

## Questions to the Authority

### Questions from the BTP Federation

- 1. Following the recent announcement from the Scottish Government that there is to be a hiatus in the integration programme for the BTP in Scotland and a re-planning exercise to take place involving all parties within the Joint Programme Board, what plans are there to explore other options relating to the integration proposal? If that is not the case then why not?**
  - Railway policing has now been devolved to Scotland, and it is for the Scottish Government to decide how best those responsibilities can be discharged.
  - The paper to the JPB on 20<sup>th</sup> February recommended that the re-planning exercise should look again at a commissioned service but the Scottish Government refused to consider.
  
- 2. As we are all now aware, the original date for integration of BTP Scotland into Police Scotland (April 2019) has been dropped in favour of a six month re-planning exercise, what is the new date or timeframe for the integration?**
  - That is a decision for Scottish Ministers following the re-planning exercise undertaken by EY but we will need to be satisfied it is underpinned by a credible delivery plan.
  - The industry have been clear that any transfer can take place only at the start of any financial year to maximise efficiencies and so any deferral will be for a period of one or perhaps more years.
  - A key factor will be how transition best aligns with Police Scotland's Transformation Programme, Policing 2026.
  
- 3. How does the BTPA / Joint Programme Board intend to improve on their levels of engagement with all those affected by the proposed BTP integration in Scotland?**
  - The pause now gives us a chance to improve communications and engagement.
  - Donna Bell in the Scottish Government has been designated as the JPB executive comms lead and a new comms and engagement lead has been appointed in the Scottish Government- starting next week.
  - A stakeholder engagement event is being planned for end of April.
  - Learning the lessons of the last few months we will work to ensure there is:
    - More regular and systematic communications;
    - Clearer signposting to future events and stages in the process even when we do not know the answers;
  - Need to recognise that we are not always able to drive others- not in our gift.
  - You have our Chairman's commitment to look at how the Authority can better engage.

## Questions from the Rail Delivery Group

**4. None of the papers outline the detail we would expect to see in respects of costs. Firstly we would expect that the delay to the programme will incur significant additional cost. What is the budget for this, the cost to the BTP/A and how is this to be funded?**

- Our initial combined BTP/A resource budget for Scotland including the services of consultants to run an independent programme management office was £750k per annum for 17/18 and 18/19.
- We have not yet charged this out to the industry. If there is any increase we will consult DfT on the impact.
- We have re-profiled the BTP budget as part of the rebased MTFP.
- Police Scotland initial estimates for costs till 31st March 2019 - £2.1m (approx.- resource costs, EY PMO and pension set up costs)
- Costs for the consultants undertaking the re-plan will be met entirely by Police Scotland and are in addition to existing budgets.
- Obviously we will seek to resource from within existing envelope. A key deliverable of the re-plan will be a clear resource requirement and cost estimate for the remainder of the re-planning phase.

**5. At the beginning of this process it was clear that there would be no costs to the industry. We seek assurances that this is still the case. If there are additional costs incurred please explain how these will be met. Is it correct that the Police Scotland costs are being met by the Scottish government?**

- Scottish Ministers said in a PQ last week that 'Transformation costs for the [Scottish Police] Authority and Police Scotland are being funded from the police reform budget and will not be an additional burden on the operational policing budget or rail operators'.

**6. The issue of pensions remains a concern. Is there a potential liability still to our Scottish members and will there be any impact on all industry members? If so what will this be?**

- We are currently working with the pension trustees on how best to deliver the commitment that pensions will be preserved.
- However, our published accounts for 16/17 show a pension liability of £760 million.
- Actual figure will depend on the final valuation carried out before the point of transfer.