

# [23 November 2021] Agenda Pack - Scottish Railways Policing Committee

MEETING  
23 November 2021 11:00

PUBLISHED  
19 November 2021

# Agenda

<i>Location</i>	<i>Date</i>	<i>Owner</i>	<i>Time</i>
Microsoft Teams	23/11/21		11:00
1. Apologies		Chair	11:00
2. Declarations of Interest		All	
3. Minutes [3 September 2021]		Chair	
4. Actions		Chair	
5. Risk Profile		Chief Executive	
6. Performance Q2 2021/22		Chief Superintendent D Division	11:15
6.1. Police Scotland / British Transport Police Joint Report		Chief Superintendent D Division	
7. [Verbal] COP26 Policing Debrief		Superintendent (D Division)	11:30
8. [Verbal] Strategy 22/25 Development		Head of Strategy, Planning and Engagement	11:40
9. Policing Plan 22/25 Development		Head of Strategy, Planning and Engagement	11:50
10. Sexualised Behaviour, Internal Culture and Conduct Regulations		Director of People and Culture	12:00

# Agenda

<i>Location</i>	<i>Date</i>	<i>Owner</i>	<i>Time</i>
Microsoft Teams	23/11/21		11:00
11. Annual Report - Providing VfM (Best Value) for Scotland		Head of Strategy, Planning and Engagement	12:15
Recommended Break Point			
12. Thematic Item: Fleet & Estates (Support Services)			
12.1. Fleet		Deputy Director - Commercial and Estates	12:30
12.2. Estates		Head of Estates Transformation	12:45
13. Audit & Inspections Update		Deputy Chief Constable	13:00
14. Workplan 21/22		Head of Strategy, Planning and Engagement	13:10
15. Evaluation Framework		Head of Strategy, Planning and Engagement	13:15
16. Exclusion of the Public		All	
17. Non-Public Minutes [3 September 2021]		Chair	13:25

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# Agenda

<i>Location</i>	<i>Date</i>	<i>Owner</i>	<i>Time</i>
Microsoft Teams	23/11/21		11:00
18. [Verbal] COP26 Policing Debrief [Non-Public]		Superintendent (D Division)	13:30
19. Any Other Business		All	
20. Meeting Evaluation		Mary Pitcaithly	13:35

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# Minutes

## Scottish Railways Policing Committee

Friday 3 September 2021 at 11.00am via Microsoft Teams

### Present:

Bill Matthews (Chair)  
 Willie Gallagher  
 Tom Halpin (Co-Opted Member – SPA)

### Apologies:

Mary Pitcaithly (Co-Opted Member – SPA)

### In attendance:

#### **British Transport Police Authority Executive**

Hugh Ind (Chief Executive)  
 Sam Elvy (Head of Strategy, Planning and Engagement)  
 John McBride (Senior Scotland Project Manager)  
 Alistair MacLellan (Board Secretary / Minutes)

#### **British Transport Police**

Adrian Hanstock (Deputy Chief Constable)  
 Sean O'Callaghan (Assistant Chief Constable)  
 Rachael Etebar (Director of People and Culture)  
 Allan Gregory (T/Assistant Chief Constable)  
 Emma Manno (Corporate Communications Manager)  
 Gill Murray (Chief Superintendent)

#### **Scottish Police Authority Corporate**

Amanda Coulthard (Head of Strategy and Performance)

#### **Police Scotland**

Louise Blakelock (Chief Superintendent)

#### **External**

Elaine Galbraith (Assistant Inspector, HMICS)  
 Nobby Goodband (BTP Federation)  
 Alastair Dalton (Transport Correspondent, The Scotsman)  
 Stewart Kirkland (Scottish Government)

**Apologies****Agenda Item 1**

1. Apologies were received from Mary Pitcaithly.
2. The Chair welcomed those present, particularly external observers, to the meeting.

**Declarations of Interest****Agenda Item 2**

3. There were no declarations.

**Minutes of the Meeting held on 25 May 2021****Agenda Item 3**

4. **RESOLVED**, that the public minutes of the meeting held on 25 May 2021 be approved as a correct record.
5. Members noted that Deputy Chief Constable Hanstock remained in post until mid-November 2021 at which point he would handover to incoming Deputy Chief Constable Alistair Sutherland, who was currently serving with the City of London Police.

**Actions****Agenda Item 4**

6. Members considered a report of the Board Secretary regarding actions arising from previous meetings and agreed that actions 2/2021, 4/2021, 10/2021 and 11/2021 could be closed.
7. **RESOLVED**, that the report be noted.

**Risk Profile****Agenda Item 5**

8. **RESOLVED**, that the risk profile be noted.

**Performance Q1 2021/22****Agenda Item 6**

9. Members considered a report of the Chief Superintendent (BTP Scotland) regarding Performance Q1 2021/22 and the following points were made.
  - a. The Chief Superintendent introduced the report, noting that crime levels had returned to levels comparable to 2019 with key trends including an increase in crime against staff in the west of Scotland, and youth-related

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anti-social behaviour (ASB), the majority of that being assault between passengers. Of particular note was the higher percentage of crime by juveniles being perpetrated by females, and assaults often involving groups and associated alcohol. The Chief Superintendent concluded by highlighting joint-working with Police Scotland to address a spike in crime between Kilwinning and Ardrossan, and strong multi-agency work more generally on operations such as Safer Shores.

- b. In response to a question regarding the underlying driver(s) behind the 67% increase in anti-social behaviour incidents, the Chief Superintendent responded that one driver was increased numbers of young persons moving around the rail network, and the Force was therefore planning for the implications arising from forthcoming school holidays. The Deputy Chief Constable confirmed that this increase in anti-social behaviour was not a Scotland-specific issue.
- c. In response to a question, the Chief Superintendent confirmed that business-as-usual policing and efforts to reduce anti-social behaviour would continue on the network during COP26.
- d. Members noted the significant and ongoing level of mental health incidents on the network and the corresponding commitment required from the Force.
- e. In response to a question, the Chief Superintendent noted that mask-compliance on the network was at c.80%, and the Force was working with partners including the Scottish Government to develop communications to improve compliance.
- f. The Chief Superintendent (Police Scotland) took the opportunity to highlight the productive joint working between the Force and Police Scotland during Euro 2020. The Chief Superintendent (BTP Scotland) added that further joint working included applying lessons learned from a London case study to violence reduction; and good ways of working on bridge strikes and corresponding impact on industry.

10. **RESOLVED**, that the report be noted.

### Case Studies: Unwanted Sexual Behaviour & Hate Crime

#### Agenda Item 6.1

- 11. Members considered a report of the Director of People and Culture regarding case studies of work to address unwanted sexual behaviour & hate crime, noting in particular the Force's efforts to combat county lines.

12. **RESOLVED**, that the report be noted.

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## Police Scotland / British Transport Police – Evidence of Joint Working

### Agenda Item 6.2

13. Members considered a joint report of Police Scotland and British Transport Police regarding recent joint working, noting what they saw as sensible decisions on combining resources where appropriate. The Chief Superintendent noted that both forces were linking their respective analytical teams to assist in the development of future iterations of the report.
14. **RESOLVED**, that the report be noted.

## Equality, Diversity and Inclusion Update – Gender Balance

### Agenda Item 7

15. Members considered an update report of the Director of People and Culture regarding Equality, Diversity and Inclusion Update – Gender Balance and the following points were made.
  - a. The Director of People and Culture thanked Police Scotland for sharing their own diversity data. Overall the Force compared well with Police Scotland in terms of ethnic representation but less well on female representation, which mirrored the Force's position across the UK. Research suggested this was due to perceptions around railway policing as dangerous / shift based.
  - b. The Director continued, noting that one challenge around increasing diversity was the twin factors of annual intake numbers being low, and well as officers tending to remain until retirement age which was unusual compared to metropolitan areas elsewhere in the UK.
  - c. The Director noted the Force's engagement with the Scottish Women's' Development Forum to improve gender representation. More broadly, the Force's neurodiversity lead would be visiting Scotland shortly. The Deputy Chief Constable added that there was potential to consider approaches used by Train Operation Companies (TOCs) to improve diversity e.g. direct entry.
  - d. Members noted the progress made and challenged the Force to review current approaches to improving diversity, with a view towards moving beyond incremental change (Action 12/2021).
  - e. The Head of Strategy, Planning and Engagement noted that equality and diversity would feature within the forthcoming Strategic Plan 2022/25.
16. **RESOLVED**, that the report be noted.

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## COP26 Policing

### Agenda Item 8

17. Members considered a report of the Assistant Chief Constable regarding COP26 and the following points were made.

- a. The Assistant Chief Constable introduced the report, noting that planning and preparation continued in earnest with a table top exercise scheduled for later in September 2021. The Force's policing strategy was firmly aligned with that of Police Scotland to ensure a unified policing approach. The Assistant Chief Constable concluded by emphasizing that business-as-usual policing had been embedded into COP26 planning to ensure COP26 commitments did not adversely affect other areas of the network.
- b. A Member queried whether the ability to achieve business as usual alongside COP26 commitments risked accusations that the Force was over-resourced. In response, the Assistant Chief Constable noted that the Force would be refunded by UK government for financial resourcing applied to the operation. Human and technical resources were being met through tactics and judicious application of cancelled rest days, extended shifts, and officers redeployed from across the UK. Moreover the Force was applying lessons learned from events earlier in the year e.g. G7 Cornwall to ensure officers were deployed as effectively as possible.
- c. The Chair welcomed the fact that officers deployed to Scotland from elsewhere in the UK would undergo a training package in Scots law.
- d. In response to a comment from a Member, the Board Secretary agreed to circulate details of the Scottish Police Authority's forthcoming COP26 roundtable to members and attendees of the Committee (Action 13/2021).

18. **RESOLVED**, that the report be noted.

## Rail Freight Policing

### Agenda Item 9

19. Members considered a report of the Assistant Chief Constable regarding rail freight policing and the following points were made.

- a. The Assistant Chief Constable introduced the report, highlighting the increase in station-to-station parcel deliveries by repurposed passenger trains to cater for increased online shopping and the implications for future rail freight.
- b. The Chair welcomed the fact that rail freight crime was low in Scotland, and warehouse locations encouraged joint working with other forces.

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- c. In response to a question, the Assistant Chief Constable noted that the Force received crime intelligence directly from operators, and that the Force worked to understand where the crime was perpetrated rather than reported. Overall the Force was reliant on open communication between all parties to understand the overall picture of rail freight crime and associated issues.
- d. In response to a question, the Assistant Chief Constable confirmed shared protocols existed where crime needed to be shared with local forces.
- e. In response to a question, the Assistant Chief Constable acknowledged there had been instances in the past where reporting of rail freight crime was complicated by the Force's posture towards passengers. That had since been addressed through the appointment of single points of contact for operators in each Division. The Assistant Chief Constable agreed to ensure operators were consulted on existing processes at a forthcoming BTPA stakeholder event (Action 14/2021).

20. **RESOLVED**, that the report be noted.

### **Strategy 2022/2025**

#### **Agenda Item 10**

- 21. Members considered a report of the Head of Strategy, Planning and Engagement regarding the development of the Strategy 2022/2025 and the following points were made.
  - a. The Head of Strategy and Performance (SPA Corporate) noted that the SPA could align their own planning cycles with the development of the Strategic Plan, where possible.
  - b. Members noted they would welcome informal briefings on emerging proposals prior to their next meeting in November 2021 (Action 15/2021).

22. **RESOLVED**, that the report be noted.

### **Audit and Inspection Update**

#### **Agenda Item 11**

- 23. Members considered a report of the Deputy Chief Constable providing an update against audit and inspection activity, and the following points were made.
  - a. The Deputy Chief Constable introduced the report, noting that IT continuity was a current issue that was being examined by the BTPA Audit and Risk Assurance at its September 2021 meeting, which could mean the planned internal audit of IT could move into 2022. The Deputy Chief Constable concluded by noting the Force's Crime & Incident Registrar had audited

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crime data in Scotland twice in 2021 and had noted an improvement in overall compliance from 75% to 97%.

- b. In response to a question, the Deputy Chief Constable confirmed that the Force proactively monitored HMICS inspection reports on Police Scotland to identify any relevant issues for the Force.
- c. In response to a question, the Deputy Chief Constable agreed to provide bespoke detail on audit issues specific to Scotland in future reporting (Action 16/2021).

24. **RESOLVED**, that the report be noted.

*Tom Halpin lost connection to the meeting at this point. There being a strong likelihood of him rejoining, Members agreed to proceed with business.*

## **Workplan 2021/22**

### **Agenda Item 12**

- 25. Members considered a report of the Head of Strategy, Planning and Engagement regarding the Committee Workplan 2021/22. The Head of Strategy, Planning and Engagement commented that themes in the forthcoming Strategy 2022/25 could be reflected in the workplan once the strategy was agreed.

26. **RESOLVED**, that the report be noted.

*Tom Halpin rejoined the meeting. The Chair encouraged him to provide any comments on the Committee Workplan 2021/22 directly to the Head of Strategy, Planning and Engagement.*

## **Evaluation Framework**

### **Agenda Item 13**

- 27. Members considered an evaluation framework report of the Senior Scotland Project Manager and the following points were made.
  - a. Members discussed whether the metric around senior engagement was too narrowly defined and requested that BTPA Executive review whether it could be revised accordingly (Action 17/2021).
  - b. Members noted that the Force was represented at a number of Police Scotland governance bodies and indeed present at UK-wide meeting where Scotland was referenced.

28. **RESOLVED**, that the report be noted.

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## Exclusion of the Public

### Agenda Item 14

29. **RESOLVED**, that the public be excluded from the meeting for the following items of business in accordance with the Committee's terms of reference and the British Transport Police Authority's Procedural Standing Orders set out in its Code of Governance.

## Non-Public Minutes of the Meeting held on 25 May 2021

### Agenda Item 15

30. **RESOLVED**, that the non-public minutes of the meeting held on 25 May 2021 be approved as a correct record.

## COP26 Non-Public Update

### Agenda Item 16

31. [Public Summary] Members received a non-public update on COP26 Policing from the Assistant Chief Constable.

## Any Other Business

### Agenda Item 17

32. [Public Summary] Members discussed the carriage of taser in Scotland in non-public session.

## Meeting Evaluation

### Agenda Item 18

33. Willie Gallagher conducted an evaluation of the meeting and the following points were made.
- a. Quorum had been an issue at one point in the meeting which could have proved problematic and suggested a replacement for Dominic Booth should be identified ahead of the next meeting.
  - b. It was pleasing to see examples across all agenda items of joint working between British Transport Police and Police Scotland.
  - c. The discussion on COP26 Policing had highlighted the appropriateness of a public/non-public approach to the agenda.
  - d. The inclusion of a thematic item on rail freight was welcome.
  - e. Overall the meeting had been well chaired with plenty of participation and well drafted papers.

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34. The Chair concluded the meeting by reiterating the Committee’s farewell and thanks to the outgoing Deputy Chief Constable ahead of his retirement.

The meeting ended at 1.24pm.

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## ITEM 4 – ACTIONS

## OFFICIAL

## SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Topic	Action/Paper	Owner	Due Date	Outcome
12/2021	3 September 2021	Equality, Diversity and Inclusion – Gender Balance	Committee challenged Force to review approach to gender balance to establish whether faster progress could be made.	Director of People and Culture	23 November 2021	<b>In Progress</b> Challenges inherent in addressing inherent gender/BAME representation in different areas of the Force was discussed at 17 November 2021 meeting of the People and Culture Committee. Verbal update to be provided.
13/2021	3 September 2021	COP26 Policing / Taser	Link to COP26 Roundtable / SPA Performance Committee paper on Taser to be circulated	Board Secretary	NLT 9 September 2021	<b>Recommended for Closure</b> Email issued 7 September at 12.21pm
14/2021	3 September 2021	Policing Rail Freight	Reporting of freight crime to be raised with industry at forthcoming stakeholder event to ensure SPOC approach is performing well	Head of Strategy, Planning and Engagement	Date TBC	<b>Recommended for Closure</b> Verbal update to be provided.
15/2021	3 September 2021	Strategy 2022/25	Strategy development briefing session(s) to be convened for Committee members prior to 23 November 2021 meeting.	Head of Strategy, Planning and Engagement	NLT 23 November 2021	<b>In Progress</b> Verbal update on timeline of Strategy development to be provided at November 2021 meeting.

## ITEM 4 – ACTIONS

## OFFICIAL

## SCOTTISH RAILWAYS POLICING COMMITTEE

16/2021	3 September 2021	Audit and Inspection Update	Format of Audit and Inspection report to be refined to highlight issues specific to Scotland.	Finance, Audit and Risk Manager	23 November 2021	<b>Recommended for Closure</b> Action was reflected in commissioning brief for the November 2021 meeting. Members are invited to comment on whether this action can be closed.
17/2021	3 September 2021	Evaluation Framework	Revised metric for senior engagement to be developed.	Head of Strategy, Planning and Engagement	23 November 2021	<b>Recommended for Closure</b> To be discussed at November 2021 meeting when considering the Evaluation Framework.
18/2021	3 September 2021	AOB – Taser Carriage	Force to engage with Scottish government to regarding decision to implement permanent carriage of taser following consultation with Police Scotland	Chief Superintendent		<b>Recommended for Closure</b> Update provided at 28 September 2021 Full Authority meeting. Recommended for closure at November 2021 SRPC meeting.

# D DIVISION POLICING PLAN OBJECTIVES

Data period covers Apr-Sept 2021  
Comparisons have been made to 2019/20 data, unless specified otherwise



## BTP Scotland – Performance against D Division Policing Plan Objectives

Preventing physical & verbal assaults on staff members & increase positive outcomes, ensuring effective communications with victims	Staff Assaults Assault: +22%; 39 (32 PYTD) Verbal: -1%; 114 (115 PYTD)		Positive Outcome Rate Assault: 64% (78% PYTD) Verbal: 25% (31% PYTD)		Compliance rate for Victim Code Practice* (victims updated within 28 days) <b>98%</b> *Refers to all victims YTD (not staff specific)		Though assaults against members of rail staff are up by 7 crimes YTD, there was a 50% decrease August – September. These are lower harm, Common Assaults and there are no current trends in problem locations.
Increasing passenger and rail staff confidence by joint problems solving with Police Scotland to tackle anti-social behaviour  ASB crime classified by certain crime codes within Serious and Less Serious Public Order	ASB Crimes: +13%; 723 (637 PYTD) ASB Incidents: +66%; 2,019 ( 1,218 PYTD)		Positive outcome rate for ASB offences: <b>37%</b> (42% PYTD)		Football Crime: -81%; 6 (33 PYTD) Football Incidents: +13%; 123 (109 PYTD)		59% of Public Order offences YTD have been Threatening or Abusive Behaviour. ASB is a multi-faceted issue and dedicated ASB Problem Solving Plans and joint working have continued in Q2.
Improving awareness and response to sexual offences and incidents involving unwanted sexual behaviour	Sexual Offences: +8%; 39 (36 PYTD)		Sexual Harassment* +600% (7 YTD, 1 PYTD) *PYTD 2020-21 as recording of offences introduced last year.		Days of Action Sexual Harrassment Week of action – (Q1)		BTP is committed to increasing awareness around sexual offences and reporting. D Division has seen a 29% increase in reports (calls for service) (+26).
Reducing disruption related incidents through a joint problem solving approach with industry at key red route locations	Total Incidents +19%; 1,421 (1,197 PYTD)	Total Lost Minutes +8%; 39,624 (36,677)	Primary Lost Minutes: +13%; 17,601 (15,613 PYTD)	Incidents at red route locations +81%; 65 (39 PYTD)	Minutes for red routes +345%; 4,798 (1,075 PYTD)	Trespass (+38%, total 617) and Drunks (+16%, total 592) main contributors. One incident at Waverley Bridge caused 2,300+ minutes of disruption and without this, minutes would have been similar to 18-19 and 20-21.	
Maintaining an average handback time of under 90 minutes for non suspicious fatal incidents	Average fatality handback time (non-suspicious) 102 minutes			Average partial handback time for fatal incidents 27 minutes		There have been 9 fatalities YTD (-18%). The higher average YTD can be explained by the handback time for Carnoustie (153) in Q1.	

## BTP Scotland – Performance against Force-wide Objectives

Tackle serious violent crime and robbery on the railway (D Division)	Serious Assault: +33%; 12 (9 PYTD)	Robbery offences: +13%; 9 (8 PYTD)	Weapon Offences: -3%; 33 (34 PYTD)	Serious violence is at the same level as PY. However, there has been dedicated violence reduction action in response to recent violent incidents in October.
Partnership working focused at key locations with volume crime (D Division)	Total crime recorded at Edinburgh Waverley 82 (+1%) Top Crime groups: Drugs (25), Violence (23)		Total notifiable crime Glasgow Central: 108 (+14%) Top Crimes groups: Common Assault (25), Theft Shoplifting (9)	
Support the railway through the Covid-19 pandemic (D Division)	Interventions: 13,036		Number of Fixed Penalty notices: 206	Continued engagement under 4Es; Engage, Explain, Encourage, Enforce





## Quarter 2 Performance Report

This report outlines the main headlines in relation to the current and future aims of railway policing in D Division, focussing on areas aligned to the local policing priorities for 2021-22.

### A New Landscape

Whilst crime totals at the end of Quarter 2 (Q2) are near equal with a pre-COVID equivalent period of 2019 (908 YTD, +3%), the challenges faced by BTP look different and are reflective of an altered crime landscape. While some aspects of this change may be short-lived, others may indicate longer-standing trends that continue to affect policing into the next period (e.g. change in footfall patterns as more people work from home). BTP's Public Attitude Survey ('Have Your Say') seeks to gain insight into various issues, such as opinions on rail travel since COVID, fear of crime and confidence in the BTP.

**Officers provide support to the railway, ensuring compliance with face covering regulations through engagement and discussion with individuals.**

There have been 7,161 face covering interventions carried out since the beginning of September.

A total of 182 million rail passenger journeys were made across the UK in 2021-22 Q1. This is more than five times the 35 million journeys made in 2020-21 Q1 and the most journeys since the start of 2020-21. Nevertheless, usage remains considerably lower than before the pandemic equating to 41.6% of the 437 million journeys made in the same quarter two years ago (2019-20 Q1).

ScotRail recorded 7.61 million passenger journeys in Q1, 32% of Q1 2019-20 journeys. In terms of crime comparison, Q1 crimes across D-Division were opposite to this at 71% of 2019-20 levels with Scotrail crimes above at 120% (20% increase on 2019-20)

Data Source: Office of Rail and Road

### Violent Crime

Crime Category	2021-22	2019-20	Difference	% Difference
<b>Total 01A Violence</b>	<b>265</b>	<b>222</b>	<b>+43</b>	<b>+19%</b>
<i>Common Assault</i>	<i>211</i>	<i>192</i>	<i>+19</i>	<i>+10%</i>
<i>Serious Assault</i>	<i>12</i>	<i>9</i>	<i>+3</i>	<i>+33%</i>
<i>Violence Against Staff</i>	<i>39</i>	<i>32</i>	<i>7</i>	<i>22%</i>
<i>Violence Against Officers</i>	<i>34</i>	<i>9</i>	<i>25</i>	<i>278%</i>

**Violent offences make up 30% of all crime YTD. While the volume is high and elevated on previous year (+43%), serious violence resulting in injury is still low (12 YTD) and makes up only 1% of the Forcewide total (1,297).** However, a high volume of any violence carries potential for escalation to more serious, high harm, incidents, as highlighted by the recent tragic incident on 16<sup>th</sup> October where young male lost his life following a fatal stabbing at High Street Station and an attempted murder at Bellgrove Station the day before. **Joint working with Police Scotland following the High Street murder enabled early apprehension of the suspect. The reduction of violence is a priority with high visibility reassurance patrols on trainlines of routes recently affected. Early engagement has taken place with Violence Reduction Units of both Police Scotland and Metropolitan Police.**

**While weapon crime on the network remains at a similar level to pre-COVID (33 YTD, -3%) and mainly consisted of bottles rather than bladed articles (8), the detection of carriage of weapons (22 YTD) is crucial in keeping people safe and confident on the railway.** *Operation Glacies*, a joint operation between BTP, Police Scotland and Glasgow City Council, focusses on reducing serious violence and weapon carriage in Glasgow city centre. BTP have used and had success with weapon detection tactics such as knife arches previously, with similar disruptive work set to continue in the next period.

**Most violent offending is in the lower harm category, with 86% being Common Assault (no injury)** and mostly a result of escalated disputes between passengers. However, this also includes assaults on members of rail staff (39) & officers (34). With an increase of

**86% violence  
low harm**

25 crimes, officer assault is significantly higher than the previous period. It may be said that offending is reflective of the wider crime trend, both in overall

violence and crime as a whole, with 38% of assaults on officers dealt with by Early & Effective Intervention (<18 years). This can also be seen in patterns of violence & aggression directed towards staff. Most violence against staff has occurred at stations, all Common Assault. However, spittle assault and threats to spit continue to be prevalent.

**BTP are releasing a pilot rail staff survey in conjunction to the wider Public Attitude Survey** to gather information for rail worker attitudes on various areas of crime, including workplace violence, aggression and confidence in BTP.

BTP's new digital online reporting service for industry partners and rail staff 'Partner Portal' is now live. This gives members access to data which can be filtered & extracted

## Sexual Offences

Whilst sexual offences are rare on D Division (3% (39) of Force total) and 8% higher than PYTD, reports have increased (+39%, +19, Q1 – Q2) and this is due to successful engagement through *Operation Cerium*. This operation saw a significant push on social media in conveying a message of zero tolerance for any form of sexual harassment. An increase in reporting has been seen nationally and on D Division (+29%) since. Reflecting on own force experience, Police Scotland have assessed that the impact of the high-profile reporting of sexual crimes in the media, as well as the ongoing conversation relating to violence against women and girls may have increased victim confidence and willingness to report with a broader cultural shift in the recognising and reporting this type of crime. The BTP survey aims to gain insight into this and how it applies to the railway & gauge attitudes and confidence in the handling of this crime. BTP are creating an anonymous reporting method for sexual offences for enhanced methods of reporting, due March 2022.

The Mentors for Violence Prevention Programme (MVP), which is run by Education Scotland, will be using BTP campaign materials in the sexual harassment element of the programme which is delivered in secondary schools across Scotland. The campaign materials have also been shared on their social media channels and they will include information on our campaign in the weekly update sent out to schools. BTP and Police Scotland campaign managers are working collaboratively in sharing creative campaigns on sexual harassment and 'Don't be that Guy'.

BTP have recognised that the tragic murder of Sarah Everard has impacted on public confidence and trust in the police and are committed to providing reassurance to members of the public. There has been a simple ID verification process in place since the 14<sup>th</sup> October which provides this reassurance and protects members of the public and officers.

### ID verification

On request, a check can be conducted via airwave (loudspeaker)

## Anti-Social Behaviour

Crime Category	2021-22	2019-20	Difference	% Difference
09A Serious Public Order	9	7	+2	+29%
09B Less Serious Public Order	714	630	+84	+13%
Threatening or Abusive Behaviour (highest recording sub-category within non-notifiable Public Order)	430	365	+65	+18%
Total	723	637	+86	+13%

Anti-social behaviour has been elevated since the beginning of the COVID pandemic. Youth disorder is a complex and nuanced issue encompassing a wide range of crimes, from low level nuisance and vandalism to threatening and violent behaviour directed towards peers, passengers and authority figures. Dedicated operations and joint working with Police Scotland have been key in development of local knowledge and crime reduction.

At the end of Q2, ASB is 13% above PYTD (723 YTD) and this slight increase can be attributed to peaks in crime during summer months, when warmer weather and a busier network saw increased offending at certain locations.

In Q2, BTP and Police Scotland held Gold group discussions around Balloch community issue. There were 28 days of joint working throughout July & August in relation to *Operation Odium* (Balloch- Glasgow route) where static and on-train patrols increased visibility, reassurance and presence at key intervention points. Furthermore, *Operation Brevis*, *Inverclyde Action Plan* and ASB reduction operation in the Kelvingrove area have all seen joint work with Police Scotland and other partners, such as Community wardens, to share intelligence of local risks and deployment plans.

A reduction in ASB numbers and demand was noted in August for several problem locations in the West and at Edinburgh Waverley. However, BTP continue to respond to emerging issues such as the current trend of aggressive, threatening and violent behaviour on the North Clyde line and recent tactical deployments have taken place in this respect. It has been established that youths have been utilising outer stations to avoid paying fares at stations with ticket barriers.

One of the crimes linked to youth disorder is Trespass. As well as increased patrols at high impact locations such as Bellgrove - where risk

### A Railway Context for ASB Crime

Insight from Police Scotland highlights that rise of ASB last year (2020) was predominantly linked to Public Nuisance calls relating to non-compliance with COVID regulations and assessed that with more people spending time at home over that period, there were growing tensions in neighbourhoods and this contributed to the rise.

Where Police Scotland saw a general decline throughout Q1 of 21-22, BTP saw increases in Q1 and Q2.

Recent trends within youth disorder are specific to the railway and nuances within offending should be viewed from this perspective. The sharing of intelligence between BTP and Police Scotland continues to facilitate joint knowledge of local issues.

**Future Risk:** Free buses for under 22-year olds.

In addition to communications around youth trespass, the *You vs Train* campaign launched in July and was focussed on those aged 20-55 (demographic responsible for most trespass incidents). BTP has worked with Network Rail with the message that 'Stepping on the track shatters lives'.

Joint activity between BTP and Network Rail is ongoing at long-standing trespass location, Priesthill & Darnley, with plans to install a footbridge. Trespass has been the leading cause of disruption (617 incidents, 21,645 minutes YTD). Divisional activity with rail industry continues to reduce, with focus at key red route locations.

of life is significant as incidents frequently occur in groups - there has been focussed media releases regarding the dangers of trespass. A more permanent return of schooling at the end of August appeared to have a reducing effect on youth trespass. September experienced a 24% drop in all incidents when comparing August (305 to 231) with minutes down a significant 53% (from 9,722 to 4,516). Trespass accounts for the main volume of incidents however youth trespass, experienced decline in September.

A key focus moving forward will be around youth access to alcohol and conveying the message of the dangers of intoxication on the network (*youth engagement, school liaison and off-licence liaison*) with focus on the sale of alcohol.

Though youth disorder and anti-social behaviour is still very prevalent, it's only a portion of ASB that has increased in line with passenger footfall and seasonal trends. 56% of crime is **Threatening and Abusive behaviour** (430) and it is in this category that the biggest difference can be seen compared to PY (+18%, +65). In areas such as Serious Public Order (e.g. *racial incidents, bomb hoaxes*) and Less Serious Public Order (e.g. *Byelaws, Passenger Control incidents*) there is negligible difference in crime totals between the periods.

**59% ASB crime**  
*Threatening or Abusive Conduct*

**99% (714) of D Division's Public Order offences fall under the Less Serious Category**, with Serious Public Order making up only 0.2% of the Force total (9 of 4,173).

## Vulnerability

**There has been high demand for safeguarding incidents in the current financial year** (2620, avg. 437 per month) and it is assessed that COVID has and will continue to have a lasting effect on mental health. Historically, safeguarding demand increases in the winter around the holidays and it is expected that demand will remain high in Q3.

BTP work in partnership with Police Scotland in multiple areas of vulnerability, including mental health and suicide prevention. On World Suicide Prevention Day (10<sup>th</sup> September) officers had stalls at Waverley and Haymarket stations, engaging with passengers and staff. In the Stirling sector, officers attend joint meetings such as the Clackmannan Suicide Group. **As well as immediate response to live incidents of vulnerability, dedicated, multi-agency work takes place in respect of vulnerable individuals.**

**The resourcing of several supportive organisations such as alcohol and drug addiction services remains affected and this has further exacerbated vulnerability.** Joint work between BTP, Police Scotland and Glasgow City Council to address long-standing issues of alcohol and drug addiction and safeguard those that are vulnerable, through Operation *Glacies* is scheduled to continue.

**BTP protect vulnerable people through work in relation to County Lines, Modern Slavery and exploitation.**

- **A representative from BTP attends bi-monthly multi-agency tasking meetings as part of strategic partner engagement.**
- Work completed in conjunction with the rest of the Force, County Lines Taskforce, Police Scotland and NCA to carry out coordinated days of action and embed County Lines activity into everyday policing. On 26th August 2021, officers from both forces conducted a proactive, intelligence-led operation, with cocaine of street value £5000-8000 seized.
- Joint days of action at Stonehaven Railway Station are re-occurring.
- BTP attend bi-monthly County Lines meeting
- Future priority to have focussed joint working to tackle County Lines groups active in Scotland.
- Safety inputs to schools.

## Events

**BTP have engaged with Police Scotland since the earliest stages of planning for the climate change COP26 conference.** This has included shared strategic and tactical plans and a joint approach around planning and exercising aspects such as security and CT vulnerability. BTP have been represented at meetings and will have presence at the event intelligence cell.

BTP and Police Scotland work together under *Project Servator*, a policing tactic used to disrupt a range of criminal activities including Terrorism and to provide public reassurance. BTP and Police Scotland regularly train and work together throughout Scotland along with other partners such as security and rail staff and deploy in stations, bus stations and the underground, making use of specialist resources (e.g. CCTV and police dogs). *Servator* has ran nationally in the lead up to COP26 and is scheduled to continue throughout the event.

**BTP and Police Scotland have well-established working procedures and information sharing protocols for football and event planning** and routinely have a presence at event rooms within Greater Glasgow. There has been a representative at 16 event rooms YTD (*including 4 international matches for Euro 2020, 3 days of the TRNSMT festival at Glasgow Green, 2 weekends of preseason football fixtures*) where BTP have been the conduit between the rail industry and Police Scotland Silver Commanders. Interoperability in event policing extends across various channels and was seen in Q2, at Edinburgh Festival Fringe in August and events and parades in Glasgow Centre with this joint approach replicated as we move in to the next quarter & festive period.

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## **Evidence of Joint Working** **British Transport Police and Police Scotland**



### **COP 26**

Joint planning and exercising between BTP and Police Scotland ahead of COP26 has been key to delivering a consistent approach to security and vulnerability mitigation. Closely aligned strategic and tactical planning with shared and aligned resources has demonstrated great success. Specialist resources have trained and deployed together to protect Scotland. BTP officers from the Specialist Response Unit (SRU) in London have been engaged in the multiagency command training with Police Scotland. BTP provided a CBRN Tactical Commander to assist in the CBRN element of Op Urram, in conjunction with teams of officers who have resourced a SRU capability across the COP26 duration.

### **Criminal Investigations & Joint Working**

Police Scotland and BTP worked closely with regards to the Investigation into the murder of a 14-year-old, which occurred at High Street Railway Station, Glasgow, on 16 October 2021. The initial response, by BTP and G Division, was effective and efficient. The investigation was subsequently led by Police Scotland MIT. BTP and G Division provided excellent support in the following days, which led to the early apprehension of the 16-year-old accused.

BTP led on the initial crime scene security and progressed all CCTV. A joint press call was conducted on 17 October which resulted in significant information being submitted, both in relation to the murder and the attempt murder under investigation by BTP (Op Wrap). These incidents led to strategic and agreed tactical deployments to disrupt and prevent further violence, where BTP enhanced its capability from south of the border.

### **Glasgow and the West**

BTP, Police Scotland and Glasgow City Council take a multi-agency approach, focusing on reducing serious violent crime, the carriage of weapons, child exploitation and drug abuse within the City Centre. Officers carry out a number of initiatives in the City Centre concentrating around Glasgow Central Station and the 'Four Corners', which is a known ASB hotspot. This has included knife arch deployments and use of detection wands. The initiative was a phased approach with phase one including proactive deployments to detect offences. Phase two as public reassurance, high visibility and visiting key premises.

A joint initiative aimed tackling ASB and disorder connected to Kelvingrove Park took place over the Summer months. BTP and Police Scotland are active participants, sharing intelligence, deploying to days of action and attending multiagency meetings. Plans are in place to replicate this operation in Summer 2022.

A representative from BTP attends the bi-monthly Multiagency Tasking and Delivery Board (MATDB) within Police Scotland, ensuring that strategic partner engagement and collaboration is maintained to deliver against Scotland's strategy to tackle Serious and organised Crime and other priorities, including planning and sharing local intelligence.

Multi agency initiatives between BTP, Police Scotland and Community Wardens in response to ASB took place on the Inverclyde, Balloch and Caldercruix line. The partnership approach with support from the local community resulted in a notable reduction in ASB and criminality.

BTP, Police Scotland and Scotrail worked in partnership at Irvine station to tackle youth ASB. Resulting in 48 face mask interventions and disruption to ticketless travel. This included engagement with young vulnerable females as part of Op Cerium to improve confidence.

Intelligence sharing between Police Scotland and BTP with regards to organised thefts of Pedal bikes at Glasgow Central resulted in eight positive crime detections against a nominal with some bikes estimated value £2,000+.

In July BTP, Police Scotland, Scotrail Alliance, ORR and Scottish Fire and Rescue services worked collaboratively at Troon Railway station as a result of a fire that caused catastrophic damage to the station building, which subsequently had to be demolished. However, the quick response of all involved prevented further damage and destruction to overheads, and maintained the safety of the community.

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### **East and North**

In September, Police Scotland, BTP and Edinburgh Suicide Prevention Groups erected stalls and engaged with passengers and staff within Waverley and Haymarket Train Stations to raise awareness of World Suicide Prevention Day.

BTP and Police Scotland in Aberdeen and Stonehaven have maintained county lines activity by focussing deployments aimed at protecting the vulnerable from exploitation by organised crime groups. Gathering intelligence and disrupting the carriage of drugs to the North of Scotland.

Joint patrols have continued around Garioch, particularly in the Inverurie area, to deter ASB and vandalism. As well as joint safety presentations to schools (Safetaysiders). BTP also continue their representation at the Police Scotland monthly Serious Organised and Acquisitive Crime meetings in Dundee.

BTP Positive Action Recruitment Team (PART) hosted multiple events around Aberdeen, Perth and Edinburgh, sharing best practice with Police Scotland's recruitment team to optimise opportunities and share resources at a community recruitment event.

### **Vulnerability**

Police Scotland's Mental Health and Suicide Prevention Team (MH&SP) provide information to BTP for inclusion in their national monthly suicide figures. This partnership work informs both agencies of locations of concern and allows them to work with partners to consider opportunities for Suicide prevention at these locations. This work is also now part of Transport Scotland's Vulnerable Persons Group. MH&SP Team continue to attend the BTP National Strategic Steering Group to discuss best practice from BTP and all forces in England and Wales.

BTP and Police Scotland work together on the Child Sexual Exploitation Operational Advisors Group, Child Protection Strategic Group, Adult Protection Strategic Group, Child Protection Working Group and Child Protection DI Forum to keep apprised of current vulnerability processes. Also, BTP regularly send officers to participate in the Police Scotland Child Protection Initial Referral Discussion (IRD) course and Domestic Abuse Investigators Course to keep staff up to date in current practices and learning.

### **Planning**

Event Rooms are common place with Police Scotland and BTP routinely working together monitoring these events. Since the start of May this year we have been present at 16 Events Rooms, acting as the conduit between the rail and subway industry, and BTP and Police Scotland Silver Commanders. This continues to provide benefits for all organisations involved. Events Rooms have included the four international matches for Euro 2020, the three days of the TRNSMT festival at Glasgow Green, two weekends of preseason football fixtures and the Edinburgh Festival.

### **Probationer Training**

BTP fund an officer as a resident trainer to the Scottish Police College, Probationer Training Department. This has been recognised as a successful endeavour; improving shared organisational awareness, developing joint working in practice and raising the profile of BTP in Scottish Policing.

### **Criminal Justice**

BTP have an ongoing agreement with Police Scotland supplying two Sergeants to their custody functions in Edinburgh and Glasgow. This shares experience, development, and good practice. With training being given to BTP alongside their Police Scotland colleagues.

### **County Lines**

BTP work with Police Scotland to protect those most vulnerable on the railway. BTP attend bi-monthly County Lines (CL) meetings hosted by Police Scotland and discuss ongoing CL issues and operations. The CL taskforce and Police Scotland carry out coordinated days of action and embed the CL activity into business as usual. This has led to 160% increase in drug detections in the north areas.

As a result of the collaborative work a dedicated transport column was incorporated into a monthly CL return. This highlights the transport methods used by CL groups impacting Scotland, assisting BTP in identifying those specifically relevant to the railway network.

The Day of Action on 26<sup>th</sup> August 2021 included BTP and Police Scotland engaged in an intelligence-led proactive approach, which led to drug seizures with an estimated street value of between £5000 - £8000.

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## DRAFT Railways Policing Plan for Scotland (D-Division)

Scotland  
local focus

Agreement with proposed Forcewide Priorities.  
Additional focus on Interoperability with Police Scotland and targeting Red Route locations for disruption

Overarching  
Priorities and Focus

Create a hostile environment for terrorism through the CONTEST strategy

Ensure passengers and staff can work and travel on the railway and Underground free from the threat of violence

To tackle those crimes that most impact on the confidence of those who work and travel on the railway and Underground

Reduce disruption on the railway and Underground through collaboration

Protect, support and safeguard vulnerable people and those at risk of exploitation and harm on the railway

Tackle violence against women and girls, hate crime and sexual harassment

Armed patrols at Category A stations  
Multi-agency Op Largo (MTA) exercises  
ACT Awareness & Operational inputs  
Industry referrals  
E-learning for rail staff

Violence Against Passengers  
Workplace Violence and Aggression  
Weapons  
Victim Code of Practice

ASB  
Football / Events/ Protests  
Volume Crime at key locations

Trespass  
Disruption Incidents & Primary Minutes  
Fatalities  
PIPPs

Vulnerability Strands  
Drugs/ CL  
Safeguarding  
Interventions  
Repeat Presenters

Sex offences, including incidents involving sexual harassment  
Violent crime against women & girls  
Hate crimes (by categories)  
Monitoring of offenders

Cross  
Cutting  
Theme

Visibility and Confidence  
Creating a hostile environment for criminality and a safe place for the vulnerable



# Data Gathering: Stakeholder Events

Stakeholders across the railway community have been invited to consultation workshops with their relevant sub division to help shape the 2022-25 local policing plans:

- |                                       |                                      |
|---------------------------------------|--------------------------------------|
| - Midlands – 19 <sup>th</sup> October | - Central - 2 <sup>nd</sup> November |
| - Scotland – 20 <sup>th</sup> October | - Western - 2 <sup>nd</sup> November |
| - Pennine – 22 <sup>nd</sup> October  | - Wales - 3 <sup>rd</sup> November   |
| - North – 26 <sup>th</sup> October    | - South – 4 <sup>th</sup> November   |

Attendees at the Scotland (D-Division) session included;

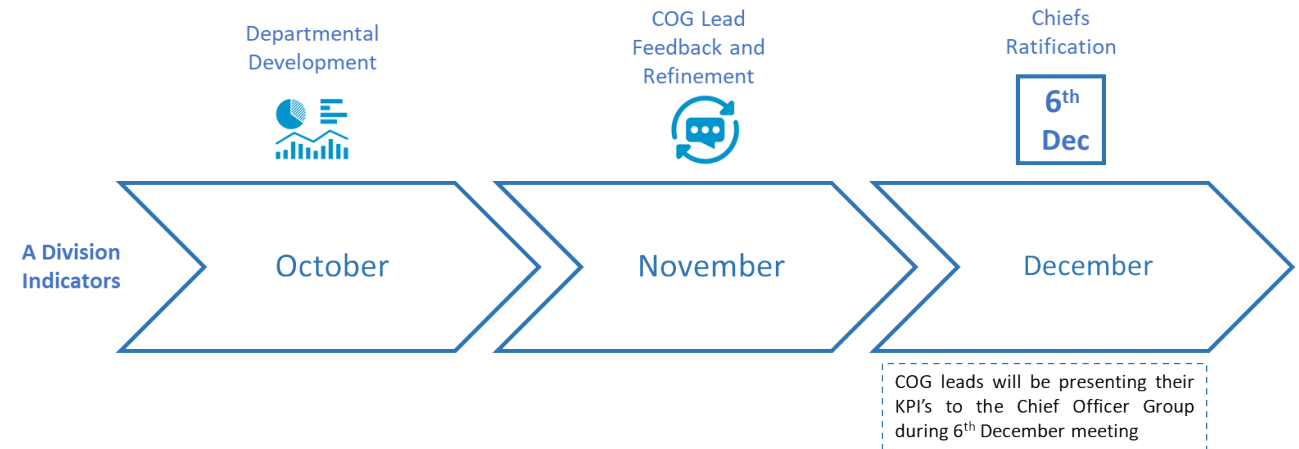
- Transport Scotland, multiple TOCs, Network Rail, Office for Rail and Road, SPA and BTPA members and staff

## Key outputs:

- ✓ No objection raised/ good support to the three-year direction
- ✓ Tested the Forcewide proposals with no significant push back
- ✓ Confident that where applicable local priorities are aligned to the Force Priorities

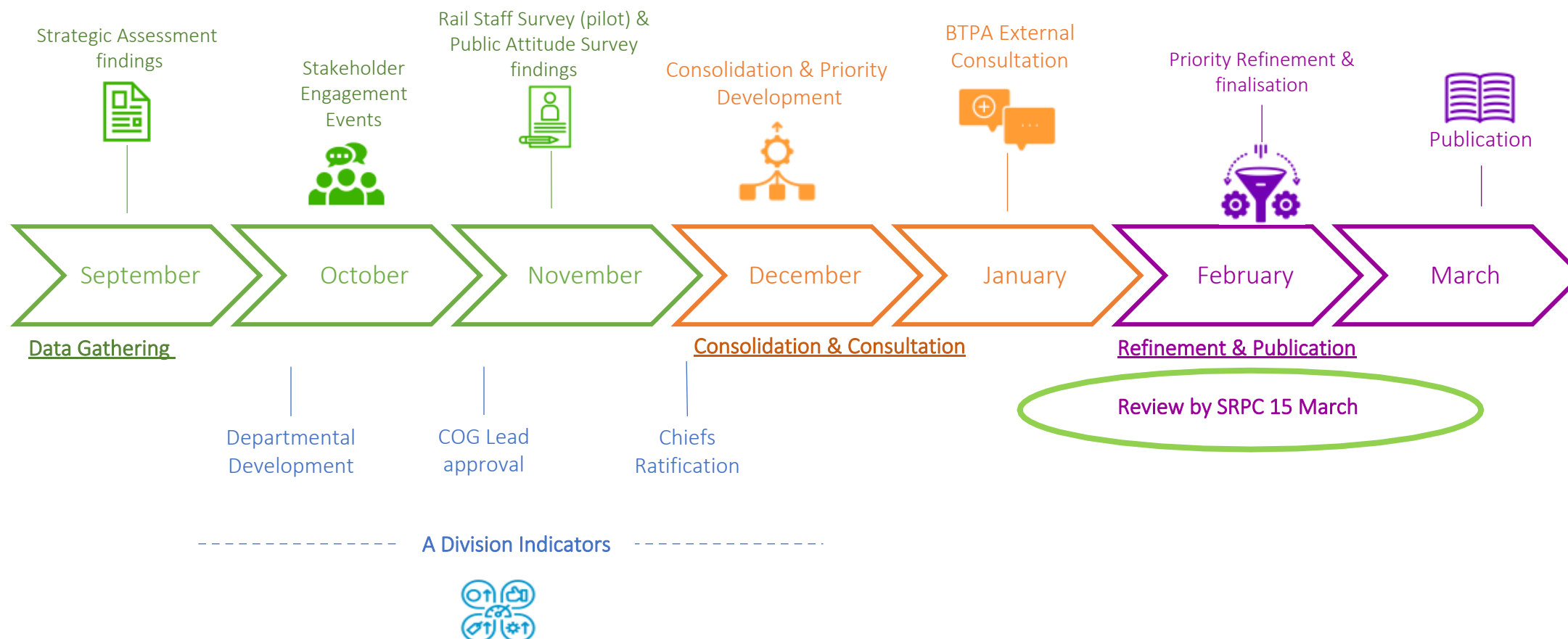
# Policing Plan: Key Performance Indicators

- The Policing Plan is currently supported by a suite of business KPI's which are designed to track the key deliverables of each portfolio.
- Greater rigour and emphasis has been placed on the development and monitoring of the KPI's during 2022-23. It will be important to demonstrate that they are aligned to the ambitions within the new Strategic Plan and, where appropriate, enable the most effective operational delivery. This was briefed to the Force in early October.
- KPI are currently being developed by the A Division department and will be presented at a COG led Challenge Panel on 5<sup>th</sup> December.





# Policing Plan: Timeline



*The development of the 2022 - 25 Policing Plan will follow the detailed project plan attached as Appendix A*

# Framework for Annual Review

- ✓ Light touch Health Check of existing priorities
- ✓ Reinforce positive stakeholder relationships
- ✓ Opportunity to scan for emerging threat areas
- ✓ Ability to respond to new circumstances (i.e. COVID)



**Sexualised Behaviour, Internal Culture and Conduct Regulations**

Rachael Etebar  
Director of People & Culture

**Purpose of the Paper**

- Given the prominence of sexualised behaviour cases across policing, this paper provides an input for further discussion

**Outcome Sought**

- For discussion

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## In Scotland

- We are supporting 'Equally Safe', the Scottish Government campaign to end VAWG [Equally Safe: Scotland's strategy for preventing and eradicating violence against women and girls](#)
- We have actively promoted the 'Don't be that Guy' Police Scotland social media campaign against male sexualised behaviour on our social media channels <https://www.scotland.police.uk/what-s-happening/news/2021/october/police-scotland-launches-new-campaign-urging-men-to-call-time-on-sexual-crime/>
- Violence Against Women and Girls (VAWG) force lead will brief Scottish stakeholders early December rail tasking meeting on strategy and workstreams
- As a result of impact on public confidence post tragic murder of Sarah Everard Polscot & BTP introduced an identification process as reassurance to the public when stopped by lone officers
- 11.10.21: Announced the fast track **dismissal of a D Division Officer** for sexualised behaviour, which picked up traction in the Scottish press. <https://www.dailyrecord.co.uk/news/scottish-news/scots-transport-police-officer-sacked-25178268>
- The **Mentors for Violence Prevention Programme** run by Education Scotland has agreed to use our campaign materials in the sexual harassment element of the programme which is delivered in secondary schools in Scotland. The campaign materials have also been shared on their social media channels and they will include information on our campaign in the weekly update which is sent out to schools: <https://education.gov.scot/improvement/practice-exemplars/mentors-for-violence-prevention-mvp-an-overview/>
- **The Skinny**, a free Scottish student magazine to be used for advertising our sexual harassment campaign so that we can reach more students. <https://www.theskinny.co.uk/>

## Wider Matters:

- 17.09.21: **HMICFRS report into how policing treats violence towards women and girls** published, which questioned the culture in forces: [Police response to violence against women and girls – Final inspection report - HMICFRS \(justiceinspectorates.gov.uk\)](#). We also note the recent Scottish Employment Tribunal findings about culture in firearms teams. We have refreshed our values in a co-creation exercise with our people and we will reflect on the report and tribunal recommendations in our review of the People and Culture strategy.
- 5.10.21: **Inquiry into issues raised by Sarah Everard murder** announced by the Home Secretary, including vetting practices, professional standards and discipline, and workplace behaviour. [Inquiry launched into issues raised by Couzens conviction - GOV.UK \(www.gov.uk\)](#). We are examining our end to end vetting practices.

- Violence Against Women and Girls Action Plan developed, coordinated by Mike Furness and overseen by COG. This covers both external and internal actions.

#### What we have done to date:

- The morning after Couzens' sentencing we held an extraordinary FEB which Lucy and Charlie chaired. This was a very open session with colleagues sharing a range of emotions. It was agreed on this call that the leaders wanted to own this messaging, rather than a call for managers or all people note led by Lucy.
- This messaging including reflections on the impact of the legitimacy and trust of Policing was reinforced on the Line Managers' Briefing the following week.
- 14 Oct – we did comms, including briefing to all teams, on changes in Control Rooms procedure for women/girls asking for verification of an officer.
- Decision taken to Judicially Review the final written warning outcome for one sexual misconduct case (Aftab). This has been picked up in national media with strong support for our stance. <https://inews.co.uk/news/british-transport-police-legal-fight-officer-used-warrant-card-before-sexually-harassing-woman-kept-job-1258946>
- Currently c19 cases in PSD that have a misogyny/sexual element to them. Following a review of all such cases, 6 more officers moved from restricted duties to suspensions
- 22 Oct - Chief's Blog on the intranet was entirely focussed on VAWG for all to see and comment on.
- Commissioned advice from Matthew Butt QC on how we are positioned within Police Conduct Regulations and options for consideration.
- Took the decision to put an additional 6 posts into Vetting to strengthen performance and capability.

#### Priorities for this agenda and communications going forward:

- Launch of our White Ribbon partnership <https://www.whiteribbon.org.uk/organisations> to coincide with White Ribbon Day (25.11) and actively demonstrate our commitment to support the end of violence towards women.
- A rebrand of CARS (confidential reporting line) to 'Speak Up' which will coincide with the launch of the refreshed internal comms campaign on inappropriate sexual behaviour (end of Nov launch date)
- VAWG App launch for the public - March 2022

Report to: Scottish Railways Policing Committee

Date: 23 November 2021

Subject: Providing VfM (Best Value) for Scotland

Sponsor: Chief Executive

Author: Head of Strategy, Planning and Engagement

For: Comment

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## 1. Purpose of paper

- 1.1 To provide the Committee with its annual update on the value delivered in Scotland.

## 2. Background

- 2.1 In establishing the Scottish Railways Policing Committee, four key design principles were agreed which have informed the work and focus the Committee undertakes. This paper is focused on the design principle ***'Designed on best value principle and provide an appropriate mechanism to ensure value for money'*** and provides an update on the financial figures presented in 2020.
- 2.2 This paper also considers the other evidence the Committee has reviewed over the last calendar in understanding the efficiency and effectiveness of BTP's operations in Scotland as described at section 4. Further, it makes recommendations about a future approach of the Committee to ensuring best value at section 5 by exploring the suggestion from Scottish Police Authority (SPA) Colleagues to use the Scottish Government's updated Best Value Framework to shape activities; a process they are revisiting themselves.

## 3. Financial data 2020/21: direct and indirect spend

- 3.1 As previously reported to the Committee, and in common with other organisations, delivery of service - and value - is the combined effort of multiple business functions. For BTP, this translates to two broad groupings of spend;
- Direct spend on Scotland (D) Division
  - Indirect spend on other functions and activities which support and enable the work of BTP's Scotland (D) Division some of which are physically located in Scotland and some which provide support from elsewhere in England or Wales

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As a reminder, the spend categories captured by those two groups are set out below.

Direct spend on Scotland (D) Division	Indirect spend (A and E Divisions)
<b>Staff and officer costs</b> <ul style="list-style-type: none"> <li>• Allowances and expenses</li> <li>• Overtime</li> <li>• Pensions</li> </ul>	<b>Operational support</b> <ul style="list-style-type: none"> <li>• Control rooms and contact management</li> <li>• Specialist investigations</li> <li>• Fraud and hi-tech crime</li> <li>• Counter Terrorism Intelligence</li> <li>• Special Movements Team – (Royal Train and VIP Protected persons on Trains)</li> <li>• Scientific Support Unit</li> <li>• Police Dogs</li> <li>• Civil Contingencies</li> <li>• Fatality Management</li> </ul>
<b>Non-staff costs</b> <ul style="list-style-type: none"> <li>• Premises &amp; office costs</li> <li>• Communications / computers</li> <li>• Transportation</li> <li>• Supplies &amp; services</li> </ul>	<b>Back Office</b> <ul style="list-style-type: none"> <li>• Contact centre and crime recording staff</li> <li>• Professional standards</li> <li>• Force intelligence</li> <li>• Central authorities bureau</li> <li>• Criminal justice administration</li> <li>• Central Disruption Team (Fatality Management)</li> <li>• Neighbourhood Policing / Citizens in Policing Team</li> </ul>
	<b>Administrative</b> <ul style="list-style-type: none"> <li>• HR delivery</li> <li>• Learning and people development</li> <li>• Finance, payroll and commercial contracts</li> <li>• Technology</li> <li>• Strategic Performance</li> <li>• Corporate Governance</li> <li>• Strategic Comms (Internal / External)</li> <li>• Strategic Change / PMO</li> <li>• Estates Management</li> <li>• Fleet Management</li> </ul>

3.2 The Scotland Division budget for 2020/21 was £11.37m (2019/20 £12.3m); the cost of the above support functions which enabled policing in Scotland was approximately £11.74m in 2020/21 (£11m in 2019/20).

3.3 The change in budget is a result of the forcewide organisational change programmes that were signposted in the previous report. As a result, a

number of resources have had changed line management responsibility out of Scotland Division but remain based in Scotland, providing the same service to railway policing in Scotland.

- 3.4 The main changes for 2020/21 are the alignment of Intelligence, Public Protection and Organisational Support functions into single commands; a change which has taken place across all BTP's operational divisions. This ensures consistency in delivery standards, ensures continuous service provision and provides resilience. All roles transferred in this way remain based in Scotland and continue to provide the same level of service to railway policing in Scotland.
- 3.5 As with BTP's other operating Divisions, other budgetary changes that have taken place are in non-pay where some budgets have been centralised to align with budget holder responsibility e.g. IT, vehicles and uniform. This transfer of budget responsibility has reduced the cost to D Division by £0.2m but has maintained the level of service. The premises budget has increased due to a more accurate assessment of central costs directly linked to properties in D Division.
- 3.6 Following the Force efficiency programme for Duties and Events teams, Glasgow was chosen as one of two sites to house the forcewide Duties and Event planning teams, the other site being in Manchester. This new approach removes barriers. This remodeled unit was responsible for rostering all the officers from across the force who policed COP26.

#### Committee Oversight of support/enabling functions during 2020/21

- 3.7 Members will recall that in support of delivering to the design objective '*Designed on best value principle and provide an appropriate mechanism to ensure value for money*' a series of thematic deep dives were commissioned to help the Committee understand how and where money is invested in functions and capabilities which support the work of Scotland Division. So far the Committee has considered the following;
- Vulnerability (September 2020)
  - Diversity and inclusion (February and September 2021)
  - Freight policing (September 2021)
  - Fleet and estates management (this agenda)

And has captured the below topic in its forward plan and to which will be added key areas in the forthcoming Strategic Plan from 2022:

- Sustainability planning (May 2022)
- 3.8 Further, the Committee has also overseen development of the Policing Plan for Scotland for 2020/21 and is currently involved in the development of both

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the new Strategic Plan and Policing Plans to be launched in 2022. That work ensures that the focus of the Force is informed by, and reflects the priorities of the people of Scotland, and where possible is aligned with the activities of Police Scotland, its partners and service users. That scrutiny also considers evidence of collaboration and partnership working which is already taking place and opportunities to do so in the future.

- 3.9 The Committee has also received regular updates on audit and inspection activity and strategic risks as they apply to BTP activity in Scotland.

#### 4. Evidencing value for money

- 4.1 When the Committee took its first evidencing value for money report in September 2020 it set out an aspiration to develop a model to enable regular and robust scrutiny of value delivered by BTP (and partners) in Scotland. In dialogue with colleagues in the SPA a recommendation has emerged that we consider adopting the recently refreshed Scottish Government Best Value framework.
- 4.2 This framework is organised around the following seven Best Value themes and supporting guidance<sup>1</sup> offers detailed advice on what matters could and should be considered under each heading;
- Vision and leadership
  - Governance and accountability
  - Effective use of resources
  - Partnerships and collaborative working
  - Working with communities
  - Sustainability
  - Fairness and equality
- 4.3 Members will recognise that many of the topics we regularly cover via Committee business would lend themselves to evaluation and reporting under this framework. It could also provide a useful steer on how the Committee could develop its work further. In addition, adopting this approach would allow us to order and report our work in a way which is familiar to partners and Government; finally it would allow for closer working with SPA on comparative performance evaluation and reporting.

#### 5. Recommendations

- 5.1 The Committee is asked to review and note the content of the paper exploring any topics of particular interest.

<sup>1</sup> <https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2004/04/best-value-guidance/documents/0028846-pdf/0028846-pdf/govscot%3Adocument/0028846.pdf>

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- 5.2 The Committee is asked to consider and comment on the proposals set out above with respect to organising future value for money scrutiny around the Scottish Government's refreshed Best Value framework and the aspiration to approach this work in partnership with the SPA. Further that it invites SPA colleagues to provide an overview of the framework at a future meeting and for the Committee to discuss how it might be applied.

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# Briefing to Scottish Railways Policing Committee

BTP centralised functions: Fleet

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## History

- BTP historically operated the vehicle fleet by way of;
  - An in-house fleet management team and
  - An outsourced supplier who managed the day to day management of vehicle servicing.
- Vehicles were purchased via the national call off arrangements let under the Collaborative Law Enforcement Programme (CLEP) programme
- The operating model and historical low levels of investment resulted in a 7-10 year cycle for vehicle replacement

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## Review in 2019

- BTP reviews its approach to category management including fleet. Category Management itself is the strategic approach to procurement by segmenting spend into areas which contain similar or related products. This enables focus on opportunities for consolidation and efficiency.
- Carried out research into other delivery models within the Blue Light sector
- Makes recommendations for change
  - BTP signs a S22 collaboration agreement with five other forces in the Chiltern Transport Consortium (CTC) a police fleet shared service led by Thames Valley Police.

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## S22 fleet collaboration agreement – benefits

- Since joining the consortium 01 May 2019
  - Reduction in salary costs following the replacement of the fleet team with an intelligent client delivering a cash saving of £230k
  - Marked improvement in vehicle availability, currently c97% from c90%
  - Enhanced buying power through block purchasing
  - Specialist knowledge of police vehicles
  - Quicker access to replacement vehicles following write offs etc. Achieved within hours by using a pool of marked relief vehicles, re-fleeted vehicles and ready loan vehicles from within the consortium, rather than weeks/months by moving existing vehicles to alternative posts
  - The fleet now operates on a 5 year, 125k mile replacement cycle and the average age of the fleet by 2024/5 will be 2.5 years.
  - Utilising police workshops as opposed to commercial garages, the consortium has already reached agreement with a number of forces that has seen enhanced VFM through operational efficiencies and long term cost savings through lower labour rates and parts discounts available through the consortium.
  - Engagement has already taken place with Police Scotland over workshops and it is understood that this will continue with the aim of reaching an agreement post COP 26.

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## BTP current fleet

- The total BTP fleet currently stands at 554, of varying types i.e. 269 marked response & unmarked cars, 150 vans (call, carrier, firearm & SOCO), 11 specialist incident vehicles, 10 covert units and 61 dog vehicles. The remainder of vehicles are observation vans, camera vans & misc marked & un-marked.
- Of which 38 vehicles are deployed in Scotland where we have vehicle types ranging from a bespoke incident vehicle, marked response & unmarked vehicles with emergency warning equipment, cell & dog vans, AWD vehicles, PSU carriers & unmarked CID cars. The fleet is dispersed across Scotland at BTP locations from Kilwinning to Inverness maximising operational response capabilities to events and incidents.
- The fleet is managed as one BTP entity and it is normal practice to also move vehicles where operational need determines
- While there are similarities in vehicles utilised by other forces i.e. cell vans, unmarked CID cars etc the sheer distances covered by BTP in response and the range of equipment potentially required at an incident has led to Peugeot estates becoming the typical BTP response vehicle.
- The requirement for vehicles to respond to trackside incidents has also led to the purchase of a number of All Wheel Drive vehicles.
- BTP also work with other railway related organisations. This includes access to a long-term loan vehicle from Network Rail (NWR) based in Glasgow, as well as deploying 2 bespoke camera vans across Scotland.
- BTP and NWR have worked collaboratively utilising the emergency response unit vehicle during significant events, e.g. COP26.

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## Greening the fleet

- As a Non-Departmental Body within DfT, BTP is captured within the targets of having 25% of cars being Ultra Low Emission by 2022 and 100% of vehicles by 2027.
- A project board has been set up to establish Electric Vehicle (EV)/Hydrogen vehicle availability against the operational business need.
  - Phase one, focusing on the 25% target will see the replacement of unmarked CID vehicles with EVs
  - Phase two is more challenging but has already commenced - engagement with Metropolitan Police Service seeking their support in undertaking 'Met Testing' of EVs for the marked fleet.
  - Fleet in Scotland also forms part of this target

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# Briefing to Scottish Railways Policing Committee

BTP centralised functions: Estate

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## Context

- The British Transport Police are a national Force. Our function is to protect the travelling public.
- We police over 11000 miles of rail infrastructure. We employ over 5000 serving police and staff.
- We are organised into 5 Divisions.
- We inhabit over 165 sites across three nations. None of our sites are freehold. The majority of our sites are leased from Network Rail or the Train Operating Companies. A small number of sites are leased from private landlords.
- Through the nature of our work, we are required to be agile. We maintain a number of 24/7 sites including a first contact centre and two control rooms located in London and Birmingham.

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## Our current estate

- We operate a number of specialist sites providing policing functions as well as those which require additional levels of security and access control. These requirements dictate the sorts of spaces we can occupy.
- Our work is location specific, as we must be close to or on the rail network. BTP work closely with our rail partners nationwide to ensure that our locations are sited to provide maximum coverage across the network.
- We share premises where possible with a number of our partners, - Police Scotland, ScotRail, Avanti and with local police forces to form Blue Light Hub stations.



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## Scotland estate

- We maintain a presence in 17 locations in Scotland
- Of these 17, some are shared (Edinburgh West End) with Police Scotland or other partners.
- We also share training space with Police Scotland (Pollock – dog training), Tulliallan Police College – probationers.)
- As per the National Police Estates Group (NPEG) benchmarking, nationally our floorspace per FTE is the lowest of all participating forces at 9.9 sq m per FTE and only just above half of the average figure for all forces (18.1 sq m per FTE).
- Most of the Scottish BTP offices are below our low average figure, with the lowest being 4.1 sq m per FTE for Glasgow Central.



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## Scotland estate

- Current estates priorities for Scotland include refurbishment and upgrade across the estate, seeking to move to other sites where sites are end of life and maximising our use of space through more efficient space planning.
- We put our staff first and to that end we are actively improving facilities at Dalmuir, Aberdeen, Motherwell and Edinburgh Waverly, Cowcaddens, through a variety of projects including a new shared space with partners (Police Scotland- Dalmuir to Dunbarton); refurbished premises with Scot Rail (Motherwell), new boilers and infrastructure (Aberdeen), shared spaces at Edinburgh Waverly (Police Scotland), more efficient space planning and the introduction of smarter working and agile spaces (Cowcaddens).
- We work closely with our operational colleagues and industry partners and are sighted on threats, risks and opportunities across the nation in order to create a smarter, safer estate in Scotland



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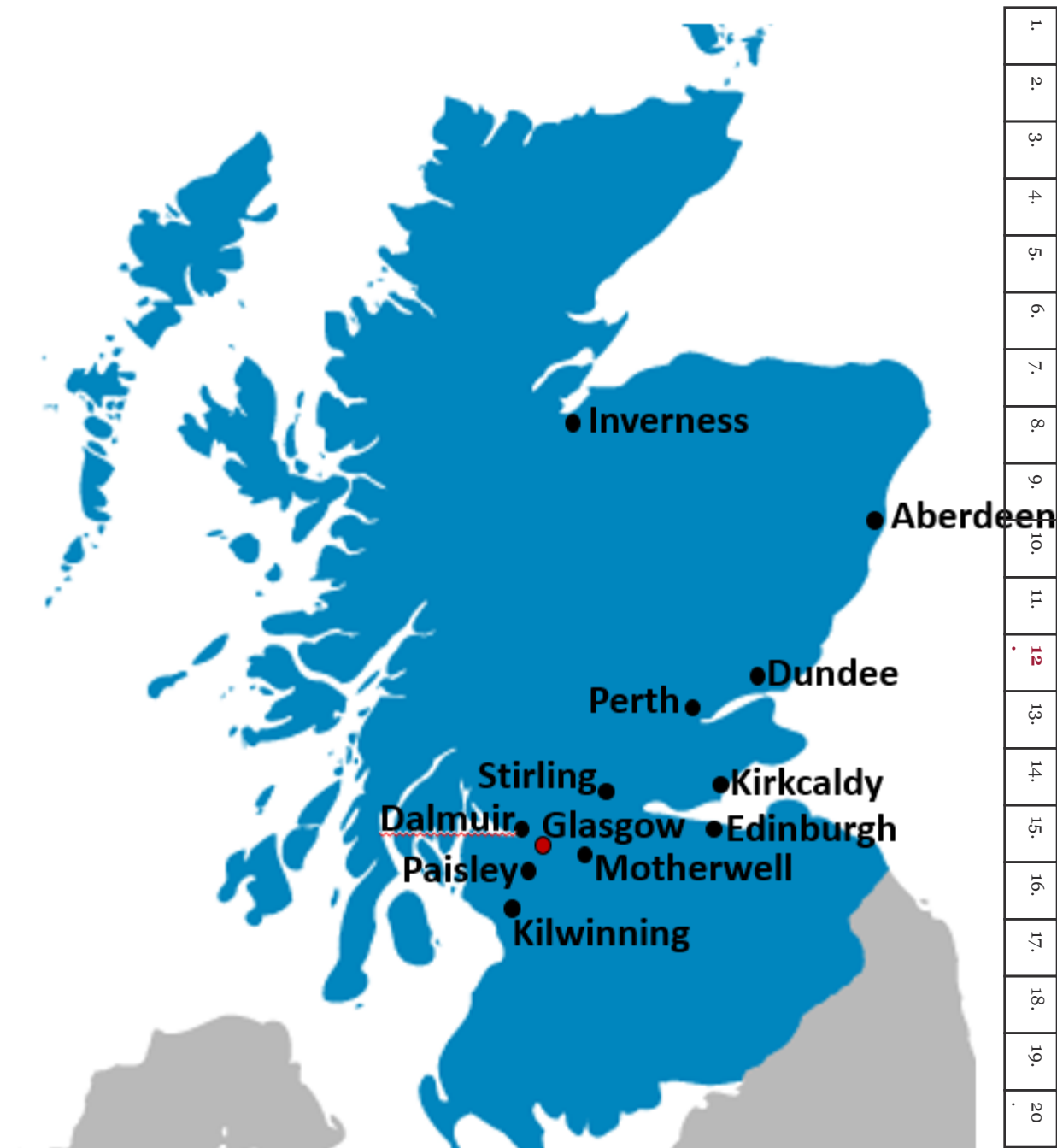
## Metrics for Scotland

Div	SITE NAME	STATUS	TOTAL COST	GIA	FTE				FTE TOTAL	Metrics		
					Staff	PCSOs	Officers	Special Officers		£/sqm	£/FTE	FTE/sqm
D	Aberdeen	Operational	£11,398.03	184	1		6	3	10	£61.95	£1,139.80	18.4
D	Dalmuir	Operational	£9,652.37	44			5	1	6	£219.37	£1,608.73	7.3
D	Dundee	Operational	£2,982.00	61			3	2	5	£48.89	£596.40	12.2
D	Edinburgh Hub	Operational	£0.00	31					0	£0.00	£0.00	0.0
D	Edinburgh West End	Operational	£65,000.00	341	4.08		45.93	10	60.01	£190.90	£1,083.15	5.7
D	Glasgow Caledonian Chambers	Operational	£0.00	34					0	£0.00	£0.00	0.0
D	Glasgow-Central	Operational	£4,800.00	74	4.22		14		18.22	£64.86	£263.45	4.1
D	Glasgow-Cowcaddens (Ahq)	Operational	£177,080.00	1160	55.37		97.61	14	166.98	£152.66	£1,060.49	6.9
D	Glasgow-Empire House	Operational	£91,088.40	310	1.6				1.6	£293.83	£56,930.25	193.8
D	Glasgow-Queen St	Pending Repla	£0.00	51					0	£0.00	£0.00	0.0
D	Inverness	Operational	£4,328.32	60	2.54		5		7.54	£72.14	£574.05	8.0
D	Kilwinning	Operational	£3,197.90	119			7		7	£26.87	£456.84	17.0
D	Kirkcaldy	Operational	£2,982.00	40			5	1	6	£74.55	£497.00	6.7
D	Motherwell	Operational	£6,174.00	104			6	4	10	£59.37	£617.40	10.4
D	Paisley	Operational	£3,414.00	64			7		7	£53.43	£487.71	9.1
D	Perth	Operational	£8,702.40	121	1		6		7	£71.92	£1,243.20	17.3
D	Stirling	Operational	£3,198.00	33			6		6	£96.91	£533.00	5.5
			£13,532,095.71	54790	1389.42	234.94	3101.25	293	5018.61	£17,461.18	£296,772.01	1922.582498
	Total Estate Cost		£13,532,095.71	£54,789.85	£1,389.42	£234.94	£3,101.25	£293.00	£5,018.61	£17,461.18	£296,772.01	£1,922.58
			£393,997.42	£2,829.90	£69.81	£0.00	£213.54	£35.00	£318.35	£1,487.64	£67,091.47	£322.30
	Scotland %		3%	5%	5%	0%	7%	12%	6%	9%	23%	17%

## Scotland estate

### Specialist Roles in Glasgow

- Criminal Investigation Department
- Intelligence
- Forensic & Technical Support
- Justice
- Vulnerability
- Operations
- Dogs
- Visor Unit
- Talent Management Staff
- Training
- Corporate Comms
- Occupational health



# SCOTTISH RAILWAYS POLICING COMMITTEE AUDIT & INSPECTION ACTIVITY REPORT

23 November 2021

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# Inspection Update – GIAA & HMICFRS Recommendations

BTP is currently tracking 142 recommendations from GIAA audits and HMICFRS inspections.

Although there are no recommendations that are specific to BTP's activity in Scotland, many of them relate to Force-wide systems and processes and are therefore relevant to staff and officers who work in Scotland.

- 8 actions have been added following the issue of the Final Report for the Procurement Audit (Substantial rating); 2 have been closed.
- **47 are open**; 34 are overdue for completion
- **73 are closed** – over half of the recommendations are closed at the half way point in the financial year
- **22 are pending closure** - Pending actions are those that have been set to closed by the assignee, but need to be reviewed by the owner to ensure the action is closed with sufficient evidence

Engagement	Total	In Progress			Closed
		Outstanding	Overdue	Pending	
Custody Inspection	50	0	7	4	39
Cyber Security	9	1	1	7	0
Disruption Inspection	13	0	5	2	6
e-Expenses	13	0	2	3	8
EPSA	8	0	6	0	2
Follow-up of agreed actions	1	0	0	0	1
Health & Safety	14	6	5	3	0
IT Asset Management	5	0	0	3	2
Payroll Audit	2	0	2	0	0
Procurement	8	6	0	0	2
Recruitment & Retention	10	0	5	0	5
Transformation Programme	9	0	1	0	8
	<b>142</b>	<b>13</b>	<b>34</b>	<b>22</b>	<b>73</b>

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# HMICFRS/HMICS Inspections 2021-23



- HMICFRS and HMICS will conduct their Victim Service Assessment (VSA) inspection of Scotland from 29 November-4 December.
- The VSA Inspection in Scotland will be slightly reduced in scope due to HMICFRS/HMICS assessment of risk, low numbers and resourcing. There will not be a full Crime Data Integrity inspection, but a dip sample of some areas to provide their assessment. HMICFRS/HMICS will complete a full crime file review as planned.
- The results from the inspection will be expected at the end of December / early January.
- HMICFRS is due to conduct their second strand of assessment on Public Treatment in February to March 2022; exact timescales are to be confirmed.
- The final strand of the PEEL inspection, the Organisational Assessment, is expected to take place in September to November 2022.

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# Audit & Inspection Activity – Crime Recording



BTP's Force Crime & Incident Registrar carries out two audits each year on crime recorded in Scotland:

- Annual Scottish Crime Recording Rules (SCRS) Audit
- Regular audits of Scottish Out of Court Disposals

The last Annual Scottish Crime Recording Rules (SCRS) Audit was completed in September 2021 and identified an excellent level of SCRS compliance (100%), with all of the reviewed allegations recorded on Niche and all correctly classified. The audit noted a good level of 'timeliness of recording', with the majority of the recorded crimes having been entered onto Niche within 48 of the required 72 hours.

The latest Out of Court Disposals Audit was published in August 2021 and was reported to the last Committee - overall compliance was 97%.

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# Risk Management Update

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- BTP/A Joint Strategic Risk Register agreed in September 2021.
- Strategic Risk Deep Dive Schedule to be submitted to Audit Committee for each strategic risk to be scrutinised.
- BTP Risk Management Guidance published and training is being delivered force-wide.
- Meeting held between BTP, BTPA and SPA on 4 November to move forward on aspiration to develop a Scotland-specific risk register. Strategic Risk Registers have also been shared.

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## Scottish Railways Policing Committee – Workplan 2021/22

Meeting	Standing Items	Special Focus Items
<b>23 November 2021</b>	<ul style="list-style-type: none"> <li>• Conflict declaration</li> <li>• Minutes of previous meeting</li> <li>• Matters arising/actions outstanding</li> <li>• Risk profile – for information</li> <li>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response</li> <li>• Audit and Inspection update</li> <li>• Committee evaluation dashboard for information</li> <li>• Meeting reflection</li> <li>• Committee workplan for information</li> <li>• Decisions/matters taken in private</li> </ul>	<ul style="list-style-type: none"> <li>• Update on development of 2022/25 railways policing strategy – emerging proposals ahead of consultation</li> <li>• Update on development of 2022/23 policing plans - initial proposals</li> <li>• COP26 debrief</li> <li>• Evidencing vfm annual update report and future reporting proposals</li> <li>• Thematic on strategic support services – fleet and estates</li> </ul>
<b>15 February 2022</b>	<ul style="list-style-type: none"> <li>• Conflict declaration</li> <li>• Minutes of previous meeting</li> <li>• Matters arising/actions outstanding</li> <li>• Risk profile – for information</li> <li>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response</li> <li>• Audit and Inspection update</li> <li>• Committee evaluation dashboard for information</li> <li>• Meeting reflection</li> <li>• Committee workplan for information</li> <li>• Decisions/matters taken in private</li> </ul>	<ul style="list-style-type: none"> <li>• Stakeholder Engagement – Railways Policing Strategy and Scottish Railways Policing Plan 2022/23 draft for review and recommendation to full Authority</li> <li>• Briefing on Best Value framework (possible SPA lead item – tbc)</li> <li>• Legitimacy update: <ul style="list-style-type: none"> <li>○ Proportionality in BTP's use of powers</li> <li>○ Professionalism update review – including deep dive thematic on complaints</li> <li>○ Moving the Needle progress update – disproportionality the victim experience</li> </ul> </li> <li>• Committee workplan 2022/23 – draft for discussion</li> </ul>

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Meeting	Standing Items	Special Focus Items
18 May 2022	<ul style="list-style-type: none"> <li>• Conflict declaration</li> <li>• Minutes of previous meeting</li> <li>• Matters arising/actions outstanding</li> <li>• Risk profile – for information</li> <li>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response</li> <li>• Audit and Inspection update</li> <li>• Committee evaluation dashboard for information</li> <li>• Meeting reflection</li> <li>• Committee workplan for information</li> <li>• Decisions/matters taken in private</li> </ul>	<ul style="list-style-type: none"> <li>• Receive final published Railways Policing Strategy and Policing Plans for information</li> <li>• Strategic support services (focus tbc – informed by themes from Strategic Plan)</li> <li>• <i>[option to align our thematics with a Best Value reporting theme]</i></li> <li>• <i>Thematic – suggestion BTP's emerging sustainability plans</i></li> <li>• Committee workplan 2022/23 final proposal for approval</li> </ul>
2 September 2022	<ul style="list-style-type: none"> <li>• Conflict declaration</li> <li>• Minutes of previous meeting</li> <li>• Matters arising/actions outstanding</li> <li>• Risk profile – for information</li> <li>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response</li> <li>• Audit and Inspection update</li> <li>• Committee evaluation dashboard for information</li> <li>• Meeting reflection</li> <li>• Committee workplan for information</li> <li>• Decisions/matters taken in private</li> </ul>	<ul style="list-style-type: none"> <li>• Evidencing vfm annual update</li> <li>• Strategic support services (focus tbc – informed by themes from Strategic Plan)</li> <li>• <i>Operational thematic – suggestion BTP's emerging sustainability plans</i></li> </ul>

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SRPC Evaluation report card					Feb-21	May-21	Sep-21	Nov-21	Not Achieving	In Progress	Achieved
Design Principles	How Achieved	Measures									
1. Addressing the democratic deficit in Scotland	1.1. Alignment of BTP’s strategic direction in Scotland, where appropriate to the SG’s Strategic Police Priorities	Evidence of alignment in policing plans & reflected in SRPC minutes – this is most likely to be seen when the proposed policing plan is presented to SRPC around the March meeting annually.	once per year								
	1.2. reporting against the achievement of the strategic outcomes	Evidence of joint reporting @ SRPC and reflected in minutes – this will be included under the performance reporting section in the SRPC agenda.	4 times per year								
2. Meaningful accountability and transparency for railway policing in Scotland	2.1. Effective performance reporting, where appropriate, against the same outcomes as Police Scotland	Evidence of performance reporting @ SPRC – available via the performance report.	4 times per year								
	2.2. Regular public reporting to SPA and Scottish Parliament	SRPC secretariat note to both SPA / BTPA - chief executives. Report to Scottish Parliament – the SRPC chair to provide updates to the Convenor of the SP Justice Committee.	4 times per year								
			at least twice per year								
	2.3. Hold meetings in public		4 times per year								
	2.4. Publish papers and minutes		4 times per year								
3. Safe and effective management and operational delivery of railway policing in Scotland	3.1. Sharing of operational good practice between Police Scotland and BTP	Evidence of operational good practice sharing in updates to SRPC – this will be evidenced in papers presented @ SRPC by the divisional commander	at least twice per year								
	3.2. Regular joint planning & management engagement	Evidence of joint planning in updates to @ SRPC – this will be evidenced in papers presented @ SRPC by the divisional commander	4 times per year								
	3.3. BTP attendance at Strategic T&C	BTP attendance @ ST&CG – this will require reporting by BTP on their attendance	twice per year								
4. Designed on best value principle and provide an appropriate mechanism to ensure value for money	4.1. Effective engagement with relevant inspection and oversight bodies to inform performance reporting and scrutiny	Updates on engagement and planning for audit & inspection @ SPRC – this should be included in the audit and inspection updates paper, as per the SRPC agenda	twice per year								

Future work							
Equality Diversity & Inclusion	Alignment of BTP's strategic direction in Scotland	Scrutinising BTP's work against the backdrop of the recommendations contained in Dame Elish Angiolini's report will provide reassurance to stakeholders	-				
COP 26 planning & preparation	Safe and effective management and operational delivery of railway policing in Scotland	COP26 will present the most significant policing challenge of 2021. The Committee will seek assurance on joint planning and management engagement	-				
Disruption & delay thematic	Designed on best value principle and ensure value for money	Ensure shared awareness of specialist railway policing approach	-				

SRPC Evaluation report card			Feb-21	May-21	Sep-21	Nov-21
Design Principles	How Achieved					
1. Addressing the democratic deficit in Scotland	1.1. Alignment of BTP's strategic direction in Scotland, where appropriate to the SG's Strategic Police Priorities	once per year	see agenda item 10, page 57 of Feb 2021 SRPC minutes			Agenda item 8 (Strategy 22/25 Development) and agenda item 9 (Policing Plan 22/25 Development).
	1.2. reporting against the achievement of the strategic outcomes	4 times per year	see page 2 performance report	see pages 2 & 3 performance report	see page 13 in Sept SRPC pack (perf report section)	Agenda item 6 (Performance Q2 2021/22)
2. Meaningful accountability and transparency for railway policing in Scotland	2.1. Effective performance reporting, where appropriate, against the same outcomes as Police Scotland	4 times per year	Alignment. No evidence of reporting	Alignment. No evidence of reporting	see page 43 in Sept SRPC pack (E, D & I section)	Agenda item 6 (Performance Q2 2021/22) and agenda item 6.1 (Police Scotland / BTP Joint Report).
	2.2. Regular public reporting to SPA and Scottish Parliament	4 times per year	Secretariat note to CEx	Secretariat note to CEx	Secretariat note to CEx	Board Secretary Meeting Digest circulated to CEx
		at least twice per year				Subject for discussion
	2.3. Hold meetings in public	4 times per year	FEB meeting see link	May meeting link	September meeting link	Virtual held meeting available to public
	2.4. Publish papers and minutes	4 times per year	see above	see above	see above	Papers published on BTPA website
3. Safe and effective management and operational delivery of railway policing in Scotland	3.1. Sharing of operational good practice between Police Scotland and BTP	at least twice per year	see performance paper Operation Glaciers knife crime page 4	see page 23 of perf report re Op Sentinel	see para 5 page 21 of the evidence of joint working paper re County lines	Agenda item 6.1 (Police Scotland / BTP Joint Report)
	3.2. Regular joint planning & management engagement	4 times per year	see Agenda item 10 COP 26 planning update paper Operation Glaciers knife crime page 4	see para 3 page 22 in May's SRPC pack ASB joint planning and working	see joint paper @ Sept SRPC on evidence of joint working	Agenda item 6.1 (Police Scotland / BTP Joint Report)
	3.3. BTP attendance at Strategic T&C	twice per year	No evidence	No evidence	No evidence	Subject for discussion
4. Designed on best value principle and provide an appropriate mechanism to ensure value for money	4.1. Effective engagement with relevant inspection and oversight bodies to inform performance reporting and scrutiny	twice per year	see agenda item 11	see page 37-42 of the May SRPC pack - audit & inspection	see page 39 SRPC Sept pack - out of court disposal audit	Agenda item 13 (Audit & Inspections Update)