[3 September 2021] Agenda Pack - Scottish Railways Policing Committee

MEETING
3 September 2021 11:00

Agenda

Location	*Date*	*Owner*	*Time*
Microsoft Teams	3/09/21		11:00

1. Apologies   11:00

2. Declarations of Interest

3. Minutes of the meeting held on 25 May 2021

4. Actions

5. Risk Profile

6. Performance Q1 2021/22   11:15
    6.1. Case Studies: Unwanted Sexual Behaviour & Hate Crime
    6.2. Police Scotland / British Transport Police Joint Report

7. Equality, Diversity and Inclusion Update - Gender Balance   11:35

8. COP26 Policing   11:45

9. Thematic Item: Policing Rail Freight   11:55

10. Strategy 2022/2025   12:15

11. Audit and Inspection Update   12:25

12. Workplan 2021/22   12:35

13. Evaluation Framework   12:40

14. Exclusion of the Public

15. Non-Public Minutes of the meeting held on 25 May 2021   12:45

Agenda

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Location	*Date*	*Owner*	*Time*
Microsoft Teams	3/09/21		11:00

16. COP26 - Non-Public Update

17. Any Other Business

18. Meeting Evaluation   12:50

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Minutes
Scottish Railways Policing Committee

Tuesday 25 May 2021 at 11.00am via Microsoft Teams

Present:

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

Apologies:

Dominic Booth

In attendance:

British Transport Police Authority Executive
Hugh Ind (Chief Executive)
Sam Elvy (Head of Strategy, Planning and Engagement)
Pam Christie (Stakeholder Engagement & Communications Manager)
John McBride (Senior Scotland Project Manager)
Alistair MacLellan (Board Secretary / Minutes)

British Transport Police
Lucy D'Orsi (Chief Constable)
Adrian Hanstock (Deputy Chief Constable)
Sean O'Callaghan (Assistant Chief Constable)
Gill Murray (T/Chief Superintendent)
Steff Sharp (Chief of Staff)
Emma Manno (Corporate Communications Manager)

Scottish Police Authority Corporate
Amanda Coulthard (Head of Strategy and Performance)
Sam Curran (Operational Policing Policy Lead)

Police Scotland
Mark Williams (Assistant Chief Constable)

External
Alastair Dalton (Transport Correspondent, The Scotsman)
Nobby Goodband (Chair, British Transport Police Federation)
Malcolm Pringle (Scottish Government)

Apologies
Agenda Item 1

1. Apologies were received from Dominic Booth.

2. The Chair welcomed Mary Pitcaithly (SPA Member), Chief Constable Lucy D'Orsi (BTP), T/Ch Supt Gill Murray (BTP) and Sam Curran (SPA Corporate) to their first meeting of the Committee.

3. The Chair noted the Committee's thanks to Ch Supt Eddie Wylie, who had retired since the last meeting of the Committee.

4. Members agreed to take Item 10 (COP26 Policing) in non-public session, noting that the Scottish Police Authority Board would be receiving a public update on COP26 at its meeting on 26 May 2021.

Declarations
Agenda Item 2

5. There were no declarations.

Minutes
Agenda Item 3

6. **RESOLVED**, that the minutes of the meeting held on 17 February 2021 be approved as a correct record.

Actions
Agenda Item 4

7. Members considered a report of the Board Secretary regarding actions arising from previous meetings and noted progress against Actions 2/2021 and 4/2021.

8. Members further noted that detail in support of 5/2021 was provided within Item 7 (Performance Q4) and agreed that in addition to 5/2021, Actions 1/2021, 3/2021, 6-9/2021 could be closed.

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

Risk Profile
Agenda Item 5

10. Members considered a cover report and Risk Profile of the BTPA Finance, Audit and Risk Manager, noting diagrammatic changes to the profile and the fact the profile was provided in order to assist consideration of risk within items on the agenda.

11. **RESOLVED**, that the report and risk profile be noted.

Chief Constable's Introduction
Agenda Item 6

12. The Chief Constable (BTP) was heard and the following points were made.

   a. The Chief Constable noted the unique role of BTP across three nations and relevant devolved administrations, adding that she was keen to harmonise joint working with home Forces where possible in particular on County Lines.

   b. The Chief Constable continued, noting a further priority of hers was a renewed focus on vulnerability on the rail network, striking an appropriate balance between keeping the network moving and protecting the dignity of people in crisis, along with their families. This focus would extend to missing children given the long history of vulnerable persons gravitating towards the rail network. These approaches would require collaborative interventions between the Force and peers such as Police Scotland, and partner agencies.

   c. The Chief Constable concluded by highlighting violence, criminal damage and drugs as key areas in Scotland, emphasising the strong offer BTP could provide to work with partner agencies to create a hostile environment for those intent on committing crime and exploiting vulnerable people.

   d. A SPA Member welcomed the Chief Constable to the Committee, noting her extensive experience in policing and her recent peer review of COP26 policing arrangements.

   e. In response to a comment, the Chief Constable agreed that demonstrating the value of BTP and its application of strategic resources within Scotland was an ongoing challenge. It was important to be able to articulate both this and the Force's social value to the communities it policed. The Chief Constable noted she would welcome the opportunity to discuss these considerations further with the Chair and SPA Members when she visited Scotland in person in July 2021 (Action 10/2021).

   f. In response to a question, the Chief Constable replied that she had joined a Force with a strong emphasis on supporting the wellbeing, health and safety of its officers and staff, and its front-line officers in particular. This emphasis would remain even in the context of any challenging funding decisions. The Chief Constable was confident that the Force performed well against international benchmarks in this area, but that she was nevertheless to test the systems underpinning wellbeing, health and safety to ensure the Force continued to provide the best care and support possible.

Scottish Railways Policing Committee Performance Q4
Agenda Item 7

13. Members considered a report of the T/Chief Superintendent (BTP Scotland) regarding Performance Q4 2020/21 and the following points were made.

   a. The Deputy Chief Constable drew Members' attention to the key points at the head of the report around exit-from-lockdown policing; the unique profile of crime types during the pandemic; the low levels of high harm in 20/21 and high detection rate; and the collaboration undertaken by BTP Scotland officers alongside partners.

   b. In response to a further comment made by the Deputy Chief Constable regarding the level of preparation underway for the summer period and anticipated rise in 'staycations', a Member remarked that a period of warm weather was forecast for the near future and queried what steps BTP Scotland was undertaking to police the likely increase in footfall on the rail and wider transport network.

   c. The T/Chief Superintendent was heard in response, noting that BTP Scotland had undertaken joint planning with Police Scotland under Safer Shores arrangements, and had engaged with transport stakeholders to ensure a unified campaign of communications was deployed across the transport network. The T/Chief Superintendent agreed to provide more detail on engagement between BTP Scotland and Police Scotland in the Performance Q1 report to the September 2021 meeting (Action 11/2021).

   d. The Chair made reference to a briefing note prepared by Police Scotland summarising joint working with BTP Scotland, that had been circulated outside of Committee. The Chair thanked the Assistant Chief Constable (Police Scotland) for the note and looked forward to the provision of a jointly drafted public report on joint-working at the September 2021 meeting.

   e. A Member referenced the disorder seen in Glasgow's George Square on 15 May 2021 associated with celebratory football fans and queried whether both BTP Scotland and Police Scotland were content with the degree of community communications undertaken that day. The Member queried whether there were any lessons to be learned that could be applied to preparations for Euro 2020.

   f. The T/Chief Superintendent was heard in reply, noting that BTP Scotland had both Silver and Gold structures in place for such incidents, and that she had no concerns at that time regarding the plans made for Euro 2020. The Assistant Chief Constable (Police Scotland) concurred. The Assistant Chief

Constable (BTP) concluded by noting that, although BTP was a national Force, he was confident BTP had an appropriate focus on policing the event in both Scotland and England, with Silver Commanders appointed to both Hampden and Wembley.

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

Future of Performance Reporting
Agenda Item 8

15. Members considered a report of the BTPA Head of Strategy, Planning and Engagement regarding the future format of performance reporting to the Committee and the following points were made.

   a. The Head of Strategy, Planning and Engagement noted that the proposed dashboard format would be accompanied by a short joint narrative report, and invited Members to provide feedback on the level of detail they would welcome therein.

   b. In response to a question, the Head of Strategy, Planning and Engagement confirmed that she was confident the dashboard would measure objectives consistently when applied to a Scottish context.

   c. A Member opined that the narrative should be restricted to current and future strategic aims in order to promote the usefulness of the document for members of the public.

16. **RESOLVED**, that subject to comments made the proposed reporting format be agreed.

Development of 2022/2025 Railways Policing Strategy
Agenda Item 9

17. The Head of Strategy, Planning and Engagement was heard regarding the development of the 2022/2025 Railways Policing Strategy and the following points were made.

   a. The Head of Strategy, Planning and Engagement noted that, in keeping with the approach for the development of the BTP Railways Policing Plan and within that the BTP Scotland-specific Plan, it was proposed to involve the Committee in the development of the forthcoming 2022/25 Strategic Plan.

   b. Members noted that consideration to how the Committee could be best involved would be discussed by the BTPA Board when it received the Chief Constable's initial thoughts on the emerging strategy and requested that some further touchpoints for Committee engagement be included in the

current draft development timeline. The Assistant Chief Constable (Police Scotland) noted that his Force would be happy to contribute where appropriate.

COP26 Policing
Agenda Item 10

18. Members agreed that this item should be taken in private session at the end of the agenda at Item 15 (Any Other Business).

Audit and Inspection Activity
Agenda Item 11

19. Members considered a slide pack prepared by the Deputy Chief Constable regarding audit and inspection activity and the following points were made.

   a. Members welcomed the report, noting that it addressed their request for more visibility in this area. A Member recommended that future reporting should include management responses to issues specific to Scotland, with an emphasis on exceptions.

20. **RESOLVED**, that the slide pack be noted.

Terms of Reference
Agenda Item 12

21. Members considered the Committee's terms of reference, noting that they remained fit for purpose and were the product of extensive consultation between a number of stakeholders.

22. **RESOLVED**, that the Committee's terms of reference be noted.

Workplan 2021/22
Agenda Item 13

23. Members considered a report of the Head of Strategy, Planning and Engagement regarding the Committee's workplan 2021/22, noting that it was a live document that would incorporate comments made at the meeting, including around provision of more detail on wellbeing, health and safety.

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

Evaluation Framework
Agenda Item 14

25. Members considered an evaluation framework report of the Senior Scotland Project Manager noting that the two areas graded Red (performance reporting &

joint working measured through BTP attendance at Strategic Tasking & Coordination Group) were partly mitigated through exchanges at the meeting.

26. The Chair noted he would support SPA Corporate colleagues being included in the development of future evaluation framework reporting.

27. **RESOLVED**, that the evaluation framework be noted.

Any Other Business
Agenda Item 15

Farewell to Dominic Booth

28. The Chair noted that it was the last meeting of the Committee prior to Dominic Booth's term as BTPA Member concluding. The Chair thanked Dominic for his service on the Committee and wished him well as he embarked upon a period of significant change on the railways.

Farewell to Deputy Chief Constable Adrian Hanstock

29. The Chair noted that this was the Deputy Chief Constable's final meeting of the Committee prior to his retirement. The Chair thanked the Deputy Chief Constable for his long service with BTP and in particular his support and guidance during the Committee's establishment and early meetings. The Deputy Chief Constable was heard in reply.

Item 10 – COP26 Policing [Public Summary]

30. **RESOLVED**, that the public be excluded from the meeting in order for the Committee to consider a report of the Chief Constable on COP26 policing, in accordance with BTPA's Procedural Standing Orders (Annex 5, Code of Governance).

The Committee adjourned between 12.30pm – 12.35pm whilst the public left the meeting.

31. Members considered a report of the Chief Constable regarding COP26 Policing, following which the meeting returned to public session.

Meeting Evaluation
Agenda Item 16

32. Tom Halpin conducted an evaluation of the meeting and the following points were made.

a. The Committee continued to mature, as evidenced by the fact the level of turnover of individuals had not had a detrimental impact on the quality of reporting to the Committee and the conduct of its business.

b. Thought should continue to be given to how best to integrate performance reporting with Police Scotland, where appropriate.

c. Committee Members should continue to strive to ask searching questions to ensure they scrutinised the work of both BTP and Police Scotland to best effect. For example, whilst the Committee was not a forum to address in full the issues posed by the recent instance of disorder in George Square, it was important for questions to be posed in order to identify where BTP could best work with partners to police instances of persons using the rail network to travel to/from instances of disorder, particularly when stations such as Queen Street were in close proximity to residential communities.

d. Mary Pitcaithly remarked that the quality of the agenda pack and content of individual papers was high.

The meeting ended at 1.10pm.

OFFICIAL

SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Topic	Action/Paper	Owner	Due Date	Outcome
2/2021	17 February 2021	Diversity & Inclusion Strategy	Committee to receive update on June 2021 recruitment round	T/Ch Supt Gillian Murray	NLT 3 September 2021	**Recommended for Closure** BTP will provide verbal update at the September 2021 meeting.
4/2021	17 February 2021	Diversity & Inclusion Strategy	BTP/Police Scotland to explore, implement and evidence examples of joint working in diversity & inclusion, prior to Committee reviewing by end 2021.	Rachael Etebar	23 November 2021	**In Progress / Potential to Close** Originally due at November 2021 meeting, an update has been provided on the September 2021 agenda.
10/2021	25 May 2021	Chief Constable's Introduction	Chief Constable to engage with Chair and SPA Committee Members on BTP application of strategic resources in Scotland and demonstrating social value to local communities etc. during July 2021 visit.	Steff Sharp	Deferred to September 2021 due to COVID	**Recommended for Closure** This will form part of the Chief Constable's programme when in Scotland during September 2021.
11/2021	25 May 2021	Q4 Performance Reporting	Q1 Performance Report to include further detail on engagement with Police Scotland and partner agencies.	T/Ch Supt Gillian Murray	3 September 2021	**Recommended for Closure** This action was incorporated into commissioning brief for September 2021 meeting

17

BTP Scotland (D Division) Policing Plan Objectives
Agenda Item: Policing Plan Performance Q1

Data period covers year to date at end of Q1 (Apr-Jun) Comparisons have been made to 2019/20 data, unless specified otherwise

BRITISH TRANSPORT POLICE

BTP Scotland – Performance against D Division Policing Plan Objectives

Preventing physical & verbal assaults on staff members & increase positive outcomes, ensuring effective communications with victims

Assault: +71%
24 physical assaults (14 PYTD)

Verbal Crime: +7%
59 crimes (55 PYTD)

Positive Outcome
Assault: -4%,
67% positive outcome rate (PYTD 71%)
Verbal: -10%
19% positive outcome rate (PYTD 29%)

Compliance rate for Victim Code Practice (28 days)
93% victims updated within 28 days.

The West of the country saw most of the significant crime against staff during Q1 (36%, 30) with top locations of Glasgow Central (5) Edinburgh Waverley (5) and Partick (2).
This may be linked to the rise that was seen in passenger footfall with the easing of restrictions and warmer weather.

Increasing passenger and rail staff confidence by joint problems solving with Police Scotland to tackle anti-social behaviour

ASB Crimes: +2%
357 (347 PYTD)

ASB Incidents: +67%
1043 (578 PYTD)

Positive outcome rate for ASB offences: +3%
134, 38% (122, 35% PYTD)

Football Crime:
2 (20 PYTD)
Football Incidents:
42 (68 PYTD)

While crime is at pre-COVID levels (+8), ASB incidents are up 71% on PY. Dedicated focus on repeat locations, routes & joint working initiatives are ongoing to tackle ASB and associated crime. The high incidents can be attributed to seasonal demand linked to large numbers of youths travelling to the coast during warmer weather. Ops such as Op Odium & Brevis have been created to tackle these.

Improving awareness and response to sexual offences and incidents involving unwanted sexual behaviour

Sexual Offences: -52%
14 (incl. Unwanted Sexual Behaviour(USB))
11 sexual offences recorded + 3 Less Serious Public Order deemed to be USB (PYTD total 23)

Days of Action / proactive operations undertaken by BTP and in conjunction with partners
8
Week of action w/c 2nd August

Crime is currently down on pre-COVID levels. It is expected that numbers will increase in line with increases in footfall across the network and as a result of the launch of the national Unwanted Sexual Behaviour campaign.

Reducing disruption related incidents through a joint problem solving approach with industry at key red route locations

Disruption Incidents: +185%
701 (246 PY)

Primary Lost Minutes: +63%
9,392 PLM (5,752 PY)

+31%
Disruption incidents at key red route locations
34 (26 PYTD)

+62%
Minutes of Disruption for key red routes
1,949 (1,203 PYTD)

There have been 34 disruption incidents in connection with red route locations. The highest recording incident type for disruption in Q1 has been railway Trespass and a main contributor to this is youth trespass, linked to the wider ASB issue and consumption of alcohol. Partnership campaigns such as Shattered Lives has sought to raise awareness of the risk associated with Trespassing.

Maintaining an average handback time of under 90 minutes for non suspicious fatal incidents

Average fatality handback time (non-suspicious) (<90 mins)
110 minutes

Average partial handback time for fatal incidents (<45 mins)
27 minutes

Average handback time is 110 mins from 4 incidents, this is due to Carnoustie fatality where geographic location meant our officers weren't on scene until 37 mins after initial report, resulting in 154 mins handback time.

BTP Scotland – Performance against Force-wide Objectives

Tackle serious violent crime and robbery on the railway (D Division)

Serious violence offences: +20%
6 (5 PYTD)

Robbery offences: +200%
4 (2 PYTD)

Weapon-enabled offences: +25%
10 (8 PYTD)
Total Weapon crime: +27%
19 (14 PYTD)

Serious violence and robbery remain low in D Division, accounting for 2% of overall notifiable offences. Where weapons-enabled offences have occurred, this has been mainly bottles rather than knives / bladed articles.

Partnership working focused at key locations with volume crime (D Division)

79 notifiable offences at the agreed key locations of Glasgow Central and Edinburgh Waverley

Glasgow Central (39); Top crime groups, Public Order (18), Violence (6), TPP (3), Pedal Cycle (3), Theft Railway (3)
Edinburgh Waverley (40); Top crime groups, Public Order (15), Violence (4), Other (30, Fraud (2), Pedal Cycle (2)

Violence (Common Assault) & Public Order are main contributors to volume crime at Glasgow Central & Waverley stations at present. As footfall increases, other categories are expected to rise simultaneously. Op Sentinel & Project Servator tactics continue to be deployed at these locations to combat offending.

Support the railway through the Covid-19 pandemic (D Division)

Directions to leave and interventions: 6,290

Number of Fixed Penalty notices: 205

The 4E approach has been consistently applied throughout the pandemic. Resulting in 6,290 interventions, 855 directions to leave and 205 FPN's issued.

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Scottish Railway Policing Committee Performance Report: Current and Future Aims

Quarter 1 Crime Overview

COVID pandemic heralded the need for a new Performance baseline in 2021-22. Crime levels fluctuated throughout 2020-21 and were on average 50% lower than 2019-20. To obtain a realistic comparison, previous year equivalent is taken as 2019-20 figures. COVID year data is referenced, where appropriate.

- **A total of 441 crimes were recorded in Q1, a 7% (+27 crimes) increase on Q1 2019-20.** The start of the year saw increasing crime levels compared to 2020-21 Q4 but an overall downward trend during the first quarter.
- **Top recording crime groups were Violence (129) & Criminal Damage (74).** Pre-COVID, Violence was a top volume crime group but with lower volume (93) and Theft of Passenger Property (TPP) was second highest (64).
- Out of the total 129 violence offences, 80% (103) were Common Assault with 81% between passengers & 22% against staff. An additional 15 assaults were committed against Officers and in Q1 were 150% up on PY (+9). Violence has mainly occurred in West of Scotland (Glasgow (153) & West Outer (170) Sectors) and this is reflective of the larger geographical trend for crime, with 73% crime YTD (322) having occurred in the West. Again, the fact that Glasgow has seen a high proportion of crime despite being one of the last places to come out of level 3 restrictions is of note.
- **A trend in violence seen in Q1 was higher than average percentage of crimes committed by juveniles** (especially females). This was the case in Kilwinning Sector between female passengers & also female perpetrators in Officer assaults. Alcohol is often a factor & several interoperability avenue have been explored including joint working with Police Scotland colleagues across Dunbartonshire, Ayrshire & Inverclyde to tackle youth ASB and alcohol-fuelled crime. Detection rate is 64% YTD, with 83 crimes resulting in formal action (27% (35) Early and Effective Juvenile Judicial Procedure disposals).
- **Criminal Damage is still one of the highest crime groups** (74) and often committed by young offenders, linked to ASB. During the pandemic there was a direct correlation between youth crime & spikes in vandalism, with locations tending to overlap. A problem location for vandalism was identified on Kilwinning to Ardrossan line and BTP have worked in partnership with ScotRail & Police Scotland to tackle this, resulting in 2 youths identified & charged with 8 crimes. Overall volume crime is still down in TPP (-52%) however it's expected to return at hotspot locations as footfall increases & restrictions ease, particularly at end of line destinations such as Glasgow & Edinburgh.

Serious Violence

- **Serious violence was low in Q1, making up just 2% of offences.** Violence causing injury recorded 6 instances (up 20% on PY (+1). Current detection rate for violence with injury is 60% (6). D Division continues work to reduce and deter violence through Op Sentinel and joint working initiatives with partners (see attached for specific example in Glasgow). Enhanced target patrols using Specials at weekends in strategic locations has reduced violent offending with one example in the North after a rise was recorded at Kirkcaldy.
- **Similar small increases were seen in Robbery (+150%, +2); 8 YTD) and weapons (+27%, +5); 20 YTD).** 5 robberies recorded (4 Robbery, 1 Assault with Intent to Rob) with no instances in East & North Sectors. In the West, Kilwinning, Dalmuir & Hamilton Central are repeat locations but most due to multiple victims from single incidents. These crimes are very infrequent in Scotland with no apparent patterns of offending.
- Of the 20 weapon crimes recorded in Q1, most significant is the number weapon-enabled (8) which were higher (+25%, +2) on PY. At the end of Q1 it was noted that 40% of weapon offences relate to the use of a weapon in proceeds of crime. 63% (5) of incidents were linked to bottles as the weapon brandished or used. Where knives/bladed articles were involved, these items have been sighted or discovered during a search as opposed to use in crime. Search-related possession of weapons accounts for 60% (12), often reported by witnesses or detected through searches (e.g. County Lines). In the East, there is a clear correlation between increased stop and search and drug & weapon detections.
- Current detection rates for Robbery is 50% (4) and 69% Weapons.

Violence Against Staff

- **There were 24 assaults (+10, +71%), along with an additional 59 verbal offences against rail staff in Q1 (+4, +7%).** BTP have a good current victim compliance level of 93% for staff victims having received an update within 28 days.
- Top locations have been Edinburgh Waverley (5) & Glasgow Central (5) with Partick Interchange the only other repeat location. Increased instances of violence at these locations can be explained because of the increase in footfall through the busier hub locations since restrictions easing. Warmer weather has also been a factor as well as the start of the summer holidays. On-train incidents account for 7 assaults with 16 at stations and 1 line/other. On-train incidents have been single incidents across different routes & 7 crimes reference spittle assaults and detail youth involvement (4).
- BTP continues to work with rail industry and Police Scotland partners to prevent violence against staff and there is a heightened importance around this as officers support the railway in the next phase of the pandemic, the return to a busier network and more rail staff out in the public domain. Work is ongoing around encouraging the use of BWV as

well as mentoring individuals during this process to provide support and help. Joint tasking deployments with train operators have also continued to strengthen the message that violence towards staff is not acceptable. Another example is the Ayrshire Assault Pledge, which clearly sets out our joint commitment to end assaults on emergency workers (including both staff and officers).

Sexual Offences Including Unwanted Sexual Behaviour (USB)

- **26 Sexual Offences have been recorded YTD.** Although this is a decrease on PY (-26%, -7), there was a marked increase in crimes at the end of June where weekly crime levels were above average for the last 3 years.
- Current detection rate is 48% (11 crimes) with Divisional Offender Management Unit currently managing 19 Offenders.
- **Reducing instances of Sexual Offences & USB on the network is a key priority for the Force, both nationally & locally.** BTP continue to raise awareness and encourage reporting, including during the intensification activity under Operation Cerium. This is a National campaign with the aim of increasing confidence in reporting sexual offences & harassment, raising the profile of BTP as well as reduce, detect and disrupt sexual offending across the network. Days of action were planned in line with easing restrictions & took place on 30th April, 17th & 28th May with a further week, running 2nd–9th August. This week of action is targeting USB (which includes verbal abuse, inappropriate conversations or prolonged & disconcerting staring or 'leering'), focussing on visibility, deterrence and educating the public. Officers in D Division continue to drive positive engagement with staff, customers & partners as well as promoting 61016 text service. Further Op Cerium days are planned for the remainder of the year.

Anti-Social Behaviour

- **ASB incidents are up 71% (+398), with 1,043 Calls for Service recorded.**
- Increases in ASB have continued in line with easing of restrictions, most apparent at hub stations such as Glasgow Central. Moreover, youth-related ASB has been a key theme and whilst the network has become busier and less of an environment for large groups to travel unchallenged and loiter, high instance of incidents and frequency of youth perpetrators indicates this is still a key trend. BTP continue on-train patrolling to mitigate this issue and with the return to normal, following lifting of restrictions, it's anticipated that previous challenges around night-time economy will return. Partnership working continues to ensure key locations and routes are targeted (see attached for details).
- There are currently 2 operations dedicated to ASB and these focus on West of Scotland where incidents are most prevalent. Op Odium is focussed on Glasgow – Balloch as Balloch (37) & Dalmuir (31) were top locations in Q1. There has been focussed work undertaken with Police Scotland around the Safer Shores initiative, which is a well-established multi-agency operation relating to large passenger numbers travelling to coastal areas during warmer weather (yearly Op). This work involves monitoring travelling numbers and disrupting groups intent on disorder.
- Football-related crime & ASB has been very low in Q1 with only 2 crimes recorded. Restrictions up to this point have meant that stadiums have remained in the main empty, apart from test events including recent Euros Tournament. An Operation was implemented for the Euros due to huge impact on travelling numbers & management of events taking place locally. This included close working with Police Scotland, the SFA, Glasgow Host City and ScotRail. This led to no significant crimes or disruption recorded during the operation, a highly successful outcome.
- Overall a total of 42 football-related incidents have been recorded YTD, a large proportion associated to Scottish Premier League final. With the start of the 2021 – 22 SPFL season in Q2, it's expected that the challenges for policing football will return to pre-COVID levels. The lowering of restrictions means August matches will potentially rise to full capacity, a busy fixture list and the first Old Firm fixture in August.

Disruption

- There were 9,392 primary minutes lost to disruption in Q1 (701 incidents). Both primary mins & incidents were higher than PY (+3,640; +63% lost mins & +455; +185% incidents). A total of 1,949 mins were lost in 34 incidents at the key industry 'red routes' assigned for 2021-22.
- During Q1 325 trespass incidents were recorded (+140%, +190), up on PY. BTP have been working with Network Rail in Shattered Lives campaign, which aims to raise awareness of the trespass dangers. This has come following several reports of youths playing near the railway line. D Division have supported International Level Crossing Awareness Days through the dedicated unit & joint working with Police Scotland Roads Policing, Network Rail and BTP Mobile Safety Vans. This is to ensure that the dangers of level crossing were promoted to raise as much awareness as possible.
- Officers in D Division have also responded to information on emerging priority locations, including those that have been previous hotspots for incidents. One example is where officers were patrolling routes when called to the scene of an attempted suicide at Drumry Station ably providing timely support. On another occasion, proactive patrolling meant the team were able to respond to a call around a person struck by a train within 3 minutes and provide life-saving support until medical assistance arrived. As a result, the subject involved survived their injuries.
- The current trial period for the dedicated Disruption Unit is shortly coming to an end and despite lots of pro-active working (outlined above) & engagement with industry, funding has yet to be secured.

- There have been 5 fatalities recorded YTD with suicides on an upward trajectory since 2017, with the highest in 2020-21 (27). One of Scotland's local objectives is to ensure a handback time of 90 minutes for non-suspicious fatalities. YTD this currently sits at 110 minutes, mainly due to one lengthy incident at Carnoustie.
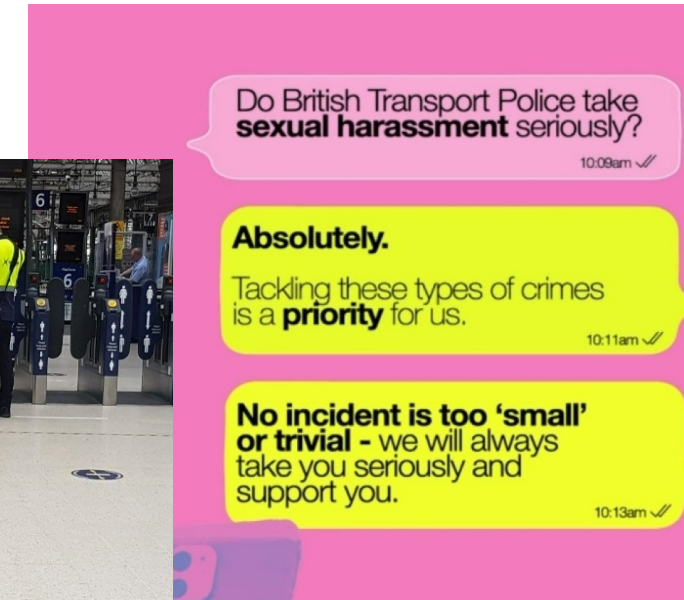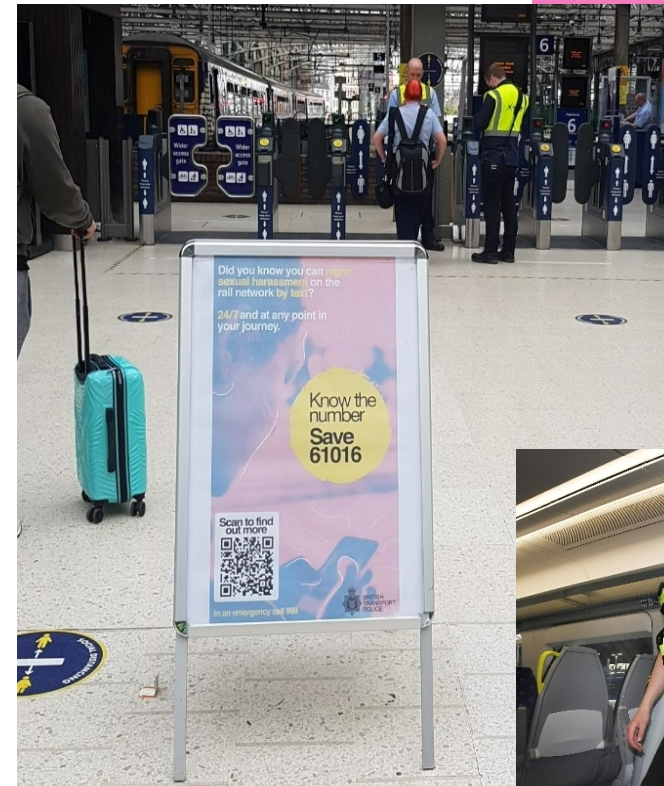
BTP Campaign Against Sexualised Behaviour

- "Operation Cerium" – 2-9 August 2021
- During the week of action aimed at encouraging reporting of Unwanted Sexual Behaviour, BTP recorded 62 engagement patrols across Scotland where officers spoke with stakeholders and passengers to explain the importance of reporting this crime type.
- Stakeholders supported the campaign by displaying posters in stations and it was promoted on social media.

Examples of Positive Outcomes

- In Edinburgh Waverley Station a 35-year-old male was arrested and charged on 6th August after making sexual comments towards a 14-year-old female.

- On 9th August officers arrested and charged an 18-year-old male who coerced a female victim to being present during sexual activity on a train at Newton-on-Ayr on 31st July.

BTP Campaign against Hate Crime in Scotland

- The Hate Crime Charter for Public Transport was launched in Scotland on 24th March 2021.
- The Scotland Charter is designed to complement BTP's existing national #WeStandTogether anti-hate campaign; ensuring BTP maintains it's singular message and approach to tackling hate and intolerance across England, Scotland and Wales.
- The Charter was developed collaboratively by BTP, Police Scotland, Transport Scotland, Disability Equality Scotland, SEStran and People First and aims to tackle hate crime and intolerance across Scotland by ensuring a consistent message and approach across public transport.
- The purpose of the Charter is to encourage all public transport providers, members of the public and other services to support a zero-tolerance approach to hate crime across Scotland, and to raise awareness of and encourage the reporting of incidents.
- The Charter builds on a pilot initiative that Stagecoach, First Bus and ScotRail operated in December 2019 and January 2020. Initial results of which demonstrated an increased awareness amongst transport staff who felt better equipped to recognise and report hate crime that they encountered.

Equality, Diversity and Inclusion Update – Gender Balance

Rachael Etebar
Director of People and Culture

Purpose of the Paper

- To update the Committee on the diversity of BTP employees in Scotland and measures underway to improve representation.
- To update the Committee on our campaigns against Hate Crime and Sexualised Behaviour delivered in collaboration with Scottish partners
- To update the committee on our partnership with the Scottish Women's Development Partnership

Outcome Sought
For noting

Diversity of our workforce in Scotland

Diversity comparison with Police Scotland

Diversity Police Officers	Police Scotland	BTP
Gender	32%	21%
Ethnic Minority	1%	2.8%

https://www.scotland.police.uk/spa-media/cigly5hl/ps-mainstreaming-report-21_4723_21_ar-v1-final.pdf

Diversity of BTP workforce in Scotland

Gender	Police Officer		Police Staff		Total	
	Female	Male	Female	Male	Female	Male
A Div	23.3%	76.7%	65.0%	35.0%	47.1%	52.9%
D Div	20.8%	79.2%	57.9%	42.1%	24.3%	75.7%
E Div	0.0%	100.0%	55.6%	44.4%	50.0%	50.0%
All	20.9%	79.1%	61.0%	39.0%	31.5%	68.5%

Ethnicity	Police Officer			Police Staff			Total		
	White	Ethnic Minority	Not Stated	White	Ethnic Minority	Not Stated	White	Ethnic Minority	Not Stated
A Div	93.3%	3.3%	3.3%	97.5%	0.0%	2.5%	95.7%	1.4%	2.9%
D Div	96.2%	2.7%	1.1%	94.7%	0.0%	5.3%	96.0%	2.5%	1.5%
E Div	100.0%	0.0%	0.0%	94.4%	0.0%	5.6%	95.0%	0.0%	5.0%
All	95.8%	2.8%	1.4%	96.1%	0.0%	3.9%	95.9%	2.1%	2.1%

- **Female Police Officer** representation across Scotland (21%) remains roughly equivalent to BTP's overall female officer workforce of 21.19%. However, female Police Staff in Scotland are comparatively and disproportionately over-represented at 61.0%, compared to BTP's overall female Staff workforce of 53.28%.
- BTP's **total female workforce** in Scotland (31.5%) is marginally higher than BTP's cumulative (overall) female workforce (30.9%); which can be explained by the disproportionately high number of female Police Staff compared to males in Scotland.
- **Police Officers from Ethnic Minority** backgrounds account for 2.8% of officers in Scotland, which is disproportionately and markedly lower than BTP's overall Ethnic Minority police officer workforce of 10.2%. However, this 2.8% should be compared to the estimated Ethnic Minority population in Scotland of 4% and the 1% representation in Police Scotland.
- There are no **Police Staff from Ethnic Minority** backgrounds in Scotland, compared with 23.8% cumulatively across BTP's total workforce.
- BTP's cumulative (overall) Ethnic Minority workforce is 14.8%. However, the **total Ethnic Minority workforce** in Scotland (2.1%) remains comparatively low compared to this overall total, and disproportionately low in comparison with the estimated 4% Ethnic Minority population demographic of Scotland.
- We have met with Nicky Page, Head of ER and Reward, Police Scotland and agreed we will work collaboratively on future diversity recruitment initiatives

Police Cadets – we are currently recruiting cadets aged 13-17 in the Glasgow area. We are using social media including twitter to attract the widest range and diversity of candidates as possible.

Progress on Gender

- Chief Superintendent Gill Murray has been appointed as Divisional Commander for D Division, following a rigorous selection process.
- 10 new officers are currently in training at Tulliallan, of whom 4 (40%) are female. Of the 15 new police staff starters in the last 12 months, 38% have been female. However, our data is still not representative of the community we serve and is behind Police Scotland. We will therefore continue to utilise positive action to encourage under represented groups to apply. However, with a small, long serving workforce, turnover is low and therefore progress will take some time.
- BTP's Female Police Association have become associate members of the Scottish Women's Development Forum (SWDF), enabling greater collaboration and development opportunities (see right hand box).
- We are delighted to have been invited to take part in the SWDF photography project, aimed at photographing female officers and male allies who have made a significant contribution to gender equality.
- We are supporting Police Scotland/SWDF with guidance and best practice around baby loss, our maternity hub and maternity leave buddy scheme which they hope to replicate.
- CC D'Orsi to deliver an 'in conversation with' SWDF session in November.
- A shared ambition is being discussed to increase recruitment of female officers and to use senior female officers as mentors.

SWD represents women in Police Scotland and the Scottish Police Authority. The aims of the association are to:

- Act as a consultative body on behalf of the Police Scotland and Scottish Police Authority in relation to gender equality issues.
- Consider equality impact issues developing within Police Scotland and Scottish Police Authority.
- Seek solutions to ensure that there are no barriers to the personal and professional development of all staff.
- Monitor organisational change within the Police Scotland and Scottish Police Authority for any risk to fair and equal opportunities.

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BRITISH TRANSPORT POLICE

Report to:	**Scottish Railways Policing Committee**
Date:	**3 September 2021**
Subject:	**Rail Freight Policing**
Sponsor:	**ACC Gregory**
Author:	**Supt Evans**
For:	**Noting**

1   INTRODUCTION

1.1   This paper provides an overview of BTP's approach to policing rail freight within Scotland.

2.   SCOTLAND FREIGHT OVERVIEW

2.1   Freight growth has been relatively modest in Scotland but given the lower base can change markedly year on year. Cement flows from Dunbar and additional supermarket volumes during COVID for example make a difference. Scotland Route has committed to growth targets through the current Control Period until 2024 which will see more trains and potentially different commodities too. It is likely that similar growth targets will exist under GBR. With support from the Scottish Government and Transport Scotland, the ambition is to grow traffic from around 3% of freight travelling by rail to around 7-8% by the end of NWR Control Period 6. Currently around 50 freight services operate on the Scottish Rail Network on a daily basis.

2.2   Freight related crime in Scotland is negligible with no reported offences in the financial year to date. Occasionally, hotspots may emerge at locations such as Mossend, and in previous years offences have occurred in transit whilst trains were stationary in sidings for short periods such as Carstairs, where they would be removed from the path of express passenger services into a 'loop' for half an hour for example and would be thereby vulnerable to thefts.

2.3   These problems have decreased through joint working with the rail industry and BTP's Designing Out Crime Unit (DOCU) to encourage 'smarter' route planning

to minimise such opportunities and also target harden where appropriate. Increased security, both of goods and at freight locations has meant that crimes have been reduced in 2020 to a theft of coal from a DB Cargo location, ballast being placed on the track in Coatbridge depot and container tampering at Barass Yard.

2.4 Liaison with the freight operators in Scotland currently takes two forms, the main forum being the fortnightly UK-wide BTP/NWR/Freight Operator freight security call, referred to in section 3.9 below, where emerging issues, matters of concern and stakeholder briefings occur. A recent example raised on the conference call was damage to the Jacobite Steam Train stabled at Fort William Yard.

2.5 The second forum is a monthly meeting between the BTP Embedded Inspector and the Lead NWR Route Freight Manager for Scotland. The Route Freight Manager acts as a single point of contact for the country and addresses any issues directly with the embedded Inspector. These can range from engineering works that will deviate a service from its normal route and potentially divert through a location where services have been subject to theft or vandalism. This allows BTP to put a patrol strategy in place to support the Freight Operators.

2.6 This approach allows for discussions around certain types of freight susceptible to protest - such as aviation fuel. With COP26 approaching, this forum has allowed for meaningful discussion around the revision of timetables for example for certain trains that might be 'of interest' to potential protesters, as well as locations that might not be owned by NWR, but do have a rail link. While crime at these locations may fall under the jurisdiction of Police Scotland, the NWR SPOC can raise these emerging issues that would then trigger any joint discussion and planning between both forces. Grangemouth Freight terminal is an example where BTP DOCU and the Embedded Inspector attended a site visit at a privately-owned yard to explore joint solutions regarding the boundary as attempts to access the site was then causing a trespass issue on the live NWR lines with the inherent risks that poses. This ensured fencing enhancement work was carried out quickly and as it transpired, Extinction Rebellion (XR) held a protest at the main entrance to the site a number of weeks after these repairs had been effected.

2.7   Throughout this year, there has also been 'Teams' presentations to the Freight Operators in Scotland, facilitated by the NWR lead, which allowed BTP to explain the role of the BTP Embedded Officer as well as provide the industry with a briefing around COP 26 and the additional support being provided to the industry during the conference.

2.8   Initial discussions have also taken place with the NWR Freight SPOC around the projected increase of 'station to station' parcel services such as those coming later this year operated by Orion services. As seen throughout the pandemic, there has been a major shift towards online shopping resulting in an increased demand for parcel delivery services. This new service, being introduced this year between the Midlands and Scotland, will see re-purposed passenger trains carrying out a city centre to city centre station parcel delivery service, with onward courier by bicycle or van courier. This is a clear indicator that there will be a focus on increasing freight traffic by rail in the coming years and BTP will work with such providers to ensure the opportunity for theft at the end destinations for example, or the risk of disruptive events on the network is mitigated thus supporting the industry and Government(s) aims of a 'green' reliable freight transport system.

3   UK-WIDE FREIGHT OVERVIEW

3.1   The rail freight industry secures over £1.7 billion of economic benefits for the UK. Rail freight is greener than road transportation, with each freight train taking around 76 HGVs off the road thus reducing harmful emissions. Rail freight also produces 76% less carbon dioxide than road freight, per tonne of cargo moved.

3.2   Rail freight is at the forefront of both the national supply chain – rail moves one in four Deep Sea containers - and the supermarket supply chain. Maintaining the supermarket supply chain, which relies on hundreds of trains each week to deliver goods across the UK was particularly important during the COVID-19 crisis. During the pandemic, new express freight services were introduced to bring essential food and medical supplies from Spain for supermarkets across the UK. The freight timetable was very quickly overhauled in just three weeks to prioritise services for freight and key workers compared with the nine months usually required.

3.3   It is therefore vitally important that BTP works closely with Scotrail and Police Scotland to ensure minimum disruption occurs to prevent goods from reaching their destinations in a timely manner.

3.4   The Williams-Shapps Plan for Rail has committed to ensuring freight operators receive fair access to the network and has provided Great British Railways with a mandate to promote rail freight to secure economic, environmental and societal benefits for the whole of the UK. To achieve this, a national freight co-ordination team will be created within Great British Railways to embed freight centrally in the strategic decision making.

3.5   The freight industry involves a number of different companies that operate services in England, Scotland and Wales as well as the Channel Tunnel. The key operators are:

- **_Deutsche Bahn (DB Cargo)_**
- **_Freightliner_**
- **_Direct Rail Services (DRS)_**
- **_GB Railfreight (GBRF)_**
- **_DC Rail_**
- **_Rail Operations Group_**
- **_Colas Rail_**
- **_Locomotive Services Limited_**

3.6   Although their primary function is to move freight, they also have responsibility for the stabling and maintenance of rolling stock both old and new from leasing companies and TOCs. Some charter services are also staffed by freight companies and therefore fall under their safety remit.

3.7   A number of freight yards and depots are owned by the companies; however some locations are owned by Network Rail so these all fall under the jurisdiction of BTP. Some sites are privately owned and fall under Home Office Police or Local Ports Police. BTP have been working with the freight industry and others, most notably RSSB, to develop a risk assessment for the rail section of these sites in order to ensure they benefit from a specific rail designing out crime perspective.

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3.8 BTP is formed of several functional and geographical Divisions. Each geographical Division has a dedicated SPOC who take ownership of issues that the industry raise, ranging from requesting updates on crimes to providing information that may not have been reported previously. Officers use BTP systems to provide updates to the industry. In Scotland (BTP D Division), the dedicated freight SPOC is also the police inspector who is embedded within the industry and based at the Rail Operating Centre.

3.9 During the COVID-19 pandemic, it was crucial to keep freight moving across the nation ensuring the supply chain was not disrupted and essential goods made it to the supermarkets. As a result, weekly conference calls were held by Superintendent Evans, who leads for BTP on Disruption and who owns the Freight portfolio, along with Route Freight Managers from Network Rail and freight company managers. This was to ensure that the industry was kept up to date with disruption trends such as trespass and vandalism, cable theft and any other matters that affected the running of the railway. As this developed, the conference call was moved to a bi-weekly format as the rail industry started to emerge from the pandemic. All stakeholders agreed that the conference call was a valuable way of sharing information, and they provided reassurance to the companies that they were fully supported by BTP. The conference call is now embedded in business as usual and a strong network of contacts has been made. It is an open forum and any issues can be raised whilst on the call.

4 PARTNERSHIP WORKING

4.1 Due to Crewe Basford Hall freightliner thefts during 2018 (involving Daventry to Scotland Container services), a stakeholder meeting was held with DB Cargo and Freightliner along with Network Rail Route Managers and logistics managers from Malcolm Group. BTP provided dedicated patrols in the area to support the industry. A collaborative approach was able to pinpoint the specific locations of the crimes. Crime prevention measures were put in place and excellent work was carried out by Network Rail, re-routing the targeted trains by avoiding the freight yard. When organised crime groups target containers, these are investigated by BTP's Major, Serious and Organised Crime taskforce, but these are rare and there has been no organised crime activity targeted at freight in Scotland for some years.

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4.2   Incidents that stop the rail network running are taken extremely seriously by BTP and there are dedicated senior officers, central oversight and route-based Disruption Tasking teams to address issues as wide ranging as trespass, fatalities and people who place themselves in precarious positions, for example bridges or gantries, thus bringing the line to a halt.

4.3   BTP share hot spot trespass locations, particularly where vulnerability is involved, whether through children trespassing or vulnerability in relation to mental health. BTP also attend Depot Open Days held by Direct Rail Services and DB Cargo to raise awareness of rail safety.

5   PROBLEM SOLVING

5.1   Due to many freight trains running over long distances and across borders into Scotland and Wales, crimes are recorded at the terminating location. For example, a container train could leave Daventry Freight Terminal in the Midlands and arrive in Mossend Yard in Scotland with items stolen from the containers. This would result in a crime recorded at the end location. However, one of the benefits of the stakeholders working together is the ability to analyse GPS data from Network Rail to accurately identify locations where the train was stationary during the journey, to identify the precise offence location. This ensures that BTP officers can be accurately briefed and made aware of potential crime locations.

5.2   Due to the complexities of some terminals belonging to private companies there can be issues around the ownership of crimes. An example of these are major ports such as the WH Malcolm Depot in Grangemouth, Scotland (Police Scotland) or inland freight distribution centres, a good example being Daventry in the Midlands (Northamptonshire Police). Crimes at these private locations, although involving freight companies, will not be recorded as crimes by BTP. By having points of contact in all forces, BTP officers can however make the necessary enquiries to provide prompt and comprehensive updates to freight companies.

6   WHAT CHALLENGES ARE THERE?

6.1   Theft from containers in transit continues to be a potential risk but this was monitored on a daily basis at the start of Lockdown and no crimes were

reported. Trespass into yards and the potential risk of metal theft depending on economic circumstances and the price of metal is monitored and the force has a senior officer lead for metal theft who coordinates national metal theft activity for UK policing.

6.2   The work to develop a generic risk assessment for freight depots was postponed due to COVID as it required multi-agency visits to modal locations. However it is now being revitalised under the auspices of the trespass and security best practice implementation charter for the National Freight Safety Group which will focus on the high risk/hotspot areas and how to tackle the crossovers including the TOCs where required. In addition, the Trespass Risk Group, hosted by the Rail Safety and Standards Board (RSSB) and attended by BTP, FOCs and third-party freight agencies e.g. WH Malcolm discusses high profile trespass incidents, for example, the Daventry fatality and associated fine which the Office of Rail and Road (ORR) issued Malcom Logistics.

Developing the 2022-25 Railways Policing Strategy development – progress since our last meeting

- CC's 'first 100 days' briefing event for BTPA – 27 July
    - Initial observations 3 months in post
    - Assessment of future operating context and key planning assumptions
    - Implications of the above for the future strategy
    - Shared early ideas on
        - Emerging risks
        - Key opportunities and aspirations

    - 4 draft themes identified for new strategy (to be developed) are;
        - Workforce
        - Partnerships
        - Service delivery
        - Innovation

- Ongoing desk research, engagement and horizon scanning to test planning assumptions
- Initial engagement with SPA team on choreography and emerging themes 31st August

Next steps

- Consider a role for a task and finish Strategy working group (SWG) from Sept 2021 to support development of the detail of the strategy – we would call on SPA inputs for some elements of that work

- Regular out of committee engagement with SPA on progress and formal engagement via SWG (September to February)

- Stakeholder event (tbc) November 2021

- Update on progress and discussion with SRPC 23 November

- Final public consultation on draft January/February 2022

- Final review and advice/comments from SRPC end February (date tbc)

Updated indicative timeline 2022-25 Railways Policing Strategy development

Key steps	Sep 21	Oct 21	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22
Engagement with SPA team								
Scottish Railways Policing Committee (SRPC) advice and inputs	**Update on progress and next steps**		**Update on emerging draft**			**Final review and advice**		
Strategy & Planning Committee (S&PC)	Agree workplan and review initial MTFP		Review emerging draft ahead of consultation			Final review and endorsement		
Possible Strategy Working Group (SWG)	Established and workplan developed	Regular meetings	Regular meetings	Regular meetings				
Wider engagement and consultation		BTP internal briefings and discussion	BTPA stakeholder event (tbc)		Final consultation	Analysis		
Authority approval								
Publish								

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SCOTTISH RAILWAYS POLICING COMMITTEE AUDIT & INSPECTION ACTIVITY REPORT

3 September 2021

Internal Audit – GIAA, 2021/22 Audit Plan

- The Audit Plan was agreed by ARAC on 11 March 2021. Confirmed timings for delivery are set out below:

Engagement	Confirmed Quarter of Delivery
Procurement	Q1 – complete, awaiting draft report
Payroll & related processes	Q2 – on track for fieldwork to start in early September
Finance – period end process	Q2 – fieldwork underway
Strategic Workforce Planning & Management	Q2 – audit will start in Q2 with report due in Q3
Data Integrity	Q3 – moved from Q2
IT stability, resilience and continuity	Q3* this audit may be deferred to 2022/23 to allow for focus on key IT infrastructure projects
Transformation programme close down	Q4 – on track
Risk Management	Q4 – on track

Inspection Update – HMICFRS Inspections 2021-23

Inspection Plan 2021-23

- HMICFRS Inspection Plan for 2021-23 agreed and commissioning letter sent to BTP/A with confirmed timescales on 3 August 2021.

- BTP will also take part in national thematic inspections, led by HMICFRS; the next inspection is for Counter Terrorism (CT) 6 which will take place in November 2021.

PEEL Inspection Area	Timescale
Victim Service Strand of Service user Assessment	This phase will start on 23 August 2021, with engagement between the force and HMICFRS' VSA/CDI team followed by data and document requests. The fieldwork (audit week) will commence on 11 October 2021 and will conclude in early November, with a report produced by the end of December 2021. Recent feedback from HMICFRS is that it is likely that the Crime Data Integrity / crime auditing part of the inspection will not include Scotland as it is outside of their jurisdiction.
Operational Assessment and Public Treatment Strand of Service user Assessment	Phase 2 will start in early January 2022 with data and document requests. On-site evidence collection [fieldwork] will take place during February and March and findings will be reported in June 2022.
Organisational Assessment	Phase 3 will commence in September 2022 with on-site evidence collection [fieldwork] taking place during November 2022, and a report produced in early 2023.

Inspection Update – HMICFRS Activity & Improvement Plans

- BTP is currently tracking recommendations from the below inspections.

- Currently there are no recommendations that are specific to BTP's activity in Scotland.

Inspection	Report Published
Custody	January 2020
Disruption	March 2020
Counter Terrorism (CT) 4 – National Thematic Inspection	March 2020

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 October 2020.

The latest Out of Court Disposals Audit was published on 18 August 2021 and showed:

- Overall compliance at 97% - an increase from 75% compliance in March's audit
- Increase in compliance for Verbal Discretionary Warnings (75% last quarter to 95% this quarter - NB low numbers affect % decrease disproportionately)
- 100% compliance in Fixed Penalty Notices
- 100% compliance in Recorded Police Warnings

Scottish Railways Policing Committee – Workplan 2021/22 DRAFT v1.0

Meeting	Standing Items	Special Focus Items
3 September 2021	- Conflict declaration - Minutes of previous meeting - Matters arising/actions outstanding - Risk profile – for information - Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response - Audit and Inspection update - Committee evaluation dashboard for discussion - Meeting reflection - Committee workplan for information - Decisions/matters taken in private	- Update on development of 2022/25 railways policing strategy – progress and next steps - Update on equality and diversity – gender and ethnicity focus - COP26 preparation *Thematic on freight policing*
23 November 2021	- Conflict declaration - Minutes of previous meeting - Matters arising/actions outstanding - Risk profile – for information - Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response - Audit and Inspection update - Committee evaluation dashboard for information - Meeting reflection - Committee workplan for information - Decisions/matters taken in private	- Update on development of 2022/25 railways policing strategy – emerging proposals ahead of consultation - Update on development of 2022/23 policing plans - initial proposals - COP26 debrief - Evidencing vfm annual update report *Thematic on strategic support services – fleet and estates*

Meeting	Standing Items	Special Focus Items

Tbc February 2022	• Conflict declaration
	• Minutes of previous meeting
	• Matters arising/actions outstanding
	• Risk profile – for information
	• Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response
	• Audit and Inspection update
	• Committee evaluation dashboard for information
	• Meeting reflection
	• Committee workplan for information
	• Decisions/matters taken in private
		• Stakeholder Engagement – Railways Policing Strategy and Scottish Railways Policing Plan 2022/23 for review and recommendation to full Authority
		• Legitimacy update:
		   o Proportionality in BTP's use of powers
		   o Professionalism update review – including deep dive thematic on complaints
		   o Moving the Needle progress update – disproportionality the victim experience
		• Committee workplan 2022/23 – draft for discussion

Tbc May 2022	• Conflict declaration • Minutes of previous meeting • Matters arising/actions outstanding • Risk profile – for information • Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response • Audit and Inspection update • Committee evaluation dashboard for information • Meeting reflection • Committee workplan for information • Decisions/matters taken in private	• Receive final published Railways Policing Strategy and Policing Plans for information • Committee workplan 2022/23 final proposal for approval • Strategic support services (focus tbc) • *Thematic – suggestion BTP's emerging sustainability plans*

Report to: Scottish Railways Policing Committee

Date: 3 September 2021

Subject: Evaluation Framework

Sponsor: Chair SRPC

Author: Senior Scotland Project Manager

1.   Purpose of paper

1.1   To review the agreed evaluation framework to support the work of the BTPA SPA Scottish Railways Policing Committee (SRPC).

2.   Background

2.1   In November 2020 the Committee received and agreed a paper outlining the methodology for an evaluation framework which would be supported by a scorecard designed to support the Committee's work in the context of received design principles.

2.2   Members requested additional work to be undertaken on the evaluation framework to incorporate future work. This is now incorporated and reflected in the scorecard and evidence.

3.   Evaluation

3.1   The Committee today receives an update reflecting the rolling year.

3.2   Some measures within the framework require an action or information to be available or contained within papers received by the Committee. The frequency varies from measure to measure. For some, evidence is sought each quarter, others less frequently.

3.3   As a result, some indicators have turned amber, showing that they are 'in progress'.

3.4   Notably, measure 2.1 (joint performance reporting) has turned amber (from red) as a result of the equality, diversity and inclusion data contained in the paper at agenda items 6 and 7.

3.5   Work is progressing to secure comparative operational police data which will continue to support delivery of measure 2.1.

4.   Evaluation exceptions

4.1   Most scorecard indicators have available evidence supporting a positive progress grading. Three areas from the evaluation framework are showing less progress and are highlighted below.

4.2   Design principle 2 consists of several indicators, 2.1 'the effective performance reporting by BTP and Police Scotland, where appropriate, against the same policing outcomes' has had less consistent reporting and therefore less

evidence of progress. As noted at 3.4 this measure has moved positively from red to amber.

4.3 Indicator 2.2 which supports the same design principle seeks evidence of regular public reporting of the Committee's work to SPA and BTPA and separately to the Scottish Parliament.

4.4 Work is underway that should allow positive progress to be evidenced to meet design principle 3 'safe and effective management and operational delivery of railway policing in Scotland' in particular 3.3 – the attendance at strategic tasking meetings.

5. Recommendations

5.1 The Committee is asked to note the evaluation framework.

SRPC Evaluation report card

Design Principles	How Achieved	Measures		Nov-20	Feb-21	May-21	Sep-21	Status
								Not Achieving / In Progress / 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	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		🟢		🟢	Achieved
	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	🟢	🟢	🟢	🟢	Achieved
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. 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	🔴	🔴	🔴	🟢	In Progress
	2.2. Regular public reporting to SPA and Scottish Parliament		4 times per year	🟢	🟢	🟢	🟢	In Progress
	2.3. Hold meetings in public		at least twice per year	🟢				In Progress
	2.4. Publish papers and minutes		4 times per year	🟢	🟢	🟢	🟢	Achieved
			4 times per year	🟢	🟢	🟢	🟢	Achieved
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	🟢	🟢	🟢	🟢	Achieved
	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	🟢	🟢	🟢	🟢	Achieved
	3.3. BTP attendance at Strategic T&C	BTP attendance @ ST&CG – this will require reporting by BTP on their attendance	twice per year	🔴	🔴	🔴	🔴	Not Achieving
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	🟢	🟢	🟢	🟢	Achieved

Future work

				Nov-20	Feb-21	May-21	Sep-21			
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			Nov-20	Feb-21	May-21	Sep-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		
	1.2. reporting against the achievement of the strategic outcomes	4 times per year	see page 2 performance report	see page 2 performance report	see pages 2 & 3 performance report	see page 13 in Sept SRPC pack (perf report section)
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	Alignment. No evidence of reporting	see page 43 in Sept SRPC pack (E, D & I section)
	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	Secretariat note to CEx
		at least twice per year	see letter; from chair to Convenor JC @ SP			
	2.3. Hold meetings in public	4 times per year	Nov meeting link - see comment	FEB meeting see link	May meeting link	September meeting link
	2.4. Publish papers and minutes	4 times per year	see above	see above	see above	see above
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 comment page 4 operational update - disruption unit	see performance paper Operation Glacies 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
	3.2. Regular joint planning & management engagement	4 times per year	see page 2 in link to drugs county lines joint working	see Agenda item 10 COP 26 planning update paper Operation Glacies 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
	3.3. BTP attendance at Strategic T&C	twice per year	No evidence	No evidence	No evidence	No evidence
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 link and agenda item 8	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