



Prisoners under escort

A short follow-up
thematic review

August 2008

Crown copyright 2008

ISBN: 978 1 84099 212 0

Published by:
HM Inspectorate of Prisons
1st Floor Ashley House
2 Monck Street
LONDON
SW1P 2BQ

Contents

Acknowledgements	4
Introduction	5
1. Background	7
2. Headlines	8
3. Journey times	10
4. The length of prisoners' days	13
5. The experiences of prisoners	18
6. Children and young people under escort	24

Appendices

- I. Prisons surveyed in 2006–07 and 2003–04
- II. Detailed findings
- III. Calculation of averages for 2004 and 2007

Acknowledgements

Helen Meckiffe

Research trainee

Samantha Booth

Research officer

Monica Lloyd

Head of thematics

Introduction

Prisoners are at their most vulnerable in the days that immediately follow their arrival at a prison. For that reason, most prisons have invested a great deal in support during those crucial early days – reception, first night and induction. However, prison is at the end of a journey which is likely to have started in a police or court cell, followed by travel, sometimes for lengthy periods, in an escort vehicle. This process will be repeated every time a prisoner goes to court.

In 2004, we published a short thematic report on the length of prisoners' journeys from 10 different establishments, as well as the length of a prisoner's day when he or she was produced to court. Since then, there have been new escort contracts, aimed at improving outcomes for prisoners. However, there has also been a rapidly-expanding prison population, which has placed great pressure on the system and at times required extensive use of police cells under Operation Safeguard.

This short follow-up report interrogated the data available in mid-2007, at a time of considerable population pressure, to detect whether there had been any improvement in the length of prisoners' journeys in those 10 prisons. The evidence is mixed. Though the overall average time of journeys to court, and the average length of a prisoner's day, had decreased somewhat, this masked significant regional and functional variations. It was particularly concerning that young people – both juveniles and young adults – faced significantly longer journeys than the average, and than in 2004.

Late arrivals from court place particular stress and pressure on prisoners and the staff who need to ensure they are received safely. Here too the evidence was mixed. More prisoners were arriving before 4pm in the afternoon, but at the same time more were arriving after 8pm at night. A particularly strong, and disturbing, finding was that those who were to be held in police cells under Operation Safeguard left court substantially later. The peak arrival time at police stations was between 6pm and 7pm, and some prisoners were still waiting in court at 9pm.

More positively, the treatment of prisoners under escort, according to Inspectorate survey findings, had improved slightly since 2004. Prisoners were a little more positive about the comfort and cleanliness of vans, relations with staff remained broadly positive, and more prisoners reported feeling safe, and that their healthcare needs were met. Young adults, however, did not share these improved perceptions. On the other hand, population pressure was reflected in the fact that fewer prisoners knew where they were going when they left court; and the availability of comfort breaks, particularly for women and young people, remained a serious concern.

This small sample study offers a glimpse into an important aspect of our pressurised prison system that is rarely subject to independent scrutiny – and one to which we will return.

Anne Owers
HM Chief Inspector of Prisons

August 2008

1. Background

- 1.1 In 2004 we examined the length of the journeys that prisoners undertook to court from prisons. This was carried out by means of a discrete exercise in 10 establishments in which we recorded the journey start and finish times from prisoner escort records (PERs) for a random sample of prisoners. The results of this exercise were published in a short report¹.
- 1.2 Subsequently, the contracts for escort were re-let and some providers changed. Under the new contracts, providers were obliged to electronically record details of journey start and finish times for the Prisoner Escort and Custody Services (PECS). This has enabled us to obtain follow-up data for the 10 establishments sampled in 2004. This report presents the results of the exercise.
- 1.3 The 2004 data was collected from 10 establishments between June and August 2004. Two were juvenile establishments – Ashfield in the south and Wetherby in the north. Two were young adult training prisons – Glen Parva in the east midlands and Portland in the south west. Two were closed women's prisons – Holloway in London and Low Newton in the north east. The remaining two were male local prisons, both in the north west – Preston and Manchester.
- 1.4 The follow-up data was provided for these establishments between 1 and 30 June 2007, a period during which prisons were under considerable population pressure and when prisoners were being accommodated overnight in both police cells and court cells because of the lack of sufficient capacity in prisons.
- 1.5 Prisoner comments from surveys conducted at prisons during inspections from September 2006 to August 2007 have also been included.

¹ *Prisoners under escort: Thematic Report by HM Inspectorate of Prisons*, December 2004.

2. Headlines

Journey times

- In 2007, average journey times were 71 minutes to court and 65 minutes from court.
- However, there was significant variation by region and functional type. In a sample of 10 prisons, adult males in Manchester and Preston had the shortest journey times, particularly returning from court, but young adults from Portland and juveniles from Ashfield experienced exceptionally long journeys to court and back.

The length of prisoners' days

- In a sample of 10 prisons, the overall average length of a prisoner's day when produced to court was seven hours and 46 minutes in 2007, which was 40 minutes shorter than in 2004.
- However, once again, this varied considerably. Within our small sample this decrease was largely accounted for by the small number of prisoners produced to court from two adult male training prisons (Acklington and Parkhurst) whose days were considerably shorter in 2007. The situation was very different for young adults from Portland and Glen Parva, whose days had lengthened by around an hour and a half, and for juveniles returning to Ashfield, whose days had lengthened by approximately two hours.
- The situation for women was unclear as it was unchanged for Low Newton and unknown for Holloway, for which we were not supplied with data.
- A greater proportion of prisoners were returned to prison by 4pm in 2007 than in 2004, but more prisoners were accepted later than 8pm.
- Prisoners placed under Operation Safeguard left court substantially later, therefore arriving at police stations where they were to be held overnight much later than those who were transported to prisons.

The experiences of prisoners in 2003–04 and 2006–07

- Male and female prisoners continued to be transported together inappropriately during escort.
- In 2007, prisoners were a little more positive about the comfort and cleanliness of the vans they travelled in, but a significant proportion were still critical.
- Relationships with escort staff remained largely positive, though there was a small but significant decrease in the proportion of young adult prisoners reporting good relationships with staff.
- There was a small but significant increase in the proportion of prisoners feeling safe under escort, again with the exception of young adult prisoners, whose perceptions of safety had decreased.

- There was a small but significant overall increase in the proportion of prisoners who reported that their healthcare needs were met and that they had received written information about the prison they were going to before arrival.
- There was a significant decrease in the proportion of prisoners who knew where they were going when they left court, particularly for those returning to local prisons, which reflected the impact of prison overcrowding.
- Comfort breaks remained a source of concern, particularly for women, with only 12% overall rating the provision of these as good or very good.
- Children and young people overall were critical of the cleanliness and comfort of the vans they travelled in, the provision of comfort breaks, and the lack of written information about what was going to happen to them. They were more positive about the attention paid to their health needs, their treatment by escort staff, feeling safe, and knowing where they were going before they arrived.

3. Journey times

- 3.1 This section reports the findings from the 2007 data for the length of journeys to and from court, and contrasts it with the findings from 2004.

2007 findings

<i>Table 1</i>					
Starting prison	Prison type	Average journey time to court		Average journey time from court	
		N ²	Minutes	N	Minutes
Ashfield	Juvenile	209	136	267	129
Wetherby	Juvenile	141	87	117	78
Acklington	Training prison	2	89	2	87
Parkhurst	Training prison	22	35	25	45
Portland	Young adult trainer	12	207	8	183
Glen Parva	Young adult trainer	0	NK	82	87
Holloway	Women's	0	NK	17	148
Low Newton	Women's	78	96	53	84
Preston	Local	435	58	313	31
Manchester	Local	565	49	375	32
Average			71		65

- 3.2 In 2007, the average length of journeys to court was 71 minutes and from court was 65 minutes. However, this average disguises some important differences. The two adult male local prisons, both in the north west and in urban locations close to courts, had the shortest journey times, particularly in returning from court. All but one of the remaining prisons had journey times above the average. It is particularly noteworthy, if unsurprising, that some of the most potentially vulnerable prisoners had the longest journeys: juveniles from Ashfield could expect a four-hour round trip; for the relatively small numbers of young adults from Portland in our sample this was over six hours; it took two and a half hours for women to travel from court to Holloway. The other juvenile, young adult and women's prisons did better, but round trips of two to three hours were still the norm.

2004 findings

- 3.3 In 2004, only the length of journey times to court was recorded for court transfers. These data were compared to equivalent data in 2007. The table below shows the results for 2004, and the text that follows contrasts the 2004 findings with the 2007 findings for the different types of prisons.

Table 2		
Prison	Prison type	Average journey time to court
		Minutes
Ashfield	Juvenile/YOI	102
Wetherby	Juvenile	93
Acklington	Training prison	63
Parkhurst	Training prison	64
Portland	Young adults	74
Glen Parva	Young adults	130
Holloway	Women's	120
Low Newton	Women's	88
Preston	Local	68
Manchester	Local	42
Average		84

- 3.4 In this sample of 10 prisons, the average journey time for transfers to court had shortened by about 15% between 2004 and 2007. However, this masked considerable regional and functional variation.

Juvenile prisons

- 3.5 Journeys of juveniles from Ashfield were around half an hour longer in 2007 than in 2004, a 33% increase, and from Wetherby were about 10 minutes shorter, a 6% decrease.

Training prisons

- 3.6 Few prisoners transfer to court from training prisons, so this finding is not as robust as that for other functional types. In 2004, journeys to court from Acklington and Parkhurst took just over an hour. In 2007, the length of journeys for the two prisoners transferred from Acklington to court had increased to 89 minutes, whereas the journey for the 22 prisoners transferred from Parkhurst to court had decreased to 35 minutes.

Young adults

- 3.7 Few young adults transfer to court from training YOIs, and there were only 12 transfers from Portland during June 2007. The average duration of journeys to court for these young adults from Portland appeared to have increased by over two hours from a below average 74 minutes in 2004 to a considerably greater than average 207 minutes in 2007.

² N values vary throughout this report due to inaccuracies in the data collection and recording by escort providers.

Women

- 3.8 Data is missing for journey times to court from Holloway in 2007. Return times from court in 2007 were longer than journeys to court in 2004, at 148 minutes compared to 120 minutes. This was possibly a result of the removal of Brockhill from the women's estate which, we were told, had put pressure on Eastwood Park, Bronzefield and Holloway in turn, with women having to travel further to find a prison space. The data from Low Newton suggested that journeys to court were taking about the same length of time.

Locals

- 3.9 The disparity in journey times to court in 2007 makes comparisons with the earlier data difficult. However, on average, Preston's court transfers were quicker in 2007 by 10 minutes (15%), while Manchester's remained roughly the same.

4. The length of prisoners' days

- 4.1 This section presents the findings for 2007 for the length of prisoners' days when produced for court and contrasts them with the findings for 2004.
- 4.2 Journeys to court can appear relatively short, but the overall length of prisoners' days includes an outward and return journey, and waiting time after the court appearance before the return journey starts. Departure times from court depend on the court business being concluded, decisions about when prisoners are to be moved, and instructions being received as to where prisoners are to be returned, which may not be the same prison that they left that morning. With a shortage of available spaces, this can result in long waiting times at court and longer overall days.

<i>Table 3: The length of prisoners' days when produced for court, from 2007 data</i>			
Prison	N	Prison type	Average length of prisoner days (minutes)
Ashfield	149	Juvenile/YOI	10 hours and 18 minutes (618)
Wetherby	115	Juvenile	7 hours and 24 minutes (444)
Acklington	2	Training prison	6 hours (360)
Parkhurst	17	Training prison	6 hours and 59 minutes (419)
Portland	7	Young adults	10 hours and 14 minutes (614)
Glen Parva	2	Young adults	10 hours and 10 minutes (610)
Holloway	-	Women's	Not known
Low Newton	53	Women's	8 hours and 14 minutes (494)
Preston	313	Local	7 hours and 19 minutes (439)
Manchester	375	Local	7 hours and 11 minutes (431)
Average			7 hours and 46 minutes (466)

- 4.3 In our sample of 10 prisons, the average length of days under escort for court production ranged from six hours to 10 hours and 18 minutes, with the two remote adult training prisons recording the shortest days, and Ashfield recording the longest. The two YOIs also recorded long days, but the number of cases from which these figures and those for adult trainers are derived are small, and these extremes should be treated with some caution.

The situation in 2004

Table 4: Average length of prisoner days when on court production (2004)

Prison	Prison type	Average length of day (minutes)
Ashfield	Juvenile	8 hours 30 minutes (510)
Wetherby	Juvenile	8 hours 41 minutes (521)
Acklington	Training prison	7 hours 14 minutes (434)
Parkhurst	Training prison	10 hours 11 minutes (611)
Portland	Young adults	8 hours 27 minutes (507)
Glen Parva	Young adults	8 hours 59 minutes (539)
Holloway	Women's	9 hours 48 minutes (588)
Low Newton	Women's	8 hours 9 minutes (489)
Preston	Local	7 hours 50 minutes (470)
Manchester	Local	6 hours 29 minutes (389)
Average		8 hours 26 minutes (506)

Comparison

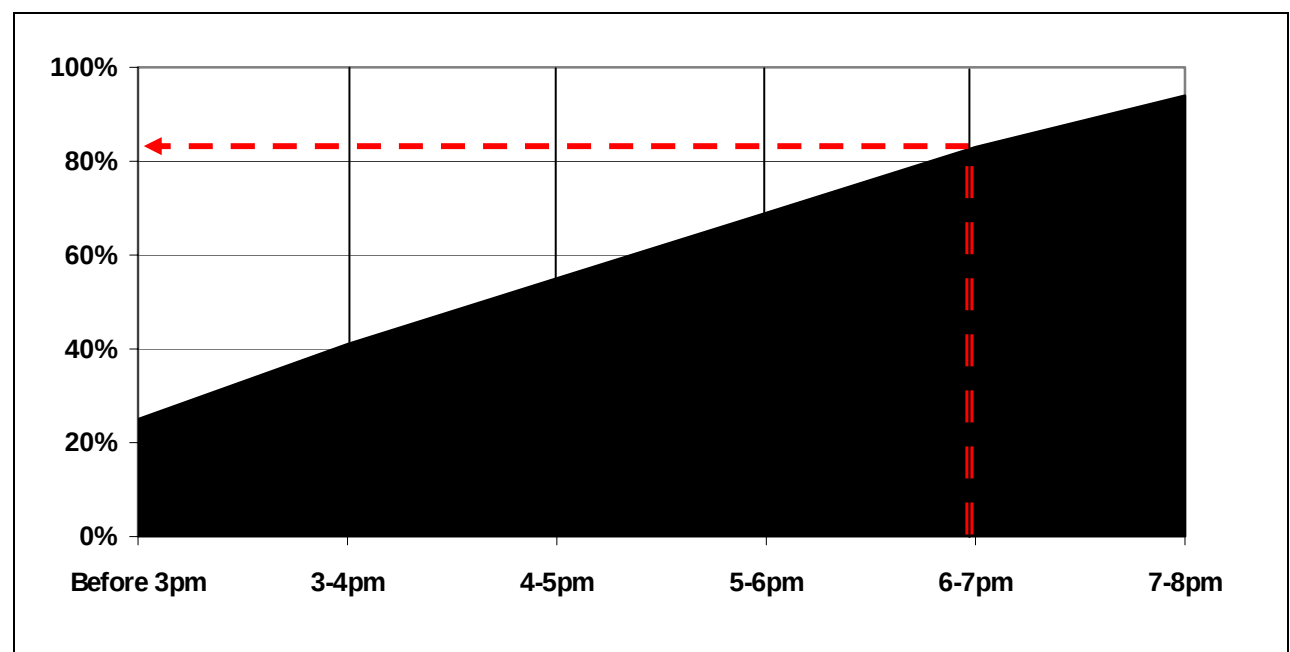
- 4.4 In comparison to the 2004 findings, the overall average length of day on court production had decreased by 40 minutes. However, this masked a wide variation. In four prisons, the length of day had increased, in three it had decreased, and in two it had stayed roughly the same.
- 4.5 We were not able to determine the situation for women clearly as data for Holloway was not available in 2007, though there had been little change in the length of prisoner days at Low Newton.

Returning from court

Graph 1: Cumulative return times for prisoners returning to prison from court in 2004



Graph 2: Cumulative return times for prisoners returning to prison from court in 2007



4.6 We expect that prisoners are returned to establishments before a 7pm watershed, which allows them to go through standard first night procedures to assess risk of harm and be assisted to settle. The 2007 figures indicate that this happened for a slightly smaller proportion (85%) than in 2004 (90%). Under the new contracts, more prison reception areas have remained open over lunch and after 7pm, which has provided greater flexibility in return times and less locking out of those returning late. The 2007 graph reflects this development, with significantly more prisoners returned to prison by 4pm, but also more prisoners received later than 8pm.

4.7 A male prisoner commented on the impact of being returned late:

'I arrived back approximately six hours late, with no adequate meals, no cigarette breaks allowed, no exercise breaks, no washing facilities and no reading materials.'

Operation Safeguard

4.8 The complicating factor of prison overcrowding often means that prisoners cannot return to the prison that discharged them for court production that morning. In these circumstances, prisoners can be held in police cells under 'Operation Safeguard', or in court cells under 'Operation HMCS'.

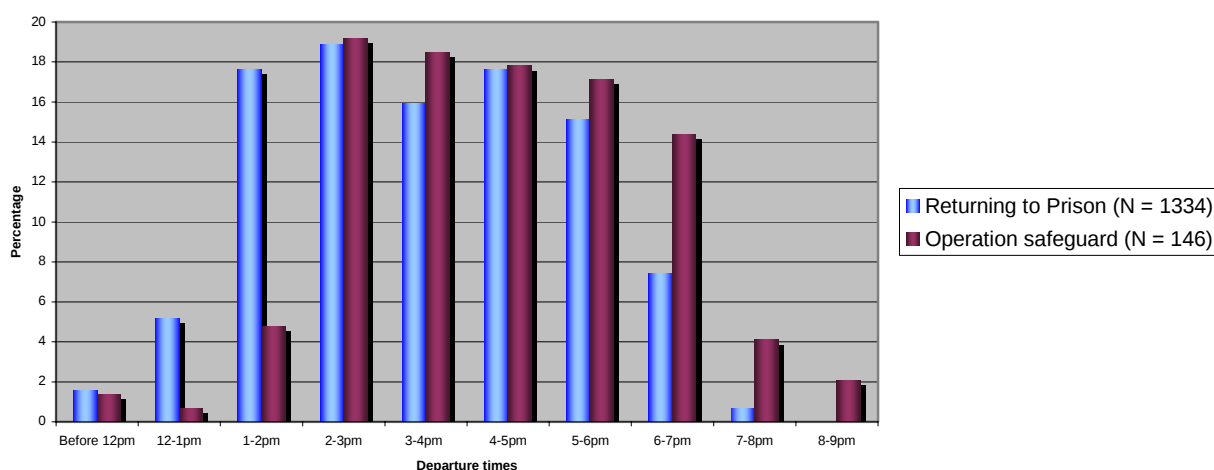
4.9 Table 5 illustrates the dramatic difference that Operation Safeguard can make to the length of a prisoner's day. The shortest day recorded in the 2007 data was for a prisoner produced from Preston prison to court in Manchester and then returned to Manchester prison. His day lasted just one and a half hours. The longest day was recorded for a prisoner produced from Manchester prison to court in Blackburn, but who did not return to Manchester prison and was accommodated in police custody at Rhyl, where he arrived just before 10pm, ending a 14 and a half hour day, of which over 12 hours were spent in court cells.

Table 5					
	Starting location	Arrive at court	Leave court	Arrival at receiving prison	Total length of stay
Longest day	HMP Manchester (7.21am)	Blackburn MC (7.51am)	Blackburn MC (20.12pm)	Rhyl PS (21.58pm)	14 hours 37 minutes
Shortest day	HMP Preston (14.50pm)	Manchester MC (15.13pm)	Manchester MC (16.08pm)	HMP Manchester (16.22pm)	1 hour 32 minutes

- 4.10 As the above example shows, prisoners placed on operation Safeguard often leave court much later than those who are due to return to a prison, because suitable temporary accommodation for those under Operation Safeguard must be found and agreed before they can be moved. The bar chart below shows the difference in departure times between those prisoners under Operation Safeguard and those transferred from court to prison.

Graph 3

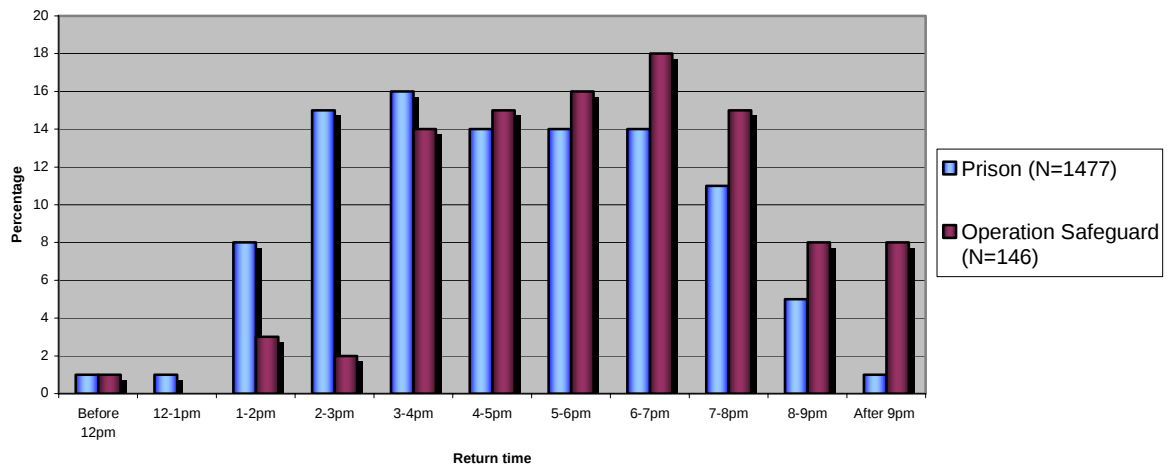
Departure times from court for prisoners returned to prison and those placed under operation safeguard.



- 4.11 Although the number of departures from court peaked between 2pm and 3pm for both sets of prisoners, there were substantially fewer departures for Operation Safeguard prisoners before 2pm, and considerably more after 5pm. Of concern was the fact that some Operation Safeguard prisoners were still waiting to leave court at 9pm.
- 4.12 The late transfer of Operation Safeguard prisoners meant that they arrived at police stations much later than they would have done at prisons. The graph below shows that the greatest proportion arrived at police cells between 6pm and 7pm, compared to between 3pm and 4pm at prisons.

Graph 4

Return times from court for prisoners returned to prison and those placed under operation safeguard.



4.13 As there is no certainty that prisoners will return to the same prison that they left, their property and records must travel with them at all times. Under Operation Safeguard, prisoners can become separated from their property. In our surveys, prisoners commented:

'I am yet to receive my property after three weeks.'

'My money has still not arrived from Forest Bank, and I've not spoken to my family or had canteen.'

5. The experiences of prisoners

Survey findings

- 5.1 A voluntary, confidential and anonymous survey of a representative proportion of the prisoner population is carried out for each of the Inspectorate's full inspections. The following data are from inspection surveys carried out between September 2003 and August 2004 and September 2006 and August 2007. More detail is provided in Appendix II.

Conditions in vans

- 5.2 We expect prisoners to be escorted in vehicles that are safe, clean and comfortable, with adequate storage for their property and with suitable emergency supplies and hygiene packs for women. Among a series of questions about their most recent journey to or from court or between establishments, prisoners completing our pre-inspection survey were asked to rate the comfort of the van.
- In 2007, 15% of prisoners rated the comfort of the van as good or very good, compared to 13% in 2004. Although this represents an improvement, ratings of comfort were still comparatively low.
 - Prisoners in local and training prisons were more positive about the comfort of vans in 2007 than in 2004.
 - Only in open prisons did the number of prisoners rating their comfort as good or very good decrease between 2004 and 2007.

Table 6 ³ : Prisoner ratings of the comfort of the escort vans on which they had most recently travelled		
	2004	2007
	<i>Very good/good</i>	
Local prisons	10%	12%
Trainer prisons	17%	19%
Young adult prisons	11%	11%
Women's prisons	14%	16%
Open prisons	22%	15%
Average	13%	15%

- 5.3 Prisoners frequently make comments about the level of comfort in escort vans:

'Vans could be more comfortable and better heated.' (Female prisoner)

'If you are six foot or above you struggle to be comfortable within escort vans.' (Male prisoner)

³ Any numbers highlighted in green are significantly better than the 2004 baseline ($p < 0.05$) and any numbers highlighted in blue are significantly worse than the 2004 baseline ($p < 0.05$).

5.4 Prisoners were also asked about the cleanliness of the escort van on which they had most recently travelled.

- In 2004, 41% of respondents rated the cleanliness as good or very good, and this increased to 52% in 2007.
- The greatest increase in the rating of van cleanliness was from prisoners from local establishments.
- There was no increase in ratings for open prisons between 2004 and 2007; prisoners from open prisons had been more positive about van cleanliness in 2004 than those elsewhere.

5.5 Just as in 2004, young adults in 2007 gave the lowest ratings of van cleanliness.

Table 7: Prisoner ratings of the cleanliness of the escort vans on which they had most recently travelled		
	2004	2007
	<i>Very good/good</i>	
Local prisons	38%	54%
Trainer prisons	46%	53%
Young adult prisons	27%	36%
Women's prisons	39%	54%
Open prisons	54%	54%
Average	41%	52%

5.6 A significant minority were dissatisfied with van cleanliness:

'Sort the vans out, they're disgusting. Sweat boxes are way too hot and do not get fresh air in them.' (Young male prisoner)

Relationships between escort staff, prisoners and prison staff

- The average proportion of prisoners who felt they were treated well or very well by escort staff remained the same, at 68%.
- The highest average reported in 2004 and 2007 was from women prisoners.
- The lowest ratings were given by local prisoners in 2004 and young adults in 2007.

Table 8: Prisoner ratings of how they were treated by escort staff on their most recent journey		
	2004	2007
	<i>Very well/well</i>	
Local prisons	64%	66%
Trainer prisons	71%	70%
Young adult prisons	68%	65%
Women's prisons	72%	72%
Open prisons	70%	71%
Average	68%	68%

5.7 Positive comments regarding escort staff included:

'When I have been out to hospital on escort I have always found the staff good and polite.' (Male prisoner)

'My transfer to the Isle of Wight for my father's funeral was conducted in a friendly civil manner and staff went out of their way to help me in sad circumstances.' (Male prisoner)

'The escorts were really nice and they spoke to me respectfully.' (Female prisoner)

5.8 Some negative comments were:

'The staff should listen when you tell them something and stop ignoring and using threatening behaviour.' (Young male prisoner)

'On one escort I was taken to court with my 12- month-old baby – double handcuffed for three and a half hours each way. The escort I was chained to fell asleep and I couldn't tend to my baby properly.' (Female prisoner)

Feeling safe under escort

- The average number of prisoners rating their personal safety as good or very good increased from 58% in 2004 to 60% in 2007.
- Ratings increased for all establishments except young adult institutions, where the average rating dropped from 61% in 2004 to 57% in 2007.
- In 2007, prisoners from the two training prisons had the most positive perception of their personal safety.

Table 9: Prisoner ratings of their personal safety while under escort on their most recent journey		
	2004	2007
	<i>Very good/good</i>	
Local prisons	56%	58%
Trainer prisons	61%	62%
Young adult prisons	61%	57%
Women's prisons	56%	60%
Open prisons	60%	61%
Average	58%	60%

5.9 Prisoners in male local prisons were the most critical:

'The vans are unsafe and should be fitted with seatbelts.'

'There are no safety measures in the sweat box; if you crash you hit solid steel, no seat belts or nothing.'

The transfer van felt very unsafe and the driver kept hitting his brakes hard – sent us flying off our seats.'

- 5.10 It is an Inspectorate expectation that, for safety and dignity, male and female prisoners are transported separately. This recommendation continues to be rejected.

Special needs

- 5.11 In accordance with Prison Service Order 1025⁴, if a prisoner has any special need such as a disability, or is a woman who is pregnant or has a baby, consideration must be given to providing special transport. This decision has been left to the judgement of escort staff, and different contractors operate different thresholds for this decision. Following a press report in February 2006 about a pregnant woman who was transported in a conventional escort van for four hours on the day before her baby was due, the Prison Service announced plans to issue guidelines on best practice for the transportation of pregnant prisoners.

- In 2004, 28% of prisoners rated the attention paid to their health needs as good or very good. This figure increased to 31% in 2007.
- The improvements were only in local prisons and open prisons.
- Less than a third of all respondents were positive about the attention paid to their health needs.

Table 10: Prisoner perceptions of the attention paid to their healthcare needs while under escort		
	2004	2007
	<i>Very good/good</i>	
Local prisons	24%	28%
Trainer prisons	32%	33%
Young adult prisons	36%	35%
Women's prisons	32%	31%
Open prisons	29%	33%
Average	28%	31%

- 5.12 Comments from our surveys included:

'They do not cater for prisoners with disabilities.' (Female prisoner)

'I only have one arm and find it difficult to hold on and a bit unsafe at times; very claustrophobic.' (Male prisoner)

Comfort breaks

- 5.13 We expect prisoners to be given comfort breaks at least every two and a half hours. Surveys indicated that 34% of prisoners estimated that their journey to their current prison lasted longer than two hours, and prisoners were, on the whole, dissatisfied with the provision of comfort stops.

⁴ HM Prison Service Order 1025 (2000), Communicating information about risks on escorts or transfers. The prisoner escort record.

- There was no change in the average number of prisoners rating the frequency of comfort breaks as good or very good (12%), but perceptions remained very poor.
- Although the ratings given for frequency of comfort breaks in training prisons rose slightly from 13% in 2004 to 14% in 2007, in all other establishments the figure either decreased or remained the same.
- Women gave the poorest ratings to this question, with only 10% rating frequency of comfort breaks as good or very good.

Table 11: Prisoner ratings of the frequency of comfort breaks while under escort on their most recent journey		
	2004	2007
	<i>Very good/good</i>	
Local prisons	11%	11%
Trainer prisons	13%	14%
Young adult prisons	13%	12%
Women's prisons	12%	10%
Open prisons	14%	14%
Average	12%	12%

5.14 Comments on the frequency of comfort breaks included:

'You should be able to go to the toilet if you are desperate as we are not allowed to; they told us to hold it in as they are not allowed to stop.' (Male prisoner)

5.15 There was, therefore, little difference in prisoners' perceptions of the adequacy of comfort breaks between 2004 and 2007.

Information in advance of transfer

5.16 We expect that prisoners are given 24 hours notice of planned transfers in order to make a telephone call to their family, next of kin or legal adviser. Similarly, we expect that prisoners are given information when leaving court about the prison to which they are being transferred. This information should be clear and also in a language the prisoner understands. In 2004, 83% of prisoners reported knowing where they were going when they left court or when they were transferred to another prison. This number decreased to 77% in 2007, with prisoners from local prisons reporting the most significant decline, probably because of prison overcrowding.

Table 12: 'Did you know where you were going when you left court or were transferred from another establishment?'		
	2004	2007
	Yes	
Local prisons	78%	70%
Trainer prisons	90%	84%
Young adult prisons	84%	81%
Women's prisons	88%	84%
Open prisons	89%	84%
Average	83%	77%

5.17 One male prisoner commented:

'I was not informed about my transfer here and when I was I had 10 minutes' notice. I was moved during my parole application which disrupted the whole process.'

5.18 Slightly more prisoners in 2007 than in 2004 reported that they had received written information about what was going to happen to them, particularly in open prisons, with the exception of those transferred to training prisons.

Table 13: 'Before you arrived here, did you receive any written information about what would happen to you?'		
	2004	2007
	Yes	
Local prisons	11%	12%
Trainer prisons	20%	17%
Young adult prisons	22%	28%
Women's prisons	12%	16%
Open prisons	16%	26%
Average	15%	16%

6. Children and young people under escort

- 6.1 Survey data from children and young people⁵ held in prison establishments is not collected in the same way as for adults so is not directly comparable, except for four questions. Where such comparisons are possible, these are made in the text. Survey findings are not available for 2004, although feedback has been routinely collected since our last report, so the only results presented here are those from juvenile surveys in 2007. These will provide a benchmark for future comparisons.
- 6.2 Eighty-nine per cent said the van was not comfortable during their most recent journey, and only 7% said it was comfortable. These findings were consistent with those of adults and young adults, where the majority (73%) rated the comfort of vans as bad or very bad.

Table 14: 'On your most recent journey, was the van comfortable?'				
	Yes	No	Don't remember	Not applicable
Juveniles	7%	89%	2%	2%

- 6.3 Commenting on the comfort and cleanliness of the van, prisoners said:

'The escort [van] was uncomfortable, I did not have much leg room and there was graffiti all over it and a bit of dirt from spit etc.'

'Felt like I couldn't breathe in a small cabin and the chair felt like I was sitting on the floor.'

'I felt sick from the heat and when I said this to the guards they laughed.'

- 6.4 Overall, the majority (53%) of children and young people said the van was not clean during their most recent journey. In contrast, 52% of adults and young adults said the cleanliness of the van was good or very good.

Table 15: 'On your most recent journey, was the van clean?'				
	Yes	No	Don't remember	Not applicable
Juveniles	38%	53%	8%	1%

- 6.5 The majority (61%) of children and young people reported feeling safe, while 33% said they felt unsafe during their most recent journey. These findings were consistent with those of the adult and young adult surveys, where 60% rated their personal safety as good or very good on their most recent journey.

Table 16: 'Did you feel safe on your most recent journey?'				
	Yes	No	Don't remember	Not applicable
Juveniles	61%	33%	3%	2%

⁵ Those under the age of 18.

- 6.6 Only 11% of children and young people said that they had enough comfort breaks during their most recent journey. This was also a concern among the adults and young adults surveyed, of whom only 12% said the frequency of comfort breaks was good or very good.

Table 17: 'Did you have enough comfort breaks on your most recent journey?'				
	Yes	No	Don't remember	Not applicable
Juveniles	11%	77%	62%	6%

- 6.7 One young person said:

'No drinks or break on a three-hour journey.'

- 6.8 Forty-eight per cent of children and young people surveyed felt their health needs were looked after on their most recent journey, compared to 33% who felt they were not. In comparison, 31% of adults and young adults felt the attention paid to their health needs was good or very good.

Table 18: 'Were your health needs looked after on your most recent journey, either from court or between establishments?'				
	Yes	No	Don't remember	Not applicable
Juveniles	48%	33%	8%	12%

- 6.9 On average, only 7% of children and young people said they were in a van for more than four hours. The majority (42%) said they had been in the van for one to two hours. These findings were similar to those for adults and young adults, of whom 7% said they were in a van for more than four hours and 40% for one to two hours.

Table 19: 'How long did you spend in the van?'					
	Less than an hour	One to two hours	Two to four hours	More than four hours	Don't remember
Juveniles	20%	42%	28%	7%	3%

- 6.10 The majority (62%) of children and young people felt that escort staff had treated them well or very well on their most recent journey. These findings were also consistent with those for adults and young adults, of whom 68% felt that escort staff had treated them well or very well.

Table 20: Prisoner ratings of how they were treated by escort staff on their most recent journey						
	Very well	Well	Neither	Badly	Very badly	Don't remember
Juveniles	16%	46%	24%	8%	3%	4%

- 6.11 The majority (81%) of children and young people said that they knew where they were going when they left court or were transferred from another prison. These findings were similar to those for adults and young adults, of whom 77% said they knew where they were going.

Table 21: 'Did you know where you were going when you left court or were transferred from another establishment?'			
	Yes	No	Don't remember
Juveniles	81%	17%	2%

6.12 However, this knowledge was less often backed up with written information. A quarter of children and young people (25%) said they had received written information about where they were going. This response was similar to that from adults, of whom only 20% said they had received written information.

Table 22: 'Before you arrived here, did you receive any written information about what would happen to you?'			
	Yes	No	Don't remember
Juveniles	25%	68%	6%

6.13 In spite of the Youth Justice Board's efforts, the experience of children and young people does not seem to be substantially better than that of adults. This may be because of the distances routinely travelled, or the continuing practice of transporting children and young people with adults.

Appendix I: Prisons surveyed in 2006–07 and 2003–04

Before each full inspection a survey of a representative proportion of the prisoner population is conducted. The results of this survey form part of the evidence base for inspections. The baseline for the sample size is calculated using a robust statistical formula provided by a government statistician. Essentially, the formula indicates the sample size that is required and the extent to which the findings from a sample of that size reflect the experiences of the whole population. Respondents are randomly selected from a LIDS prisoner population printout using a stratified systematic sampling method. Every attempt is made to distribute the surveys to each respondent on an individual basis. This gives researchers an opportunity to explain the independence of the Inspectorate and the purpose of the questionnaire, as well as to answer questions.

Inspection survey data was derived from the following prisons in 2006–07 and in 2003–04:

2006–07

Training prisons	Local prisons	Women's prisons	Young adults (18–21)	Open prisons	Juveniles (15–18)
Grange	Highdown	Low Newton	Deerbolt	Wealstun	Huntercombe
Dovegate	Shrewsbury	Peterborough	Hindley	Standford Hill	Castington
Wayland	Pentonville	East Sutton Park	Lancaster Farms	Latchmere House	Hindley
Stafford	Wandsworth		Norwich	Leyhill	Ashfield
Camp Hill	Durham		Portland		Lancaster Farms
Edmund's Hill	Peterborough		Brinsford		Brinsford
The Mount	Norwich				Wetherby
Wealstun	Elmley				Oswald unit (Castington)
Acklington	Birmingham				
Whatton	Liverpool				
Maidstone	Winchester				
Ranby	Gloucester				

2003–04

Training prisons	Local prisons	Women's prisons	Young adults (18–21)	Open prisons	Juveniles (15–18)
Haverigg	Belmarsh	New Hall	Castington	Wealstun	
Rye Hill	Leeds	Eastwood Park	Hindley	Spring Hill	
Wellingborough	Leicester	Cookham Wood	Lancaster Farms	Hollesley Bay	
Featherstone	Lincoln	Downview	Ashfield	North Sea Camp	
Wymott	Wormwood Scrubs	Bullwood Hall	Portland		
Garth	Bedford	Styal	Reading		

Grendon	Brixton	Buckley Hall			
Wealstun	Hull	Askham Grange			
Dovegate TC	Wandsworth	Foston Hall			
Weare	Manchester				
Magilligan	Dorchester				
Everthorpe	Preston				

Appendix II: Detailed findings

The following tables provide greater detail of the survey findings reported in chapter 5.

Conditions in vans⁶

	Prisoner ratings of the cleanliness of the escort van on which they had most recently travelled													
	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007
	Very good		Good		Neither		Bad		Very bad		Don't remember		Not applicable	
Local prisons	4%	9%	34%	45%	17%	14%	24%	18%	16%	8%	4%	4%	na	1%
Trainer prisons	7%	9%	39%	43%	16%	14%	23%	20%	9%	8%	5%	3%	na	2%
Young adult prisons	2%	5%	24%	31%	16%	16%	28%	25%	22%	18%	5%	5%	na	1%
Women's prisons	7%	11%	32%	42%	15%	13%	25%	18%	17%	11%	3%	3%	na	2%
Open prisons	10%	9%	44%	45%	16%	15%	18%	16%	9%	10%	4%	3%	na	3%
Average	6%	9%	35%	43%	16%	14%	24%	19%	15%	9%	4%	4%	na	2%

Relationships between escort staff, prisoners and prison staff

	Prisoner ratings of how they were treated by escort staff on their most recent journey											
	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007
	Very good		Good		Neither		Badly		Very badly		Don't remember	
Local prisons	16%	16%	48%	50%	23%	20%	7%	8%	3%	5%	3%	2%
Trainer prisons	16%	15%	55%	55%	19%	18%	6%	7%	2%	2%	2%	2%
Young adult prisons	13%	13%	55%	52%	17%	21%	9%	9%	2%	3%	3%	2%
Women's prisons	20%	25%	52%	46%	14%	17%	9%	7%	3%	1%	2%	2%
Open prisons	21%	17%	49%	54%	17%	17%	9%	7%	2%	2%	3%	3%
Average	17%	16%	52%	52%	19%	19%	8%	8%	3%	3%	2%	2%

⁶ The comparative tables for 2004/2007 data in this appendix may differ by 1 or 2% from the collated figures featured earlier in this report, as percentages have been rounded up or down.

Feeling safe under escort

	Prisoner ratings of their personal safety while under escort on their most recent journey													
	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007
	Very good		Good		Neither		Bad		Very bad		Don't remember		Not applicable	
Local prisons	8%	11%	48%	47%	17%	14%	13%	16%	10%	8%	3%	2%	na	2%
Trainer prisons	10%	11%	50%	52%	15%	13%	14%	15%	7%	6%	3%	1%	na	2%
Young adult prisons	7%	10%	54%	46%	16%	18%	12%	13%	6%	9%	2%	2%	na	1%
Women's prisons	9%	14%	47%	46%	14%	14%	16%	11%	11%	10%	2%	2%	na	2%
Open prisons	8%	11%	52%	50%	13%	17%	15%	12%	11%	7%	1%	1%	na	2%
Average	9%	11%	50%	49%	16%	14%	14%	15%	9%	7%	3%	2%	na	2%

Special needs

	Prisoners' perception of the attention paid to their health care needs while under escort													
	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007
	Very good		Good		Neither		Bad		Very bad		Don't remember		Not applicable	
Local prisons	3%	5%	21%	23%	24%	24%	20%	19%	21%	18%	4%	3%	na	8%
Trainer prisons	6%	5%	26%	29%	26%	25%	17%	18%	15%	12%	5%	2%	na	9%
Young adult prisons	4%	4%	32%	31%	21%	24%	17%	16%	14%	14%	5%	5%	na	6%
Women's prisons	7%	7%	25%	24%	18%	22%	20%	20%	20%	17%	4%	3%	na	7%
Open prisons	3%	5%	27%	29%	32%	24%	18%	15%	15%	15%	4%	2%	na	11%
Average	5%	5%	26%	26%	24%	25%	18%	18%	17%	15%	4%	3%	na	8%

Comfort breaks

	On the most recent journey how long did you spend in the van? (2007)				
	Less than one hour	1–2 hours	2–4 hours	More than four hours	Don't remember
Local prisons	36%	39%	16%	5%	3%
Trainer prisons	11%	41%	35%	9%	3%
Young adult prisons	14%	37%	37%	8%	3%
Women's prisons	16%	38%	35%	9%	2%
Open prisons	13%	41%	32%	11%	3%
Average	23%	40%	27%	7%	3%

	On the most recent journey you have been on, how was the frequency of comfort breaks?											
	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007	2004	2007
	Very good		Good		Neither		Bad		Very bad		Don't remember	
Local prisons	1%	2%	10%	9%	18%	19%	18%	18%	34%	30%	4%	2%
Trainer prisons	2%	3%	11%	11%	17%	18%	20%	21%	38%	28%	2%	3%
Young adult prisons	1%	1%	11%	11%	13%	15%	23%	20%	35%	37%	6%	6%
Women's prisons	2%	2%	10%	7%	15%	12%	19%	20%	39%	41%	3%	2%
Open prisons	1%	2%	14%	12%	22%	14%	19%	26%	39%	30%	3%	1%
Average	2%	2%	11%	10%	16%	18%	20%	20%	37%	30%	4%	3%

Information in advance of transfer

	Did you know where you were going when you left court or when transferred from another establishment?					
	2004	2007	2004	2007	2004	2007
	Yes		No		Don't remember	
Local prisons	78%	70%	21%	29%	1%	2%
Trainer prisons	90%	84%	10%	15%	0%	1%
Young adult prisons	84%	81%	15%	17%	1%	1%
Women's prisons	88%	84%	11%	15%	1%	1%
Open prisons	90%	83%	9%	13%	1%	3%
Average	86%	77%	14%	21%	1%	1%

	Before you arrived here did you receive any written information about what would happen to you?					
	2004	2007	2004	2007	2004	2007
	Yes		No		Don't remember	
Local prisons	11%	12%	86%	84%	3%	3%
Trainer prisons	20%	17%	78%	79%	2%	5%
Young adult prisons	22%	28%	73%	65%	5%	7%
Women's prisons	12%	16%	86%	81%	2%	4%
Open prisons	16%	26%	81%	69%	3%	5%
Average	16%	16%	81%	79%	3%	4%

Appendix III: Calculation of averages for 2004 and 2007

The overall averages calculated from the 2004 data appear to be a straight average of each prison's average prisoner journey times. This is because the number of prisoner journey times upon which each prison's average is based is equal (N=50).

As with the 2004 data, the overall 2007 averages are based on the original data. However, the number of prisoner journey times in the 2007 dataset varied by establishment. The resulting figure is therefore not equivalent to an 'average of averages' as in the 2004 data.

The way the data have been treated ensures that the data being compared across timelines is equivalent.