagement service providers throughout the city and across other local policing divisions. With community concerns remaining a priority, the Local Area Commander also shared Edinburgh Division's policing commitment during on-line community meetings.
- 4.11 These behaviours will not be tolerated, and to identify those individuals, who had very obviously attended at the Meadows for the express purpose of causing disorder, Edinburgh Division established a dedicated investigative response, formed from CID (Criminal Investigation Department) and local community based resources, and Police Scotland have since advised that 14 individuals were subsequently identified, charged, and reported to the Procurator Fiscal.
- 4.12 This enhanced provision has remained and having liaised with senior colleagues from City of Edinburgh Council, Edinburgh Division remain grateful for their continued support.
- 4.13 Finally in addition to formal scrutiny arrangements Police Scotland value the routine oversight and support via Local Representatives and communities, and more formally, via local Community Improvement Partnerships, Community Councils and indeed Locality Community Planning Partnership with the majority of local activities predicated on partnership, which includes voluntary sector involvement.

Support and inspire young people/Facilitating a partnership approach including the third sector

- 4.14 A Transport Community Improvement Partnership (CIP) has been set up to complement the work delivered through 'Operation Proust', initiated by Police Scotland in response to a reported rise in antisocial behaviour and disorder against the local public bus transport provider, Lothian Buses ((appendix 1 Operation Proust closure report).
- 4.15 The CIP's membership consists of representation from the Council (including Young Peoples services; lifelong learning and education; including school link officers), Police Scotland both A division and E division, Fire and Rescue Service, the Voluntary Sector and Lothian and Buses Transport (LRT).
- 4.16 Members of the CIP identified areas that required development and have drafted an action plan (appendix 2) outlining various tasks based on the following work streams:
- 4.16.1 Intelligence gathering
 - 4.16.2 Restorative Justice
 - 4.16.3 Peer Mentoring
 - 4.16.4 Communications
 - 4.16.5 Youth Engagement
 - 4.16.6 Education

4.16.7 Ensuring right services are working with children on the fringes of activity

- 4.17 In order to develop specific areas of the plan, subgroups have formed including youth work and communications subgroups.
- 4.18 The youth work subgroup is currently developing an action plan, which includes identifying and mapping services that will aim to divert young people away from antisocial behaviour whilst also providing a route for young people to be consulted and have their voice heard within this area of work. The approach is one based on key youth engagement principles (young people choose to engage, the process starts from where young people are partners in the learning process), which in turn embraces a Children's Rights perspective.
- 4.19 The activity does not sit in isolation through the Transport CIP but is also linked to wider agendas, such as the recovery of youth work services in line with Scottish Government Youth Work Guidance, targeted activity within Education, Children and Families on the reopening of Community Centres and summer programme of activities planned, both through Summer of Fun and externally funded opportunities for the voluntary sector.
- 4.20 The Council is taking the lead in the communication's subgroup, which includes key contributors and partners, such as Lothian and Regional Transport officers who are currently creating a communications campaign aimed at reinforcing/fostering and promoting positive behaviours in a younger demographic. Edinburgh Tram will also be invited to participate in wider messaging to ensure maximum campaign impact through citywide stakeholder engagement. The campaign will largely be socially led however may benefit from airtime on local Radio.
- 4.21 Partners have contributed a total of three thousand pounds to date (LRT £1k; Edinburgh Community Safety Partnership 1k and Smarter Choices 1k) into a wider multi-agency media budget. Messaging and communication activity are currently being developed and will be tested with young people who take part in 6VT (Edinburgh's city youth café).
- 4.22 In response to the initial wave of incidents a short film was developed by LRT and shared through Police Scotland with LAYC (Lothian Association of Youth Clubs) as well as a wider body of youth work organisations. The film was used as a tool to engage young people in a discussion about the effects of this type of ASB. The film has since been further disseminated by CIP members through their existing communication channels.

Consideration of place plans, shaped by participation of young people

- 4.23 One of the three key themes within the 2020 – 2023 Community Safety Strategy is to *reduce the likelihood of children and young people engaging in harmful or offending behaviour* and part of the work currently being undertaken to fulfil the aim has been to develop Edinburgh's approach to Contextual Safeguarding (CS).
- 4.24 CS is an approach to better understanding and responding to young people's experiences of significant harm beyond their families. It recognises that relationships young people form in their neighbourhoods, schools and online can feature violence

and abuse. The approach recognises the need to engage and develop safeguarding practices with individuals and professionals who have influence over / within extra familial contexts such as education, local community resources, private local businesses, transport and libraries.

- 4.25 The Family and Household Support service and the Young Peoples service, including Lifelong Learning are leading on the development of Contextual Safeguarding and are currently seeking young people's involvement in shaping the new approach. Lifelong Learning have composed session plans with a view to engage young people through Youth Talk channels over the coming months.

5. Next Steps

- 5.1 Partnership working will continue to be a priority across the city and between statutory and third sector partners in order to tackle crime and antisocial behaviour.
- 5.2 Updates regarding the work of the Transport Community Improvement Partnership will be reported to the Edinburgh Community Safety Partnership on a biannual basis

6. Financial impact

- 6.1 All work referred to above is resourced from within existing service budgets. As such there is no additional financial impact identified for the Council.

7. Stakeholder/Community Impact

- 7.1 The Scottish Police Authority, Police Scotland and COSLA are working together to undertake a review of the current Local Police Plans (2020-2023) to identify areas of development and best practice which will then inform future local planning processes.
- 7.2 The consultation seeks the views of local authority elected members and officials involved in the last planning cycle and leading on scrutiny of local policing, as well as Police Scotland's divisional and local area commanders.
- 7.3 There are three parts to the consultation with the initial stage presented as an online survey followed by discussion/workshops in August and September 2021.
- 7.4 As noted in the report key stakeholders are currently being engaged with and will be involved in developing some of the initiatives outlined in this report and the Transport CIP action plan.

8. Background reading/external references

- 8.1 [Police Scotland quarterly update: Policy and Sustainability Committee: June 2021](#)
- 8.2 [Community Safety Strategy 2020-2023](#)

9. Appendices

- 9.1 Appendix 1: Operation Proust closure report
- 9.2 Appendix 2: Transport Community Improvement Partnership action plan

Operation Proust closure report:

OPERATION PROUST

1. INTRODUCTION

Operation Proust initially commenced as a South East initiative on 22nd February 2021 in response to an identified reported rise, through the daily Tasking and Coordinating (TAC) process, in youth related anti-social behaviour and disorder against the local public bus transport provider, Lothian Buses.

The initiative was expanded citywide on 1st March 2021, following similar concerns throughout each LAC (Local Area Command / Locality) area. A GOLD command structure was implemented under Chief Inspector Sarah Taylor.

Criminality included objects, primarily stones and rocks, being thrown at buses while in transit, young people holding onto the rear while the bus was in motion and tampering with the engine compartment. There was also one incident of violence when a driver was lured out of his compartment by offenders trying to disrupt the service.

The age group of those participating in this behaviour ranged from 8 to 17 years of age and the frequency of incidents was almost on a nightly basis. These incidents impacted all members of our communities through service disruption, or withdrawal on a number of evenings including from key routes.

The initiative tackled all aspects of this sustained culpable and reckless behaviour utilising a city wide approach to co-ordinate a divisional operational response that involved the commitment of a number of key internal and external stakeholders including Lothian Buses, Transport Liaison, Prevention Intervention and Partnership Team, Youth Justice, Media (both Corporate Communication and City of Edinburgh Council), Divisional Intelligence and Performance Support. In addition, a city wide Community Improvement Partnership was established to develop a strategic approach to the issues.

2. OPERATION PLAN

The overall aim of the operation was to prevent crime and disorder through early identification and education of young people while fully utilising all available diversionary opportunities.

A GOLD strategy was agreed by internal and external stakeholders as

- To implement a robust and professional policing response, including the subsequent investigation, of incidents involving anti-social behaviour and criminality directed towards public transport providers, their staff and property.

- To work collaboratively with key stakeholders to ensure that our response is proportionate and legitimate.
- To identify, secure and preserve all evidence to support the apprehension and successful prosecution of offenders involved.
- Ensure that the investigation of such offences are managed effectively by the relevant Local Command areas and where appropriate the use of specialist resource.
- To minimise the risk to officers and staff deployed to this Operation.
- To work with partners to ensure the continued wellbeing and safety of victims or other such persons affected by these acts.
- Provide reassurance to the community and any wider affected groups.
- Create an appropriate a communications strategy to support the enquiry and public reassurance message.
- Ensure that all actions are carried out effectively, professionally and are consistent with Police Scotland's Code of Ethics and Human Rights.
- Maintain trust and confidence in Police Scotland

An operational model was developed with four main identified tactics, maximising all opportunities to identify and apprehend offenders. Tactics were deployed dependent on the geographical area, prevalence and young people.

Decoy bus

The decoy bus was resourced with 1+6 plain clothes officers, this included 2 unmarked cars and was supplemented by a Lothian bus supervisor driver. The decoy patrolled identified hotspots and officers proactively monitored young people and engaged when appropriate. The bus redeployed to any reported live incidents across the city.

Marked high visibility and plain clothed patrols

Officers undertook high visibility preventative deterrent and unmarked patrols along with foot patrols. Officers were responsible for engaging with young people and discussing the dangers associated with associated criminality along with gathering intelligence on offenders. While officers were allocated default patrol areas, in the event of any live incident, resources could be combined to ensure a collective citywide response.

Partnership patrols with Lothian bus supervisors

Officers worked in partnership with Lothian bus supervisors and carried out patrols of the east and west side of the city within a Lothian Bus support vehicle. Supervisors remained in contact with Lothian Bus Control which ensured real time information could be passed to officers allowing for an immediate response. Joint engagement was also carried out with young people.

3. INVESTIGATION AND PERFORMANCE

Each LAC (Local Area Commander) identified a local bronze and designated investigatory officer for all proust related crimes with city bronze maintaining a citywide overview. Investigatory officer were predominately CPT or School Link officers. This ensured local knowledge was maintained and allowed for early identification of offenders.

Key Performance Highlights

Area	No Of Incidents	Directly Related To Proust ^[1]	Other Traffic Related incidents ^[2]	Other Related incidents ^[3]
South East	48	40	6	2
North East	25	24	1	0
North West	63	45	14	4
South West	22	18	2	2
Total	158	127	23	8

To date 38 young people have been charged, some with multiple offences due to reoffending. The solvency rate is currently at 37.6% which is anticipated to increase to around 40%.

Sub Division	Young people charged
EC	12
ED	10
EN	14
ES	2
Total	38

^[1] Directly Related to Proust includes incidents where items were thrown directly at buses, 'bus surfing', and interference with engine compartments

^[2] Incident includes items thrown at vehicles, excluding public transport

^[3] Incident where damage has occurred to Bus Shelter

Notable arrests include:

- Incident number PS-20210409-3834, PS-20210409-4240, PS-20210411-3739 and PS-20210409-4328. A 17 year old male was arrested and charged with 4 counts of culpable and reckless conduct, Criminal Justice Licencing (Scotland) Act 2010 Section 38 and Civic Government (Scotland) Act 1982 after he was identified for targeting a number of buses and unruly behaviour at Marchmount, Princes Street and Pennywell. He was released with special bail conditions preventing him from entering the city centre of Edinburgh.
- Incident number PS-20210413-3405 and PS-20210411-3739. A 16 year old male arrested and charged for culpable and reckless conduct, Criminal Justice Licencing (Scotland) Act 2010 Section 38 along with vandalism, after he was identified for throwing an egg at a bus and damaging a bus shelter¹ on Princes Street and also threatening a bus driver on Howden Hall Road. He was released with special bail conditions preventing him from entering the city centre of Edinburgh or traveling on any Lothian bus.
- Incident number PS-20210315-3137. A 15 year old male was charged with 14 counts of culpable and reckless conduct after he was identified for targeting a number of buses and taxis within the Gilmerton area with rocks. His actions resulted in a withdrawal of service from key routes. He was reported to the youth assessor.
- Incident number PS-20210305-3774. A 14 year old male was charged with culpable and reckless conduct and assault after he was identified for tampering with the emergency engine switch and luring the driver out of his cab before assaulting him. He was reported to the youth assessor.

Proust Figures 15th February to 18th April 2021				
Sub Division	Undetected	Solved	Total	Solvency %
EC	24	21	45	46.7
CRIM JUST LIC 2010 S38(1)		2	2	
CULPABLE & RECKLESS CONDUCT	24	18	42	
SECTION 25 ROAD TRAFFIC ACT 1988		1	1	
ED	10	10	20	50.0
CRIM JUST LIC 2010 S38(1)		1	1	
CULPABLE & RECKLESS CONDUCT	7	9	16	

¹ Bus shelters are not recorded within Proust Figures.

VANDALISM	3		3	
EN	23	8	31	25.8
COMMON ASSAULT (COMMON LAW)		1	1	
CULPABLE & RECKLESS CONDUCT	20	7	27	
VANDALISM	3		3	
ES	11	2	13	15.4
CULPABLE & RECKLESS CONDUCT	9	2	11	
VANDALISM	2		2	
Grand Total	68	41	109	37.6

An average of 2,130 operational hours have been completed, predominately over a 7 day period, 1600 to 2200 hours. This includes the redeployment of a full time sergeant as City Bronze Commander, officer traveling time and administration functions. The resource was mostly drawn from CPT. The Special Constable cadre provided 8 tours of duties.

4. PREVENTION, INTERVENTIONS and PARTNERSHIPS

The cornerstone of Operation Proust was the Prevention, Intervention and Partnership which is included within the GOLD strategy. This work has included:

- Bespoke deterrent messaging was sent to Schools and Youth Service Provisions for wider distribution.
- PIP have developed a school input, which includes a video produced by Lothian Buses highlighting the psychological impact to drivers. This input will be delivered to S1 year groups, subject to individual COVID restrictions, by PC Mike McGill, Transport Liaison, a member of staff from Lothian buses and School Link Officers.
- Consultation and engagement with youth service provisions and embedment of future work carried out by PIP (Preventions, Interventions and Partnership) and CPT.
- Environmental Visual Audits have been carried out at identified hotspots citywide along with CPT which were forwarded to partner agencies.
- PIP and PS Readie, Youth Justice held a meeting with Lothian Bus staff and Union representatives to explain the Youth Criminal Justice process to alleviate concerns.
- Regular updates and dialogue with Lothian Bus Operations Director and Head of Service Delivery on operational progress and participation in GOLD meetings.
- In consultation with Youth Justice and Lothian buses, there are plans to develop Youth Workshops as part of a restorative justice process.
- Agreement has been reached with Lothian buses regarding a redesign of their emergency engine switch compartment as a future deterrent.
- A CrimeStoppers Fearless campaign was carried out between 12th April to 25th April under the banner antisocial behaviour, and during which PSYV (Police Scotland Youth Volunteers) created a bespoke talking head discussing the impact of associated behaviour. Potential for bespoke campaign in the event of escalation.

- Communication Strategy developed to ensure corporate messaging and allocated SPOC (Single Point of Contact) from Corporate Communication Team. Regular very well received corporate messaging were put out on Edinburgh Division social media page.
- Proactive use of the media ensured witnesses came forward and provided information. Public support for the campaign was high
- Bespoke letters were developed which could be used as a letter drop or alternatively sent to parents or guardians highlighting when their children may have been within a hot spot area.
- 19 referrals were made to Family and Housing Support for young people identified to be involved in anti-social behaviour.
- Reinforcement, through briefing notes, were made across the Division in respect of the requirement for VPDs (Vulnerable Persons Database) for young people actively involved, or on the cusp of antisocial behaviour.

5. CONCLUSION

While Operation Proust in its current form has concluded, it has achieved positive results, increased the working relationship with Lothian Buses and public trust and confidence in Edinburgh Division.

At the point of conclusion, incidents are still being reported by Lothian buses, the severity has significantly reduced along with overall numbers.

A comprehensive operational order has been created which can be used both locally, or citywide in the event of any escalation of behaviour.

Appendix 2

Citywide CIP; LRT – Thematic Action Log – July 2021

	Theme	Evidence /specifics	Description of Tasks	Owner/lead	Timescale	Updates and ongoing Actions	
1	Intelligence	Research	Update at the August meeting any current findings.	Everyone	August 2021	Agreed that members as a collective should feedback any findings/indications as to the reasons for these attacks. Much more informal feedback not only relying on police data but also require feedback from youth engagement services.	Ongoing
2	Restorative Justice Project	Programme development	A Restorative Justice programme to be developed by Young Peoples Service; Police and LRT.	Joint lead: Nathan Readie; David Orr; Grant Rutherford; Sarah Boyd & Mike McGill	Still to determine	Difficulties in getting young people on board with the project. Initially looking at Pennywell/Drylaw however Nathan and David Orr will scope out other areas of the city. Mention of a one to one project – learn more at the next meeting.	
		Outcomes	Identify key outcomes for the Restorative Programme to ensure impact can be measured.	Joint Lead: Janine McGowan with; Nathan Readie; Sarah Boyd & Mike McGill		Outcomes to follow on from the pilot project	

		Peer mentoring	To be followed up once restorative justice has been carried out			Supt RT highlighted that it might be possible to have the young people who go through the restorative programme to act as peer mentors in the schools – much like what was taken forward through the motorcycle CIP.	
3	Communications	Communications Plan	<p>Bring together comm's colleagues from CEC, Youth Work; Police and Transport to develop a coordinated communications plan.</p> <p>To include</p> <ul style="list-style-type: none"> • How to widely disseminate the video that shows the harm that has been caused. • Look at how we get public support/buy in. • How work with communities – how we engage and get them to take responsibility in changing behaviours. • Risk Factory <p>Janine clear that any comm's must address behaviour but not criminalise unnecessarily.</p> <p>Need to be clear about the language that we use – not all children are offenders/need to see the child not the behaviour</p>	CEC / Transport /Police comms	August 2021	<p>Gaynor Marshal had provided and overview of the communications that are taking place and highlighted that Rory and Katie Spence are taking the lead around council communications – SM asked that they be invited to the next meeting to provide the communications plan that they have been working on.</p> <p>SG also noted that there might be funding available for some communications work match funded by LRT.</p> <p>SG mentioned that recent consultation work have been carried out and included in the Scottish Community Safety Network report – https://www.safercommunitiesscotland.org/ RC to invite Lorraine Giles to discuss.</p>	

4	Youth Work	Building local relationships	<p>Lauren and Dot to continue building local relationships through youth work and tie in with the communications plan to ensure consistent messages.</p> <p>Youth providers to collate all outreach work currently being carried out in the city, identify key areas for outreach workers to engage with youths.</p> <p>Ensure right services working with children on the fringes of activity</p>	<p>Lauren Edgar and Dot Horne</p> <p>John Hayward</p>	<p>August 2021</p> <p>Lauren has organised a meeting with John Hayward; Dot Horne and Allan Kirkpatrick to pull together a joined up plan including outlining the outreach work taking place through lifelong learning. JH to provide and update at the next meeting.</p> <p>A note of the meeting and general updates has been provided by LE and will be used to inform the committee report due in September - attached as appendix 1.</p> <p>Also of note is the wealth of voluntary work that is taking place during the summer through the summer play programmes.</p> <p>There was mention of brining young people to the bus depot as part of the summer programming – SB from LB agreed to this as long as the visits were compliant with SG guidance. SB/DH/LE to look at the possibility of carrying out projects in the depot using a space-based approach.</p>	
		Fire and rescue outreach	<p>Fire service carrying out partnership engagement.</p> <p>Reviewing reinstating Fire skills course</p>	<p>James Young and David Morrison</p>	<p>JY working with lifelong working engaging with young people to scope out if there would be any interest in taking up the fire skills program- what doing with other findings during the course of engagement? RC to organise a mapping exercise with Fireservice and others who are</p>	

						involved in youth outreach (including David Fox) – findings to compliment the work of Lauren and Dot. David	
	Education	Linking in with schools	Require a contact with schools to carry out preventative work with young people.	Shirley McLaren		David Fox – Deputy head teacher contributing to the partnership.	Completed
			DF linking in with S1 and possibly S3.	David Fox	August 2021	DF to update the partnership of the links made with specific schools and outcomes	
5	Education Processes	Risk Factory	RF to be invited to the meeting in July to discuss their current programme and how they are currently linking in with schools.	Shirley McLaren	August 2021	SM to speak to Caroline Wilson and invite to the August meeting to discuss the adaptation of some of the scenarios in the Risk Factory – linked to transport safety.	
		Terms of Reference	Shirley agreed to put in place a term of reference for the group by next meeting	Shirley McLaren		SM taking terms of reference to the ECSP for update including report.	Completed
	Processes	ECSP reporting	Report due to the ECSP for June 2021.	Shirley McLaren		Submitted June 2021.	Completed