# [18 May 2022] Agenda - Scottish Railways Policing Committee

MEETING
## 18 May 2022 11:00

PUBLISHED
13 May 2022

# Agenda

| Location | Date | Owner | Time |
|---|---|---|---|
| Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ & Microsoft Teams | 18/05/22 | | 11:00 |

| | | |
|---|---|---|
| 1. Apologies | Chair | |
| 2. Declarations of Interest | All | |
| 3. Minutes | Chair | |
| 4. Actions | Chair | |
| 5. Risk Profile | Chief Executive | 11:00 |
| 6. Operational Performance | | |
| 6.1. Policing Plan Performance Q4 2021/22 | Deputy Chief Constable /Chief Superintendent | 11:10 |
| 6.2. Joint Working - Police Scotland and British Transport Police | BTP/PSOS | 11:30 |
| 7. Strategy, Planning and Thematic Items | | |
| 7.1. Strategic Plan 2022/2027 | Head of Strategy, Planning and Engagement | 11:35 |
| 7.2. D Division Policing Plan 2022/25 | Joint BTP/BTPA | 11:40 |
| 7.2.1. [To Follow] [Background Paper] British Transport Police Policing Plan 2022/25 | | 12:00 |
| 7.3. Independent Review of Complaints Handling, Investigations and Misconduct Issues in Relation to Policing - Final Report (November 2020) - BTP/BTPA Perspectives | Joint BTP/BTPA | 12:05 |
| 7.3.1. Initial BTPA Response | | |
| 7.3.2. BTP Update | | |
| 7.4. Thematic: Sustainability / Net Carbon Zero | | 12:25 |

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|---|---|---|---|
| Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ & Microsoft Teams | 18/05/22 | | 11:00 |

**8. Audit, Inspection and Governance Items**

| | | |
|---|---|---|
| 8.1. Audit and Inspection Update | Deputy Chief Constable | 12:35 |
| 8.2. BTPA/SPA Memorandum of Understanding for Operation of Scottish Railways Policing Committee | Head of Strategy, Planning and Engagement | 12:50 |
|    8.2.1. Scottish Railways Policing Committee Terms of Reference | | |
| 8.3. Draft Committee Workplan 2022/23 | Head of Strategy, Planning and Engagement | 13:00 |
| 8.4. Evaluation Framework | BTPA Analyst | 13:10 |

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| **9. Any Other Business** | All | |
| **10. Meeting Evaluation** | Tom Halpin | 13:20 |

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# Minutes
## Scottish Railways Policing Committee

**Tuesday 15 February 2022 at 11.00am via Microsoft Teams**

**Present:**

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

**Apologies:**

None

**In attendance:**

**British Transport Police Authority Executive**
Hugh Ind (Chief Executive)
Sam Elvy (Head of Strategy, Planning and Engagement)
Jon Newton (Analyst)
Alistair MacLellan (Board Secretary / Minutes)

**British Transport Police**
Alistair Sutherland (Deputy Chief Constable)
Mike Furness (Head of DCC Portfolio)
Allan Gregory (T/Assistant Chief Constable)
Gill Murray (Chief Superintendent)
Paul Furnell (Detective Chief Superintendent)
Paddy Kidwell (Business Operations Manager)
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)
Gill Imery QPM (HMICS)
Nobby Goodband (British Transport Police Federation)
Murray McVicar (Scottish Government)
Mike Jackson (Scottish Government)

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## Apologies
Agenda Item 1

1. There were no apologies.

## Declarations of Interest
Agenda Item 2

2. There were no declarations of interest.

## Minutes
Agenda Item 3

3. **RESOLVED**, that the minutes of the meeting held on 23 November 2021 be approved.

## Actions
Agenda Item 4

4. Members considered a report of the Board Secretary regarding actions arising from previous meetings and the following points were made.

    a. Members agreed that actions 19/2021, 20/2021, 21/2021, 22/2021, 23/2021 and 24/2021 could be closed.

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

## Risk Profile
Agenda Item 5

6. Members considered the British Transport Police Authority Risk Profile and the following points were made.

    a. The Chief Executive introduced the report and noted the red-rated risk regarding Legitimacy, which was covered in part on the Committee's agenda that day.

    b. Members noted the red-rated Technology risk and felt it would be appropriate for a thematic to be added to the Committee workplan at an appropriate point in 2022/23.

    c. A Member continued, noting that any consideration of this risk from the Committee's perspective should consider the development of a framework governing the deployment of technology in Scotland. The Member referenced the recent Scottish Police Authority Memorandum of

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Understanding on deployment of technology, and the Independent Advisory Group on New and Emerging Technologies in Policing as relevant reference points in this area of risk (Action 6/2022).

d. The Assistant Chief Constable (Police Scotland) concurred, and urged close joint working between the Force and Police Scotland on the application of new technology to operational.

e. The Deputy Chief Constable reassured Members that any rollout of technology by the Force in Scotland would be preceded by consultation.

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

**Operational Performance**
Agenda Item 6

**Policing Plan Performance Q3 2021/22**
Agenda Item 6.1

8. Members considered a report of the Chief Superintendent (BTP Scotland) regarding Policing Plan Performance Q3 2021/22 and the following points were made.

   a. The Chief Superintendent introduced the report and highlighted,

      i. Crime totals were 7% lower than Q2, with overall crime for D Division down 5%.

      ii. Mask compliance interventions totalled 14,000 in Q3, with 75 directions to leave, and 8 fixed penalty notices (FPNs) issued.

      iii. Whereas sexual offences and sexual harassment were graded red, the Force had expected reports to increase. This provided the Force with greater understanding of the issues involved and contributed to the growing success of the Force's zero tolerance approach.

      iv. The Walk and Talk initiative had commenced in Glasgow and was being extended to Edinburgh – the initiative provided the public with the opportunity to accompany officers and share ideas and experiences with a view to improving the perception of safety.

      v. A Member welcomed the Walk and Talk initiative and requested an update by exception on any perspectives gained from its application in the east of Scotland.

vi. Transport Scotland had agreed to finance the wrapping of a train carriage in the violence against women and girls campaign materials.

vii. The Force would be meeting with Police Scotland counterparts later that week to discuss and agree a joint strategy for safer transport for passengers and staff.

viii. There had been a decrease in trespass incidents in December 2021, likely due to a cancellation of a number of events that precluded drunk trespass on the network.

ix. There had been a 36% detection rate for anti-social behaviour (ASB) in December 2021, with no recurrence in the spikes seen the previous year.

x. The Scotrail Travel Safe Team was now deployed on routes to offer reassurance and greater visibility. The Force was working with Scottish Government to explore accrediting the Team with low level powers such as the ability to issue FPNs.

xi. Trespass remained the most significant cause of disruption and included a 37% increase in suicidal and mental health related incidents.

xii. The average handback time following a non-suspicious fatality was 100mins (target 90mins) due to geography, lack of CCTV and weather factors.

xiii. The Force was performing well on victim compliance with regards to staff assaults. This included liaising with Scotrail and encouraging uptake of body-worn video.

xiv. The Force was in early discussions with Police Scotland around further collaboration on the issue of County Lines. This included an embedded officer in Police Scotland intelligence; a seconded trainer at Tulliallan and the permanent appointment of two custody sergeants.

b. The Deputy Chief Constable was heard and made the following points.

i. The detection rate in D Division compared well against peer divisions across the UK.

ii. Members would note that the violence against women and girls figures were a backward look, and there had been a significant

increase in Force activity across the whole of Great Britain from 7 February 2022 onwards in this area.

   iii. There had been an uptick in delays and disruption on the network across the whole of the UK. The Force was reviewing how to tackle this issue.

   iv. There were common themes and lessons to be learned in tackling anti-social behaviour in Wales and the west of Scotland, which would likely require judicious application of partnership working.

c. In response to a question regarding whether current crime trends would significantly increase alongside any increase in network use to pre-pandemic levels, the Chief Superintendent noted that seasonal trends were often the key drivers underpinning performance data, and the Force was currently in line with those.

d. In response to a question regarding what core message the Force would communicate to the public regarding violence against women and girls, the Deputy Chief Constable noted that the railways were a safe environment, and rail travel was safe. That said, the Force was conscious there was under-reporting in areas such as violence against women and girls, and therefore the Force was keen to improve safety on the railway even further through increased patrols, detecting offenders, and keeping offenders of the network through a zero-tolerance approach.

e. A Member encouraged the Force to include baseline data, and greater granularity of data e.g. gender breakdown, in future performance reporting on violence against women and girls (Action 1/2022).

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

**British Transport Police/Police Scotland Joint Working**
Agenda Item 6.2

10. Members considered a joint report of British Transport Police and Police Scotland regarding evidence for joint working and the following points were made.

a. The Chief Superintendent noted that there was an 80% detection rate for weapons and a reduction in calls to service, largely due to joint working with Police Scotland. Weapons were commonly discarded bottles left on trains therefore the Force was working with industry to encourage cleanliness of trains and stations.

b. The Assistant Chief Constable (Police Scotland) was heard, noting that one issue he wished to highlight was the increasing reliance on policing to deal with issues arising from vulnerability – e.g. the c. 1,900 missing persons

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reports over the past 12 months. This point was echoed by the Deputy Chief Constable, who noted the Force would be developing a number of case studies on the response times of partner agencies and the corresponding impact on the Force. The Deputy Chief Constable agreed that it would be appropriate to ensure at least one of those case studies be based within D Division (Action 2/2022).

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

**Strategy, Planning and Thematic Items**
Agenda Item 7

**Draft Strategic Plan 2022/2027**
Agenda Item 7.1

12. Members considered a report of the Head of Strategy, Planning and Engagement regarding the draft Railways Policing Strategy 2022-2027 and the following points were made.

   a. The Head of Strategy, Planning and Engagement introduced the report, noting that Members had been provided with a summary of key themes to consider and provide feedback on. There were two key links between the emerging Strategy and the People and Partnership Working risks on the risk profile.

   b. In response to a question, the Head of Strategy, Planning and Engagement confirmed that the Strategic Plan would be submitted to Strategy and Planning Committee (2 March 2022) and Full Authority (30 March 2022) for approval and then publication in April 2022.

   c. Members were content with the key themes and welcomed the engagement to date with the Scottish Police Authority.

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

**Draft Policing Plan 2022/2025**
Agenda Item 7.2

14. Members considered a report of the Head of Strategy, Planning and Engagement regarding the draft Policing Plan 2022/2025 and the following points were made.

   a. The Head of Strategy, Planning and Engagement introduced the report, noting that Members had been presented with the product of ongoing consultation on the draft Plan.

   b. In response to a comment from a Member, the Head of Strategy, Planning and Engagement noted that the proposed move to a three-year Policing

Plan provided an opportunity explore appropriate avenues of local engagement in Scotland, perhaps based on existing Police Scotland engagement networks.

c. Members discussed the proposed key performance indicators, noting that the proposed case studies on Force response to vulnerability mooted at Item 6.2 (Joint Working) might give rise to potential key performance indicators for the Plan.

15. **RESOLVED**, that Members,

a. Note progress made on the development of the Policing Plan 2022/2025.

b. Recommend the Policing Plan for D Division to the Strategy and Planning Committee for review and endorsement at its March 2022 meeting.

**Thematic: The Victim Service Experience**
Agenda Item 7.3

16. Members considered a report of the Deputy Chief Constable regarding areas covered by a recent HMICFRS/HMICS victim service assessment and the following points were made.

a. Members noted, for the benefit of the minutes, that the report was mistitled as focusing on legitimacy, rather than victim service assessment.

b. The Deputy Chief Constable introduced the report, highlighting the strong performance of D Division in areas such as immediate incident response and priority incident response.

c. In response to a question, the Chief Superintendent confirmed that D Division applied the Victim Compliance Code of Practice (VCOP), despite that not being recognised measure in Scotland. The Chief Superintendent agreed to confirm how the Force aligned with Police Scotland in this area (Action 3/2022).

d. In response to a question, the Deputy Chief Constable clarified that the forecast increase in screened crimes was due to an ambition to improve systems and processes, whilst maintaining standards and improving crime outcomes. The outcome of this work would be reported to Committee in due course (Action 4/2022).

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

**Best Value Framework: An Approach for Scottish Railways Policing Committee**
Agenda Item 7.4

18. Members considered a report of the Head of Strategy, Planning and Engagement regarding the Best Value Framework, and the following points were made.

    a. The Head of Strategy, Planning and Engagement introduced the report, noting that a forthcoming self-assessment process by the Scottish Police Authority would likely point to how the British Transport Police Authority could apply the best value framework to Committee business in a proportionate way.

    b. A Member suggested that a useful exercise would be to develop the existing analysis described within the report and identify what measures the Committee had in place to meet the best value framework.

19. **RESOLVED**, that the report be noted, and Members commission BTPA Executive and SPA Corporate to continue to work together to further develop a best value framework for the Committee.

**Audit, Inspection and Governance Items**
Agenda Item 8

**Audit and Inspection Update**
Agenda Item 8.1

20. Members considered an update report of the Deputy Chief Constable regarding Audits and Inspections and the following points were made.

    a. The Deputy Chief Constable acknowledged the ongoing challenge to provide Members with sight of UK-wide audit recommendations that had associated relevance to Scotland, and recommended the Committee receive an appendix to future reporting – perhaps as a Background Pack – setting out all open recommendations held by the Force, alongside an ongoing acknowledgement that UK-wide actions would often involved D Division. Members welcomed this proposal and requested that, alongside a recommendation's RAG status, a short summary of its relevance to Scotland be provided.

    b. The Deputy Chief Constable noted that the final internal audit report of the GIAA regarding strategic workforce planning was expected week commencing 21 February 2022, and it would likely include a significant action plan – the report could be shared with the Committee once it was available (Action 5/2022).

    c. The HMICFRS/HMICS victim service assessment report was expected around the middle of March 2022.

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

## Draft Committee Workplan 2022/23
Agenda Item 8.2

22. Members considered a report of the Head of Strategy, Planning and Engagement regarding the Committee Workplan 2022/23 and the following points were made.

 a. The Head of Strategy, Planning and Engagement noted comments made earlier in the meeting around the appropriate deployment of technology and the best value framework; and added that a thematic on vulnerability could prove timely at the September 2022 meeting. The Head of Strategy, Planning and Engagement concluded by drawing Members' attention to the proposed joint horizon scanning item at the May 2022 meeting.

 b. A Member noted the importance of Legitimacy and encouraged the Executive to review how best this could be further reflected in the workplan.

 c. A Member suggested a review from the Committee's perspective of the red risks around cyber and data security and technology as set out in the risk profile at Item 4 could prove useful.

23. **RESOLVED**, subject to comments made, the committee workplan 2022/23 be approved (Action 6/2022).

## Committee Evaluation Framework
Agenda Item 8.3

24. Members considered a report of the Head of Strategy, Planning and Engagement regarding the Committee Evaluation Framework and the following points were made.

 a. The BTPA Analyst noted that amber Metric 1.1 (alignment of BTPs strategic direction in Scotland) would likely be green by the May 2022 meeting once the forthcoming justice strategy had been released.

 b. The BTPA Analyst continued, noting that efforts to update the now defunct Strategy Tasking and Coordination Metric 3.3 had identified a plethora of Force engagement with Police Scotland, but none at the requisite strategic level.

 c. Members noted that the Chief Superintendent attended relevant national meetings in Scotland related to issues such as armed policing and public order.

 d. In light of Member comments regarding local engagement made at Item 7.2 (Policing Plan), a Member recommended that the Force consider the

Convention of Scottish Local Authorities (COSLA) as a potential engagement metric.

e. Members were minded to delete Metric 3.3. (BTP Attendance at Strategic Tasking & Coordination) pending a potential replacement with a local engagement metric, or any relevant metric that could arise through the application of the best value framework.

25. **RESOLVED**, that,

a. Metric 3.3 (BTP Attendance at Strategic Tasking & Coordination) be removed from the evaluation framework.

b. The report be noted.

## Any Other Business
Agenda Item 9

## Scottish Railways Policing Committee – 18 May 2022

26. Members expressed the hope that their next meeting could, COVID-permitting, be held in person in Scotland.

## Meeting Evaluation
Agenda Item 10

27. Kenna Kintrea delivered an evaluation of the meeting and the following points were made.

a. She noted she was comfortable with the composition of the agenda and the quality of discussion on its papers.

b. The quality of papers was by and large excellent, albeit there was scope to provide more trend data rather than point data in performance papers.

c. There was scope to cut down on written narrative associated with performance reporting in favour of verbal briefing points at meetings.

The meeting ended at 12.47pm.

OFFICIAL

## SCOTTISH RAILWAYS POLICING COMMITTEE

| No. | Date | Topic | Action/Paper | Owner | Due Date | Outcome |
|---|---|---|---|---|---|---|
| 1/2022 | 15 February 2022 | Policing Plan Performance Q3 | A Member encouraged the Force to include baseline data, and greater granularity of data e.g. gender breakdown, in future performance reporting on violence against women and girls. | Chief Superintendent in liaison with Analysis and Insight Team | 18 May 2022 | **Recommended for Closure** BTPA Performance and Delivery Committee approved a dashboard format for 22/22 at its meeting on 10 May 2022 (see Item 8). Further work is being done to make greater granularity of data available to Members outside of meetings via Power BI. |
| 2/2022 | 15 February 2022 | BTP/Pol Scot Joint Working | Force to consider allocating one or more of its planned vulnerability response case studies to Scotland. | Deputy Chief Constable | 18 May 2022 | **Verbal Update to be provided on 18 May 2022** |
| 3/2022 | 15 February 2022 | Thematic: The Victim Service Experience | Chief Superintendent to confirm how the Force's de facto compliance in Scotland with Victim Compliance Code of Practice aligns with Police Scotland approach. | Chief Superintendent | 18 May 2022 | **Verbal Update to be provided on 18 May 2022** |
| 4/2022 | 15 February 2022 | Thematic: The Victim Service Experience | Outcome of work to allow Crime and Justice Unit (CAJU) to apply screening process for Scottish crime as per Force policy to be added to Committee workplan. | Head of Strategy, Planning and Engagement | 18 May 2022 | **Recommended for Closure** Workplan updated |

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ITEM 4 – ACTIONS

OFFICIAL

## SCOTTISH RAILWAYS POLICING COMMITTEE

| 5/2022 | 15 February 2022 | Audit and Inspection Update Q3 | GIAA Report on Strategic Workforce Planning to be shared with Committee. | Board Secretary in liaison with Finance Audit and Risk Manager | 18 May 2022 | **Recommended for Closure** As at 11 May 2022 the report is ready for circulation pending provision of a cover paper. |
|---|---|---|---|---|---|---|
| 6/2022 | 15 February 2022 | Committee Workplan 22/23 | Workplan to be updated to include suggestions made e.g. framework for deployment of technology in Scotland; best value framework; thematic on legitimacy; a review of coverage of legitimacy across the workplan; and a potential Committee review of cyber, data security and technology risks. | Head of Strategy, Planning and Engagement | 18 May 2022 | **Recommended for Closure** Workplan updated |

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![BTPA – British Transport Police Authority]

**BRITISH TRANSPORT POLICE**

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

| Objective | Metrics | | | Commentary |
|---|---|---|---|---|
| **Preventing physical & verbal assaults on staff members & increase positive outcomes, ensuring effective communications with victims** | **Staff Assaults: +7%,** 95 (89 PY) **Other (Verbal): 0%** 227 (228 PY) | **Physical Assault Detections:** 51%, 44 detections ( 62% PY (50)) **Verbal Detections:** 28%, 64 detections (33% PY (75)) | **Current compliance rate for Victim Code Practice (staff victims)** 90% | 86 violent crimes recorded for 21-22 (+8%, 80 PY). 78% of verbal offences were Threatening and Abusive behaviour (178), up 14% from PY. |
| **Increasing passenger and rail staff confidence by joint problems solving with Police Scotland to tackle anti-social behaviour (ASB)** *ASB crime classified by certain crime codes within Serious and Less Serious Public Order* | **ASB Crimes: +21%** 1,432 ( 1,188 PY) **ASB Incidents: +53%** 3,660 (2,399 PY) | **Solved Rate: -4%** 37%; 41% PY **Detections: 9%** 534 detections; 488 detections PY | **Football Crime: -48%** 30 (58 PY) **Football Incidents: -7%** 64 (69 PY) | 62% of all Public Order crime Threatening and Abusive behaviour, up 30% from PY. High visibility patrols at football ensure crime and incidents remain lower than rest of force. |
| **Improving awareness and response to sexual offences and incidents involving unwanted sexual behaviour** | **Sexual Offences** **+34%** 78 (58 PY) | **Sexual Harassment*** 20 (+19) *Data compared to 2020 as harassment crimes were not recorded in this way until early 2020 | | 43% sexual assault against females. Serious sexual offending remains low and sexual offences in Scotland are 3% of force total. |
| **Reducing disruption related incidents through a joint problem solving approach with industry at key red route locations** | **All Disruption Inc: +26%** 2,633 (2, 084 PY) **All Disruption Min: +12%** 81,109 (72,402 PY) | **Red Routes Inc: 0%** 77 (77 PY) | **Red Routes Min: +29%** 5,385 (4,163 PY) | Crime trends for 21-22 are reflected in disruption, with ASB, disorder and Trespass main driver of incidents. Peak in incidents occurred in line with crime surge in Summer '21. |
| **Maintaining an average handback time of under 90 minutes for non suspicious fatal incidents** | **Average fatality handback time (non-suspicious)** (<90 mins KPI) **99 minutes** | **Average partial handback time for fatal incidents** (<45 mins for qualifying incidents KPI) 27 minutes | | Review completed to mitigate factors that impact on line handback and measures are being introduced to improve location classification and recovery aspects. |

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# D DIVISION POLICING PLAN OBJECTIVES

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

BRITISH
TRANSPORT
POLICE

## BTP Scotland – Performance against Force-wide Objectives

| | | | | |
|---|---|---|---|---|
| **Tackle serious violent crime and robbery on the railway (D Division)** | **Violence with Injury: +39%** 32 (23 PY) | **Robbery offences: +10%** 11 (10 PY) | **Weapon-enabled: +80%** 9 ( 5 PY) | Serious violence and robbery are low on division, with 32 violence with injury compared to force-wide total of 3,875. Of the total 43 serious violence and robbery offences, 9 were weapon-enabled. |
| **Partnership working focused at key locations with volume crime (D Division)** | **Total: +14%** 227 (200 PY) | **Glasgow Central: +21%** 135 (112) | **Edinburgh Waverley: +5%** 92 (88 PY) | Volume crime up 14% (+27). Theft Shoplifting at locations is still down, with 40% reduction (-19). Cycle crime is up 100% (+10). An E-PSP was created after a spate of cycle crime at Waverley and Haymarket Station. The highest recording category for volume crime is Common Assault, with total of 77 crimes and increase of 20% on pre-COVID (+13). Violence reduction methods are in place at both locations. |
| **Support the railway through the Covid-19 pandemic (D Division)** | **Interventions** 24,761 | **Directions to Leave:** 606 | **FPN** 61 | Throughout 2021-22, officers continued to use the 4E approach with Enforcement as last resort. Requirement to wear face covering on public transport ended 18th April. |

## Performance Report Quarter 4

### Performance Context

**This year, notifiable crime totals returned to pre-COVID level, with recorded crime for 2021-22 2% lower than in 2019-20**[1]. In keeping with normal seasonal trends, crime in Quarter 4 (Q4) was 12% lower than in Q3. Crime trends fluctuated throughout the year, however service demand remained consistently high, with the end of year total +21%[2]. There have been complex challenges for policing and various strands of demand for crime and safeguarding, with heightened anti-social behaviour and incidents of serious violence taking precedence and Public Protection and Vulnerability incidents up 12%[3]. However, the railway in Scotland has largely remained a safe place for travel, with Scotland accounting for just 3% of all BTP crime and serious violence and robbery just 1% of the force total[4].

> **ScotRail Crime Q3**
> 21 notifiable crimes per million passenger journeys
>
> *In Q3, ScotRail 14.2 million journeys (Oct-Dec) and BTP recorded 303 crimes*

**D Division has undergone restructure to maximise resources in key locations and this will come into effect in May.** This year also saw the introduction of BTP's new vision, *A Force on the Move,* which is a business-transforming initiative establishing new ways of working, pioneering new partnerships and optimising service delivery. This force direction is designed to showcase the specialist skills and value the BTP have to offer.

### COVID-19

In Q4, officers continued to support the railway to encourage compliance with face covering regulations. However, as restrictions have eased, and passenger footfall has increased, there have been fewer calls for service regarding face mask compliance. The removal of remaining restrictions by Scottish Government on 18th April has seen the requirement replaced with guidance. BTP will continue to support the industry in transition out of the pandemic through local engagement.

Increases in travelling numbers back towards pre-COVID levels. In Q3, ScotRail passenger journeys were 58% of same period 2019. Weekend / leisure travel has recovered faster than commuting levels.

### Anti-social Behaviour (ASB) and Violence

**ASB incidents made up 23% of total calls for service during 2021-22 and were 53% higher (+1,261) than pre-COVID levels**[5]. An increase in public order crime was seen namely through heightened levels of *Threatening and Abusive* conduct, which experienced a 30% increase this year[6]. Threatening and abusive conduct by young offenders (<18 years) increased 63%[7], in line with a theme of division-wide youth disorder. Younger individuals were responsible for 28% (398) of all public order crime, but also for 27% of all crime (1353)[8]. The majority of crimes were in non-notifiable crime groupings such as Less Serious Line of Route (441) - mostly trespass - and Less Serious Public Order (395). However, Criminal Damage, Stone-throwing and disruptive conduct towards train equipment are examples of behaviours which have impacted on services and the experience of passengers and staff. There were a total of 738 youth-related disruption incidents recorded for the year. While offending escalated in line with seasonal trends, the higher instance overall is related to more complex social and circumstantial issues linked to pandemic and the way youth behaviour has manifested in the railway environment.

**Violent crime made up 11% (146) of all youth offending, however this is significant as this is 29% of all violence recorded for the division in 2021-22 (509).** Incidents of serious violence, including a recent assault against an officer who was struck with a glass bottle, indicate the potential low-level youth offending has for escalating to high harm crime. Violence reduction is a key focus on division. For example, in February, joint patrols with Police Scotland were conducted following a weekend of violent offences in the Hamilton area[9]. Train patrols were increased between Hamilton and Larkhall to provide reassurance and engagement with off licenses took place.

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1 Pre-COVID comparison year 2019-20. Difference of 28 crimes.
2 Total of 15,918 calls for service 2021-22 (increase of 2835 incidents)
3 4,839 calls for service for Concern for Persons, Fatalities, Missing Persons, Absconders and Public Safety and Welfare incidents
4 As per Performance Dashboard, 43 crimes recorded for D Division Serious Violence and Robbery
5 As per Performance Dashboard, 3660 calls for service recorded 2021-22 (end of year totals)
6 Totals recorded in 2019-20 were 680 compared to 883 in 2021-22
7 From 243 2019-20 to 397 2021-22
8 All offences refers to notifiable and non-notifiable
9 This refers to a spate of incidents on Police Scotland's jurisdiction in the Hamilton area.

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**Violent crime in general was 8% higher than pre-COVID, however Common Assault - which made up 80% of all violence – was the same as in 2019-20[10].** Joint working initiatives with local police and authorities are in effect across the sectors to tackle community issues to deter violence, including serious violence focus at Glasgow Central. Work with ScotRail's *Travel Safe* team has also increased visibility on services and patrols are directed by trends highlighted in railway tasking process. Looking ahead, it is expected that violence will likely increase the next quarter along with the warmer weather and busier services. Preparations for the well-established and effective *Safer Shores* operation are already in place in light of annual disorder linked to coastal destination routes, and this operation allows for the efficient reactionary policing of short-notice events and for proactive measures that mitigate risk. With alcohol a key factor in violence, an alcohol awareness initiative has been planned at a key location, Glasgow Central Station.

Additional sections of the Offensive Weapons Act 2019 have come into force in April 2022, including preventing *the sale of offensive weapons to a person under 18*.

**There has been an increase in on-train policing to deter activity which has seen tensions and sporadic acts of violence in the Glasgow sector and there has been particular focus on the carriage of weapons.** A multi-agency operation with Police Scotland, Education and other local authority partners continues in this regard and strategic overview directs joint operational patrols and activity. As a result of increased patrols directed at the correct services, BTP have made positive detections to prevent serious crime and weapon-enabled serious violence has stayed low[11]. There will be a force-wide week of action in May which will focus on carriage of weapons.

**There is an established command structure and strategy as part of the Force priority to tackle Violence against Women and Girls (VAWG) on the rail network.** In order to build trust and legitimacy, particularly with women and girls, there has been mobilisation of officers at all ranks within the Force, to commit to an operational deployment two days each month. VAWG crime in Scotland is 3% of the force total[12]. Policing plans at hub stations have been designed to provide reassurance, raise awareness and encourage reporting through education, engagement and enforcement. High visibility patrols, particularly in evenings, create a hostile environment for offenders. BTP have also created a Strategic *Safer Transport* group which has focus on End to End journey safety, and involves partners in Police Scotland, the industry and other Scottish Government partners to enable a united approach in problem-solving to ensure safe travel across the transport network.

### Sexual Offences

An increase in patrols has taken place division-wide in line with the force initiative to increase education, awareness and encourage reporting. Taskings for Glasgow Central and Edinburgh Waverley target night-time economy and times when significant numbers are travelling. A positive result of the campaign promoting reporting has been seen, with calls for service up by 36% and crime reports up by 31% [13] - including accounts of behaviours not previously reported[14]. There has been an 8% rise in reports via text message.[15] A press day took place in February 2022, with interviews and film crews following officers on board train journeys and in March. Crimestoppers launched their Sexual Harassment Campaign at Glasgow Central as part of a joint messaging campaign, supported further by Transport Scotland who have agreed the funding for wrapping a train with the campaign theme.

### Serious and Organised Crime and Vulnerability

Individuals involved in serious and organised crime such as County Lines activity are amongst the most vulnerable on the network and BTP continue to work with partners and have presence at strategic meetings to disrupt criminal activity and support vulnerable individuals. Divisional officers work alongside BTP's National County Lines Taskforce and Police Scotland during coordinated days of action, particularly at key routes in the North.

BTP work with partners in multiple areas of vulnerability, including suicide prevention. This work includes the submitting of any safeguarding concerns to a dedicated Vulnerability Unit who liaise and share information with appropriate channels to aid in the process of risk management. BTP representatives attend meetings alongside partners for high risk nominals. In Q4, an individual had such success with a care plan that they were able to be discharged from psychiatric assistance. Safeguarding remains a demand for the division and integrated work with partners in this regard is integral to the force commitment to safety as *Guardians of the Railway*.

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10 Difference of just 1 offence.
11 As per Performance Dashboard
12 208 VAWG offences recorded for D Division (includes Violence and Sexual offences)
13 Calls for service 136 compared to 100 in 2019-20. 77 crimes 2021-22 compared to 59 in 2019-20 and compared to 2,233 force-wide
14 Behaviours that come under Sexual Harassment and not just limited to sexual offences.
15 31% of sexual offence incidents have been reported via text compared to 23% previously

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**Joint Working Document**

**British Transport Police (BTP) & Police Scotland (PSOS)**

### Partnership Highlights

- 'Safer Transport Strategic Group' was developed and chaired by Ch Supt Gill Murray, British Transport Police (BTP) with the first meeting held on 17 February 2022.  Representation included Scottish Government, Police Scotland (PSOS), ScotRail, Strathclyde Passenger Transport (SPT), Network Rail and Transport Scotland, with Terms of Reference and Tactical Leads identified. Work has been ongoing to engage collaboratively to tackle crime and promote safety whilst travelling around the transport network.
- Mental Health and Suicide Prevention Team: BTP and Police Scotland continue to collaboratively contribute data on suspected suicide. This data is then added to the Police Scotland site by the Mental Health & Suicide Prevention Team (MH&SP) within Partnerships and Prevention. The completed monthly figures, which are shared with Public Health Scotland, are provided to BTP who are leading on NPCC national work on collation of intelligence around suicide.
- West Regional Delivery Board is hosted by PSOS and attended by CS Murray from BTP.  The board shares and discusses current and future Threats and Risks, whilst establishing resource requirements within the West of Scotland.  The meeting has developed the overlaying of football analysis from both PSOS and BTP to form a Football Problem Profile.

### Crime Highlights

### Organised Crime:

- PSOS and BTP continue to sit together on the bi-monthly Multiagency Tasking and Delivery Board (MATDB) in a bid to tackle serious and organised crime and other priorities. BTP are also present at the Police Scotland Bi-monthly County Lines meeting.  BTP are soon to send a Sergeant to be embedded within the Police Scotland Crime Campus as part of the County Lines task force.
- Monthly analysis of County Lines groups in Scotland includes identification of the most common mode of transport by particular groups. Information is shared with several other forces which, over the last year, has led to 3 x adults and 1 x juvenile being charged with conspiracy to supply drugs and locating a victim of modern-day slavery.
- A County Lines Intensification Week took place w/c 7 March with BTP proactive patrols in key train stations across the UK. BTP proactively deployed on 9 occasions over the course of the intensification week into main train stations as a key disruptive tactic for County Lines groups utilising the rail network in furtherance of criminality. During the deployments a knife and £80 worth of cannabis was recovered from one person stopped.

### Major Crime & Public Protection

- National Human Trafficking Unit (NHTU): BTP and NHTU are developing a rapidly evolving response to the risk of exploitation of Ukrainian migrants. This includes the sharing of information through multi-agency briefings on the movement of Ukrainian migrants at borders and on the rail network to ensure a collaborative and consistent approach to such threats/vulnerabilities.
- PSOS Major Crime continue to be involved with BTP in producing a Serious Crime Protocol process map.  The sharing of On-Call lists is now embedded.
- BTP now attend the PSOS Violence Reduction Unit who are developing a campaign utilising joint working to reduce violence and the carriage of weapons.
- The debrief from the murder at High Street Railway Station, Glasgow, was followed by a joint tabletop exercise between PSOS Major Crime and BTP on 21 February 2022.  This incident was on BTP jurisdiction and the exercise examined the initial response/collaborative working between the Forces. The exercise was attended by all relevant specialisms which generated valuable discussion and learning points which will streamline the response to future serious incidents moving forward.

### Operational Support Highlights

- BTP and PSOS continue to police football matches through the provision of dedicated underground, lower level and high level train patrols for both home and European away fans, to maintain segregation of support.
- The Semi Cup Final Football match weekend in April was complimented by both Railway industry and PSOS on the organisation and execution of joint working between PSOS and BTP, escorting fans safely from the train stations to the game and vice versa.

- PSOS and BTP, and various other partners attended a tabletop exercise in March, arranged by Network Rail at West of Scotland Signalling Centre.
- In January 2022, the PSOS Specialist Training Unit from Dunfermline attended at Crewe for 5 days to provide a Licenced Search Officer course to 24 BTP officers.

**Local Policing Highlights**

**Glasgow:**

- Joint working in March was praised by PSOS when 5 BTP officers assisted in the prevention of large-scale disorder at Giffnock. Late intelligence was received re a large gathering of youths and BTP attended to assist due to numbers involved. They assisted in the arrest of a violent young male.
- Ongoing support between PSOS and BTP in the locality of High St Station due to youths travelling into the city centre to engage in Violence/ASB.
- BTP and PSOS work with partners (Community Wardens, Grahamston Village forum) meeting within St Enoch Centre to tackle violence/ ASB at key locations within the city centre. It is recognised that the use of the rail network by these individuals is a key factor with BTP a key partner as a result.

**West Outer:**

- In March 2022 PSOS received information regarding a suspect in and around Glasgow Central Station dressing/purporting to be a police officer. A joint enquiry was quickly launched between BTP and PSOS to identify the suspect. It was established the suspect had boarded the train in the Lanarkshire area and was advising passengers that he was a police officer working on an investigation. The suspect travelled into Glasgow Central Station where he was identified and charged.
- PSOS and BTP were working together within the Hamilton Area where youth disorder and vulnerable young people were involved in ASB and some were reported missing. Both forces joined to prevent the disorder and safeguard the vulnerable.
- In Girvan PSOS officers were approached regarding concerns about a suspect travelling by train making unusual comments making passengers feel uncomfortable. PSOS contacted BTP who advised this is the kind of behaviour being highlighted with the national campaign of unwanted sexual behaviour. BTP and PSOS assisted in enquiries tracing and identifying the suspect in question.
- Dumfries and Galloway Festive Safety Campaign between 08/12/21-03/01/22, included a joint approach between Community Policing and BTP to reinforce the 'Travel Safe' message; this included intelligence sharing and increased patrols at peak times with increase demand/passenger numbers both in relation to retail and night time economy. The patrols were supported by relevant social media messaging to raise public awareness.

**East**

- PSOS and BTP have been engaged in forward planning meetings for the Queen's holiday to Balmoral, the Six Nations Rugby fixtures, and for Summer City 2022 (the Edinburgh Festival). Silver Command meetings have been taking place putting plans and operational orders in place for each upcoming event.
- BTP and PSOS target violence reduction running local operations on Fridays and Saturdays with high visibility patrols to reduce and deter ASB in and around Waverley station.

**North**

- BTP and PSOS are engaged in the planning for the Golf Open Championship in July.
- BTP attend monthly community meetings that started in January to encourage joined up approach to issues affecting BTP, PSOS and partner agencies. New lines of route have been added to the patrol plans to monitor the new railway lines being created.
- Partnerships between PSOS and BTP in Inverness and Aberdeen link into match commanders planning meetings and pre match briefings, to ensure adequate support and policing. 15th and 18th January - Aberdeen v Rangers, 5th and 9th February - Aberdeen v Celtic, and 28th March - Ross County v Hearts, both forces worked together, and no offences were recorded at these fixtures.

# D Division Scotland
# **Introduction**



**Chief Superintendent Gill Murray**
Divisional Commander D Division

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**Follow** @BTPMurray



**D Division officers and staff have continued to demonstrate their commitment over the last year to our communities in Scotland by continuing to play a critical role in supporting public health in its continued fight against the COVID-19 pandemic. They have done so while being continually committed to safeguarding those who need our help most, tackling anti-social behaviour and violent crime in collaboration with our partners in the rail industry and Police Scotland. All at a time when police trust and legitimacy has come under increased public and political scrutiny.**

Rebuilding the confidence of our communities means that we must ensure we are the best we can possibly be and by doing so provide an effective and professional service to all who have suffered crime or are in fear of crime or disorder.

This new policing plan will focus on both prevention and being more proactive in our approach. With greater visibility and engagement with passengers and staff on train and at stations where the risk is higher. We aim to be professionally curious in seeking out the most harmful criminality that may otherwise go unnoticed such as modern-day slavery, child exploitation and organised crime through County Lines. We will take a no tolerance approach to discrimination, violence or sexual harassment and violence against women and girls. This will require all our focus and a greater partnership approach.

To regain and maintain the trust and confidence of the public and our rail staff community, we must be open, authentic, and inclusive. Re-engaging with our diverse communities across Scotland, creating new opportunities for independent advice and scrutiny will be essential to assist us in encouraging more diverse recruitment opportunities and a more modern and inclusive place to work.

As we begin our journey out of Covid and into the new normality, the weekend has extended, and the travelling landscape is evolving, more people are working from home, with more emphasis on leisure travel including the return of football. We also recognise that the railway has become a safe space for the vulnerable, where they can seek out help, and as such it is all our duty to support those most vulnerable whilst causing minimal disruption to the rail network.

It is of the utmost importance that we continue to build an environment that prevents crime or disorder and encourages the public back on train whilst supporting the Scottish Government's environmental decarbonisation goals. We will continue working with our fantastic partners who assist us in making the railway network a safe place.

I wish to express my sincere gratitude to the hard-working officers, staff and volunteers who continue to support the division. I have been in post for almost a year and the determination from the officers on division to provide the best possible service is evident through their professionalism and commitment. I look forward to facing the challenges of the next three years together and working towards making the railway network an even safer place to be.

# D Division
## Scotland

### Create a hostile environment for terrorism through the CONTEST strategy

- Maintain specialist operational capabilities that provide mitigation to the plausible attack methodologies identified. Develop capabilities where they do not already exist.

- Develop the awareness and understanding of the terrorist threat amongst BTP officers and staff, including the role they play in mitigating against it.

- Increase rail industry awareness of the terrorist threat and how they are able to mitigate against it

- Maintain command capability that enables effective command and control of the BTP response to a terrorist attack

- Undertake an exercise programme which thoroughly tests response plan, commanders and responders against the highest risk and most plausible threats within the CT Strategic Threat and Risk Assessment

- Develop and train guidance documentation and prepare plans for the highest risks and most plausible threats within the CT Strategic Threat and Risk Assessment

### Ensure passengers and staff can work and travel free from the threat of violence

**VIOLENCE AND AGGRESSION AGAINST PASSENGERS**

- Number and percentage of positive outcomes for:
  - Serious violence
  - Weapon-enabled offences
  - Robbery
  - Public Order

- Officer tasking activity output for serious violence and weapons crimes:
  - Stop and Search
  - Intelligence submissions
  - Weapons seized
  - Victim Code of Practice Compliance

**VIOLENCE AND AGGRESSION AGAINST RAIL STAFF**

- Number and percentage of positive outcomes for violence against person (VAP) and public order against rail staff

- Outcome types for offences against rail staff

- Through collaboration with operators, improvement in percentage of positive outcome types for rail staff

- Victim Code of Practice Compliance

# D Division
# Scotland

## Tackle those crimes and incidents that most impact on the confidence of those who work and travel

- Number and percentage of positive outcomes for volume crime at agreed key locations
- Officer activity output at agreed key locations (on and off train)
- Number of anti-social behaviour (ASB) incidents
- Satisfaction levels as determined by the Victim Crime Survey
- Incident response times, broken down by category (Priority/Immediate)
- Number and percentage of positive outcomes for football related offences

### DIVISIONAL OBJECTIVES:

- **Number of BTP, industry operations and interoperability working with Police Scotland and associated outcomes**
- **Agreed key locations – to be decided with Divisions in new performance year**

## Reduce disruption on the network through collaboration

- Number of disruption incidents and primary minutes at key locations broken down by category:
  - Cable theft
  - Trespass
  - Fatality/injuries involving a train
  - Vandalism/theft
  - Drunks/disorder/trespass
- Average fatality handback times
- Number of PSPs created for PiPP hotspots

### DIVISIONAL OBJECTIVES:

- **Disruption minutes and incidents related to red route locations**
- **Joint problem-solving initiatives at red route locations with industry**

## Protect, support and safeguard vulnerable people and those at risk of exploitation and harm

- Vulnerability concern reports by category
- Number of repeat presenters and high frequency presenters
- County Lines data by outcome category
- Number of life saving interventions

# D Division
# Scotland

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

- Number and percentage of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)

- Number and percentage of positive outcomes for incidents involving sexual harassment (measure for public and rail staff)

- Number and percentage of positive outcomes for sex offences (including breakdown of victim engagement)

- Number of known offenders being actively monitored

- Number of applications for Sexual Harm Prevention Orders, Criminal Behaviour Orders and wider preventative orders.

- Percentage of compliance with prohibitive orders for managed offenders

- Number and percentage of positive outcomes for hate crime (broken down by factor)

- Officer tasking activity output for sexual offences and hate crimes

- Satisfaction levels as determined by the Victim Crime Survey

- Victim support of prosecutions

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Minutes

Risk

6. Operational

7. Strategy, Planning

8. Audit, Inspection

9. Business

Evaluation

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Report to:     Scottish Railways Policing Committee

Date:          18 May 2022

Subject:       Independent Review of Complaints Handling, Investigations and
               Misconduct Issues in Relation to Policing – Final Report
               (November 2020) – Initial BTPA Response

Sponsor:       Head of Governance and Compliance

Author:        Head of Governance and Compliance

For:           Information

## Purpose of paper

1. To provide BTPA Executive commentary on recommendations within Chapter 12 of
   *Independent Review of Complaints Handling, Investigations and Misconduct Issues
   in Relation to Policing – Final Report (November 2020).*

## Recommendations

2. That the report be noted.

## Recommendations / BTPA Commentary

3. *12.77 Recommendation: The statutory preliminary assessment function should be
   transferred from the SPA to the PIRC in order to enhance independent scrutiny of
   allegations, remove any perception of familiarity, avoid any duplication of
   functions or associated delay, and give greater clarity around the process. The
   preliminary assessment should be carried out by the Commissioner or a Deputy
   Commissioner.*

4. The possibility of complaints against BTP chief officers for something they have
   done in Scotland being raised, when none are based there, are remote.  However,
   BTPA could agree with the PIRC that we would follow this recommendation, but
   we would invite a view from those who would be impacted before going ahead.  It
   is worth noting that there is precedent for different complaint handling
   arrangements in Scotland e.g. PIRC is responsible for all reviews whereas in
   England and Wales most of these are done by BTPA.

5. *12.78 Recommendation: PIRC should work collaboratively with the SPA to agree
   and embed a proportionate and effective approach to preliminary assessment (for
   Regulation 8 of the senior officer conduct regulations) until such time as new
   regulations come into effect.*

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6. If BTPA went ahead with the preceding recommendation (12.77) then we should also follow recommendation 12.78; we note that we have a good working relationship with the PIRC.

7. *12.79 Recommendation: Gross misconduct hearings for all ranks should have 1) an independent legally qualified chair appointed by the Lord President, 2) an independent lay member appointed by the Lord President and 3) a policing member. This means in senior officer cases the role of Chair should transfer from the SPA to the independent legally qualified person. The policing member in senior officer cases should be appointed by the Lord President; in all other cases the policing member should be appointed by the Chief Constable.*

8. This recommendation aligns Scottish arrangements in line with those for England and Wales, which we already have in place.

9. *12.80 Recommendation: There should be one route of appeal against a determination of a gross misconduct hearing or the disciplinary action to be taken and that should be to a Police Appeals Tribunal, as at present. This recommendation is subject to the Police Appeals Tribunals being transferred into the Scottish Courts and Tribunals Service.*

10. BTPA has this arrangement in place.

11. *12.81 Recommendation: The SPA Complaints and Conduct Committee should hold Police Scotland to account for delays in investigations into complaints and misconduct. Where there is evidence of excessive delays in PIRC investigations having an effect on policing in Scotland the Committee should raise the matter with the Commissioner.*

12. BTPA receives figures on investigation delays at its People and Culture Committee but this is an area oversight that could nevertheless be strengthened further.

*12.82 Recommendation: To increase public confidence in the system the SPA Complaints and Conduct Committee should consider using its minutes as a means of sharing with the public more of their substantive discussions and how Police Scotland is being held to account in this area; and consider whether some content of the minutes of the private sessions, where some strategic and policy matters are discussed, could be included in the published minutes.*

13. BTPA could do more to communicate publicly about what we do to ensure professionalism and legitimacy in this area. The Complaint Reviews process is step in this direction.

14. *12.83 Recommendation: The SPA Complaints and Conduct Committee's scrutiny function should be reported on in the SPA annual report, drawing out particular trends, highlighting improvements or concerns and using complaints data as an indicator of communities' satisfaction or dissatisfaction with policing services.*

15. We have reported on this to some extent via the BTPA Annual Report and Accounts but this is another area we would look at strengthening.

16. *12.84 Recommendation: The Scottish Police Authority and Police Scotland should consider together what role the SPA Complaints and Conduct Committee, or the Policing Performance Committee, might have in relation to the discussion of ethical issues in policing in Scotland.*

17. We are currently discussing with BTP where ethical issues are best explored within our own governance structures.

Report ends

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes

# Report

**Report to:**    BTPA SRPC

**Date:**    18/05/2022

**Subject:**    Dame Angiolini Review Update - BTP

**Sponsor:**    DCC

**Author:** D/Supt Peter Fulton, Head of Professional Standards

**For:**    Noting

## 1.  PURPOSE OF PAPER

1.1. This report will outline areas that have been addressed and improved in light of the review carried out by Dame Elish Angiolini into the areas of Policing in Scotland concerning complaints handling, investigations and misconduct issues.

1.2. BTP as a national force covers England, Wales and Scotland and it was therefore good practice to understand and review the report and make any appropriate or necessary changes in how BTP investigates these matters. Our BTP officers in Scotland, and indeed Professional Standards Department (PSD), work to Scottish law and are governed by PIRC rather than the IOPC for all matters that are investigated by them or referred on appeal or review to them.

1.3. The changes that we have made are implemented across all of BTP.

1.4. For ease of reference the relevant chapters and subparagraphs have been identified throughout this report and the action taken by BTP PSD for each.

Security Classification and Handling Instructions of document are detailed on page 1

## 2. CHAPTER 6

2.1. **Accessibility (subparagraph 6.6) –** BTP as a force were part of the College of Policing project that covered all forces. This project was entitled 'single on-line home.' The design of this was to enable members of the public to visit any force website and to be able to report a complaint in the same or a similar manner to simplify the process. BTP have also had this process translated into Welsh in the same manner as the forces that cover Wales. This process also allows the transfer from force to force of complaints that are incorrectly routed. BTP often gets a number of these matters due to the jurisdiction of the force. We have had no reports of people having difficulty in reporting.

2.2. **Failure to investigate independently (subparagraph 6.10) –** A recent development in complaint handling has led to a pilot of the Complaint Resolution Team (CRT). This team is part of Professional standards and works independently from the divisions and departments to deal effectively and efficiently with complaints. The team have been highly trained and are receiving high levels of satisfaction from complainants.

2.3. **The attitude of Police Officers (subparagraph 6.12) –** As outlined above the CRT have had specific training in customer service and conflict resolution and this is paying dividends. The feedback from the public is that the officers are helpful, understanding and seek to explain rather than defend the action of officers.

2.4. **Delays (subparagraph 6.17) –** Our new process has currently reduced the handling of low-level complaint matters from an average of 61 days down to 11 days. We have made it a necessity to speak to a complainant within 48 hours and this again is paying dividends due to a swift and effective response.

2.5. **Reviews (subparagraph 6.18) –** We have matters reviewed by PIRC and have had no negative comment. We also have matters subject to appeal reviewed by the British Transport Police Authority. While the numbers are small, we have made amendments to not send out templated letters and seek to make sure each complainant receives a bespoke letter dealing with their issues. IOPC matters are also small in number and the only negative reporting is of the lack of timeliness by them.

2.6. **Apology (subparagraph 6.24) –** BTP adopted the 2020 regulations in Jan 2021, a year after all other forces in England and Wales. These have enabled Reflective Practice to become available as a means to resolve lower level matters. Officers and staff are now able, in a timely and reflective learning process, to talk through what happened, understand why and ensure it does not occur again. Good practice is collated centrally and circulated as required.

2.7. **Call for Evidence – Timeliness (subparagraph 6.37) –** In line with best practice we have adopted a detailed welfare support process for officers and staff under investigation. We

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2.8. **Welfare Support** – In line with best practice we have adopted a detailed welfare support process for officers and staff under investigation. We have more recently introduced a victim/witness code for those who report wrongdoing to us in order to give confidence of how we will support witnesses and victims this is the first such code in place for any PSD.

2.9. **PSD Objectives (subparagraph 7.5)** – BTP PSD has a clear mission and vision which complements the force values and strategic direction as follows:



Our PSD teams are based in London and York, with the latter office covering Scotland.

National IOPC statistics hold BTP in a strong position with only 11% of complaints upheld and we have the third lowest volume of complaints per 100 officers.

2.10. **Audit Findings (subparagraph 7.39)** – All PSD staff have had training in investigations we had John Beggs QC for three days training for the entire team. We have also had Sancus solutions carry out other training including hearings and regulations training across the force ensuring all PSD champions attended. (Chief Insp and police staff equivalent).

2.11. **Anonymous Complaints (subparagraph 7.133)** – BTP Have rebranded the anonymous complaints 'internal' system and it is now called 'Speak Up'. Early indications are that this has been well received and we have had a slight upturn on reporting, indicating continued trust in this as a legitimate method of reporting wrongdoing.

2.12. **Culture, Conduct and Complaints (subparagraph 8.5)** – PSD produce a quarterly product outlining key trends and issues for sharing across the Chief Officer Group. This enables areas of statistical significance to be looked at and some training or other intervention put in place.

PSD have recently 'toured' the force senior leadership hubs to discuss key issues and link in with local leads to understand the key issues.

PSD have also carried out some lower level training interventions based on the above.

2.13. **Inclusion, Diversity and Discrimination (subparagraph 9.1) –** BTP PSD sit on the equality and inclusion work group in force. We carry out regular audits on our systems and processes; looking at areas of diversity, inclusion and if there is any bias in our methodology. We report back to the E&I board on this every quarter.

2.14. **Whistleblowing (subparagraph 10.1) –** We have a clear published whistleblowing policy the staff associations and the federation are well aware and have a good knowledge.

2.15. **Barred Advisory Lists and Former Police Officer Provisions (subparagraph 11.1) –** BTP does not form part of the Home office Barred and advisory list. This is the same for Civil Nuclear Constabulary and the Ministry of Defence Police. However, we do place PND flags on all staff and officers who are dismissed to ensure they have no path through to other law enforcement without those employers knowing this intelligence enabling them to make an informed decision.

The 2020 Police regulations enable us to take to hearing former officers who have been determined to have a case to answer for gross misconduct.

## 3. CHAPTER 22 – Training & CPD

3.1. As previously mentioned all senior PSD officers have completed the College of Policing training for Appropriate Authorities. All counter corruption senior leads have completed the College of Policing relevant training, while all investigators are provided with the requisite training to have achieved competence.

3.2. **Diversity and Unconscious Bias (subparagraph 22.23) –** As outlined previously, we run data to assess and identify any bias. We also hold regular sessions with force groups including staff associations, and other more diverse groups to ensure they have a gateway to us to voice any concerns.

3.3. **Complaints and Conduct Training (subparagraph 22.37) – It is the opinion of the Force that** BTP PSD are well trained and fit for purpose as illustrated elsewhere in this report. We have also met with PIRC representatives in November 2021 to discuss our joint working.

## 4. CHAPTER 26 – Welfare

4.1. In all cases in Scotland Police Scotland have primacy they run the custody facilities and their procedures take primacy.

## 5.  CHAPTER 25 – Deaths in Police Custody

5.1. As referenced elsewhere in this report, BTP have a detailed welfare programme and monitoring process for all officers subject to investigation.

5.2. **Prevention (subparagraph 26.10) –** We debrief all gross misconduct cases for any learning. We collate all reflective practice and encompass this into a learning package. Recent successes are the conflict training modules which now focus on videos of actual incidents and asking officers what they would do and how the interaction could be improved before moving onto the techniques required. Feedback from staff has been positive.

## 6.  CHAPTER 27 – Capturing Best Evidence

6.1. The BTP operating environment has significant CCTV coverage. Officers are also encouraged to make significant use of the Body Worn Video (BWV) they carry. The equipment is good quality and, as outlined, BTP have a low level of upheld complaints compared with other force nationally. This technology assists the investigators significantly.

## 7.  CHAPTER 29 – Time Limits

7.1. The regulatory framework that we work to imposes time limits on all necessary aspects. We comply fully and any departures are documented as required.

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**REPORT ENDS**

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**BRITISH TRANSPORT POLICE**

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| **Report to:** | **Scottish Railways Policing Committee** |
| **Date of meeting:** | **18/05/22** |
| **Subject:** | **Net Zero Carbon/Sustainability – Baseline and Delivery Strategy** |
| **COG Sponsor:** | **Tracey Martin, Director of Finance & Commercial** |
| **Author:** | **Ian Currie – Deputy Director – Commercial and Estate Services** |
| **For:** | **Information** |

## 1. PURPOSE OF PAPER

1.1 The paper provides an update on BTP's progress with the development of Net Carbon Zero/Sustainability Strategy as endorsed by BTP in February 2022.

1.2 The reports are offered for information and discussion; the pack consists of: -

- The proposed delivery strategy for achieving Net Zero Carbon status by 2035 (Annex A)
- The slide deck of headline matters (Annex B)

1.4 The majority of measures will apply force wide, but the Committee is asked to note that with specific regard to Electric Vehicle charging infrastructure, engagement is underway with Police Scotland to explore the potential for shared access.

## 2. RECOMMENDATIONS

2.1 That the Committee note and discuss the papers at Annexes A and B.

**ANNEX A**

# British Transport Police

# Net Zero Carbon Delivery Strategy

# April 2022 – March 2050

# NZC Target Date March 2035

| Version | Date | Reason for amendments | Amended by (job title) |
|---------|------|------------------------|------------------------|
| V0.1 | 07/02/22 | Draft Submitted to FEB | Ian Currie – Deputy Director - Commercial |
| | | | |
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**BRITISH TRANSPORT POLICE**

## Introduction

This strategy has been written in response to legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050.

The strategy provides a plan of action to reduce the BTP carbon footprint as captured in the baseline financial year of 2019, to achieve true Net Zero Carbon by 2050, but through offsetting declare a position of being Net Zero Carbon by 2035.

With a delivery plan spanning some 28 years the strategy will need revisiting on an annual basis to ensure delivery measures remain appropriate and any new innovations and/or legislative measures are factored into the strategy.

Our intention is that delivering Net Zero Carbon is not viewed as a stand alone initiative but rather becomes an integral part of delivering business as usual activities. To this end rather than a dedicated team overseeing and enabling delivery, the role of a Net Zero Delivery Manager will be introduced to provide oversight and produce annual progress reports for internal and external audiences, but it will be through the respective boards (tech, commercial, fleet, uniform etc) and Net Zero Ambassadors across the force that the strategy will be delivered.

## Baseline

With a baseline of 2019 the carbon footprint of BTP following significant analysis of core data is projected as being 23,390 tCO2e (2019 was chosen as the base year as this reflects a year with the greatest amount of robust data prior to the impacts of the pandemic).

This can be further broken down as Scope 1 Direct Emissions (Gas) 4,101 tCO2e Scope 2 Indirect Emissions (Electricity) 8,209 tCO2e and Scope 3 Supply Chain Emissions 11,080 CO2e. 'tCO2e' = Tonnes of CO2 Equivalent



The British Transport Police Carbon Footprint (2019):23,390 tCO2e

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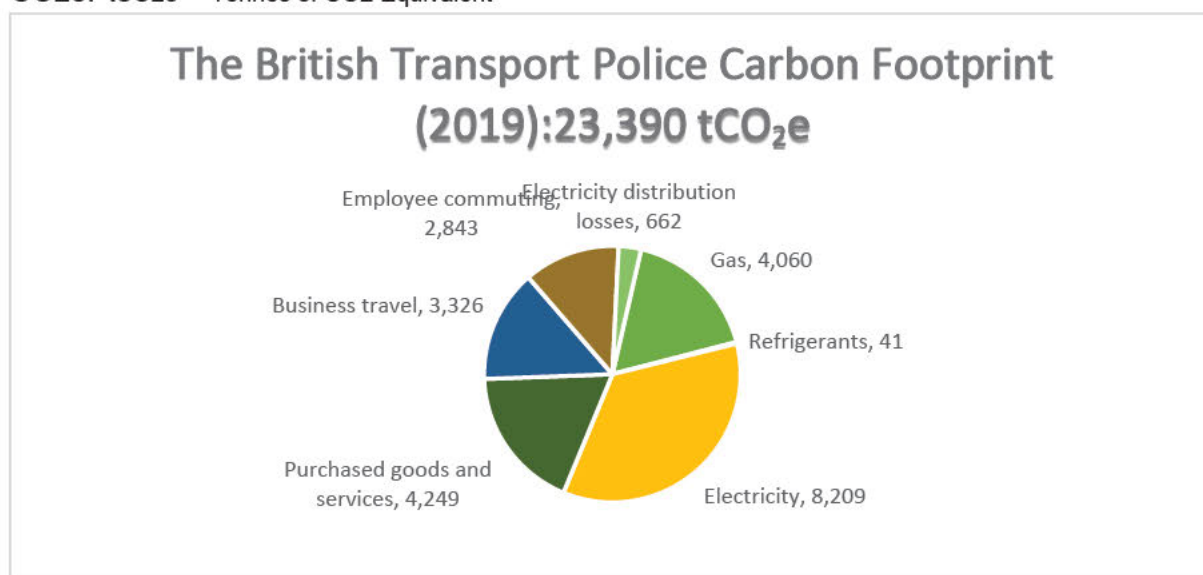
## Timeline and Glide Path

The journey to achieving full Net Zero Carbon is lengthy and whilst 2050 is some 28 years away this still reflects a significant ambition.

Organisations however can declare themselves NZC by offsetting up to 50% of their carbon footprint prior to 2050. This entails a financial contribution into schemes, typically planting forests, where the carbon absorption is scientifically calculated as equalling the carbon to be offset.

Once an organisation has declared themselves as NZC they must continue to fund an annual contribution for offsetting, but with the expectation that this will reduce annually up to 2050.

The proposed glide path for achieving NZC by 2035 reflects the scale and complexity of delivering Scope 3 reductions in our supply chain and therefore the ambition of 2035 is a combination of Scopes 1&2 achieving their interim targets by 2030 and Scope 3 by 2035. Once interim targets have been met, offsetting can be used to complete the equation to enable the declaration of net zero. If the reductions measured in 2035 are more than the defined targets, the resulting offset costs will reduce in line with his.
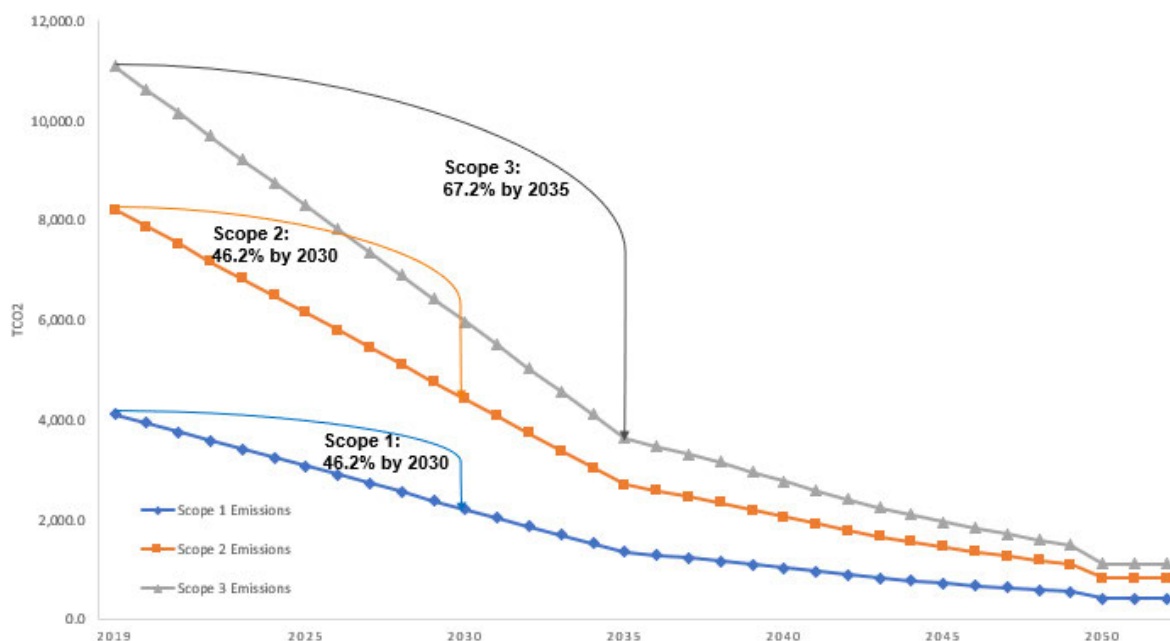


## Affordability

At this stage only a headline figure can be estimated for the enabling activities to achieve Net Zero Carbon including Offsetting. Where applicable, business cases will be required to secure additional investment on a case by case basis.

As at February 2022 the headline figures are: -

- Buildings related, including insulation works, window replacement, boiler replacement, energy efficient LED lighting - £19.6m over 14 years,

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- Vehicle Electrification including charging infrastructure £12m over 3 years,
- Switch to blended electricity backed by zero carbon generation, £14k pa initial increase but then a volume reduction bringing spend back to or below BAU levels
- Offsetting circa £1m pa at 2035 reducing to circa £200k by 2050.

**Deliverables**

The strategy has been broken down into three key areas: -

• Data Collection, measurement, validation, and reporting

• Personal Empowerment and Contributions

• Delivery Initiatives

**Data Collection** - The approach followed in producing the full carbon mapping report required significant manual data gathering and validation which is not sustainable in the longer term. The proposed approach is therefore to purchase a software package that will automate data gathering through the course of the year, flagging anomalies etc but in essence forming the basis for annual measurement and declaration. Timeline – **By end June 2022**

**Personal Empowerment** – Empowerment of our people to make a difference and have NZC at the heart of what we do will be an essential element in success.  Activity in this area will range from: -

- Appoint Net Zero Carbon delivery manager – **By end Sept 2022**
- An introduction and awareness learning package for all staff – **By end Sept 2022**
- The introduction of formal NZC ambassadors across the force – **By end June 2022**
- Ongoing and regular comms and bitesize learning
- Inclusion of NZC in all strategic thinking and b/case development – **From April 2022**
- Potential for salary sacrifice benefits e.g. Electric Vehicles – **By end Sept 2022**
- Placing NZC as an important element in future recruitment, i.e. an employer who cares and has social responsibility about their impact – **From April 2022**

**Delivery initiatives with timelines**

Scope 1 – Direct Emissions - Gas

Undertake a pilot to determine the realistic potential of replacing gas boilers with Air Source Heat Pumps. Dependent on findings, develop a phased project over 8 years that will replace all gas boilers with alternative heat sources, plus the necessary alterations to insultation, controls, radiator size etc – **Pilot to commence by April 2023 and report back on monthly basis. Completion of replacement of all gas boilers by 2032.**

Undertake surveys of confirmed long term estate locations to establish requirement for enhanced thermal retention and insulation (refurbishments to include as standard) – **By Sept 2022**

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Undertake phased works programme to enhance thermal retention and insulation – **Commence April 2023, conclude by end 2032**

Scope 2 – Indirect Emissions – Electricity

- Switch electricity provision to one that is backed by zero carbon generation – **By April 2022.**
- Reduce electricity usage by targeted led lighting initiatives (refurbishments to include as standard) – **Phased programme concluding by end 2032**
- Explore potential for Solar Voltaic panels across estate and install where beneficial – **Phased programme concluding by end 2032**

Scope 3 – Supply Chain

- New suppliers – Any new supplier where our spend will be greater than £500k will be required to confirm their commitment to NZC and agree to have a strategy in place by 2025. Thereafter only suppliers with a strategy will be considered - **From April 2022**
- Existing suppliers – Chief Constable to write out to Chief Execs for top 20 contracts stating our intent and seeking their support as well as introducing supplier annual awards for the supplier who has made most progress in supporting BTP in achieving NZC – **From Sept 2022**
- Undertake commuting survey of all staff to capture carbon reduction. Measured in 2019 and current period, capture expected reduction in March 23 reporting – **By Dec 2022**
- Challenge Railway Pension Fund to prioritise investment in companies reflecting Carbon Zero ambition and performance – **From March 2022**
- Office Supplies – switch to recycled products now, aim to reduce use of paper by 50% by 2024, remove bottled water as an option from catalogue in favour of refilling existing reusable bottles – **Paper usage reduction by end 2024, removal of plastic disposal water from April 2022**
- Fleet – accelerate the EV rollout from a 5 to 3-year implementation challenging the need for each vehicle as replacement schedules are agreed - **By March 2025**
- Uniform – Ensure continued zero to landfill, increase recycle to reuse, introduce net zero product – **From April 2022**

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**HEDDLU TRAFNIDIAETH PRYDEINIG**
BRITISH TRANSPORT POLICE

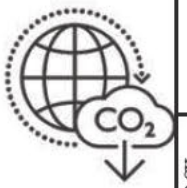# The British Transport Police Net Zero Carbon Strategy

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# Agenda

**Measuring and Setting Targets**

**Communicate**

**Reductions**

**Data Collection**

**People** Empowerment

**Delivery Initiatives**

Net Zero Carbon

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# Measuring and Setting Targets

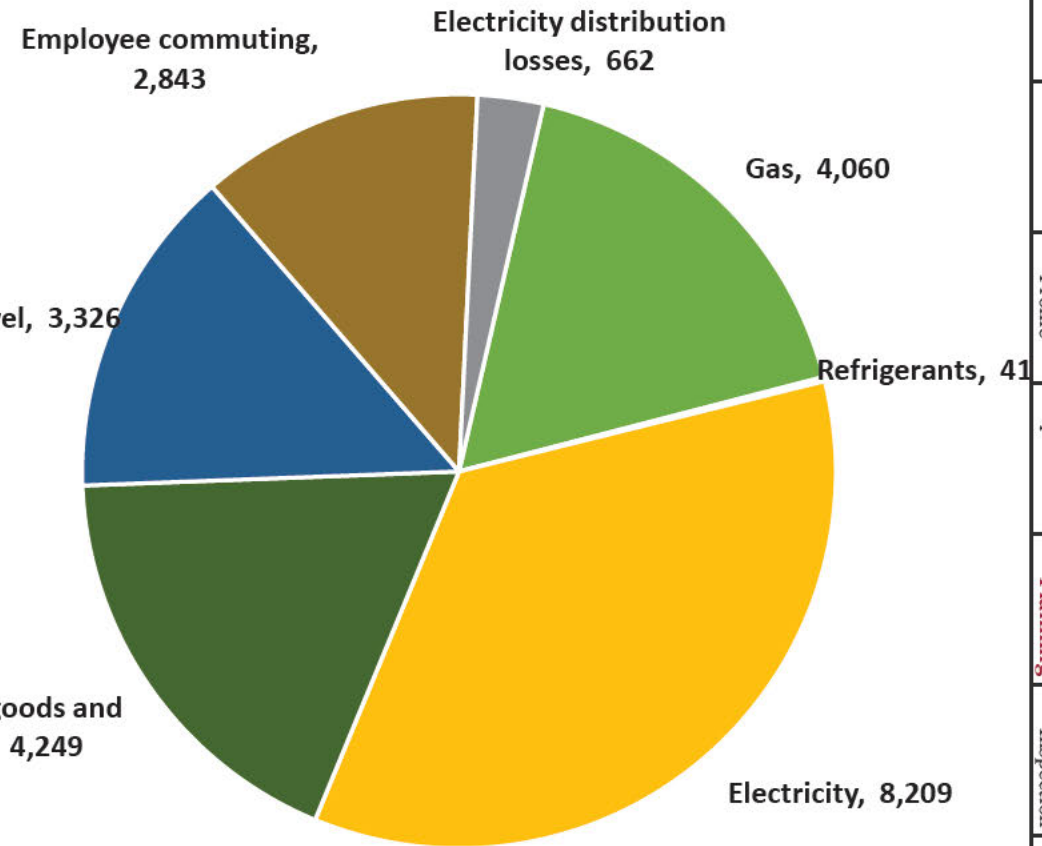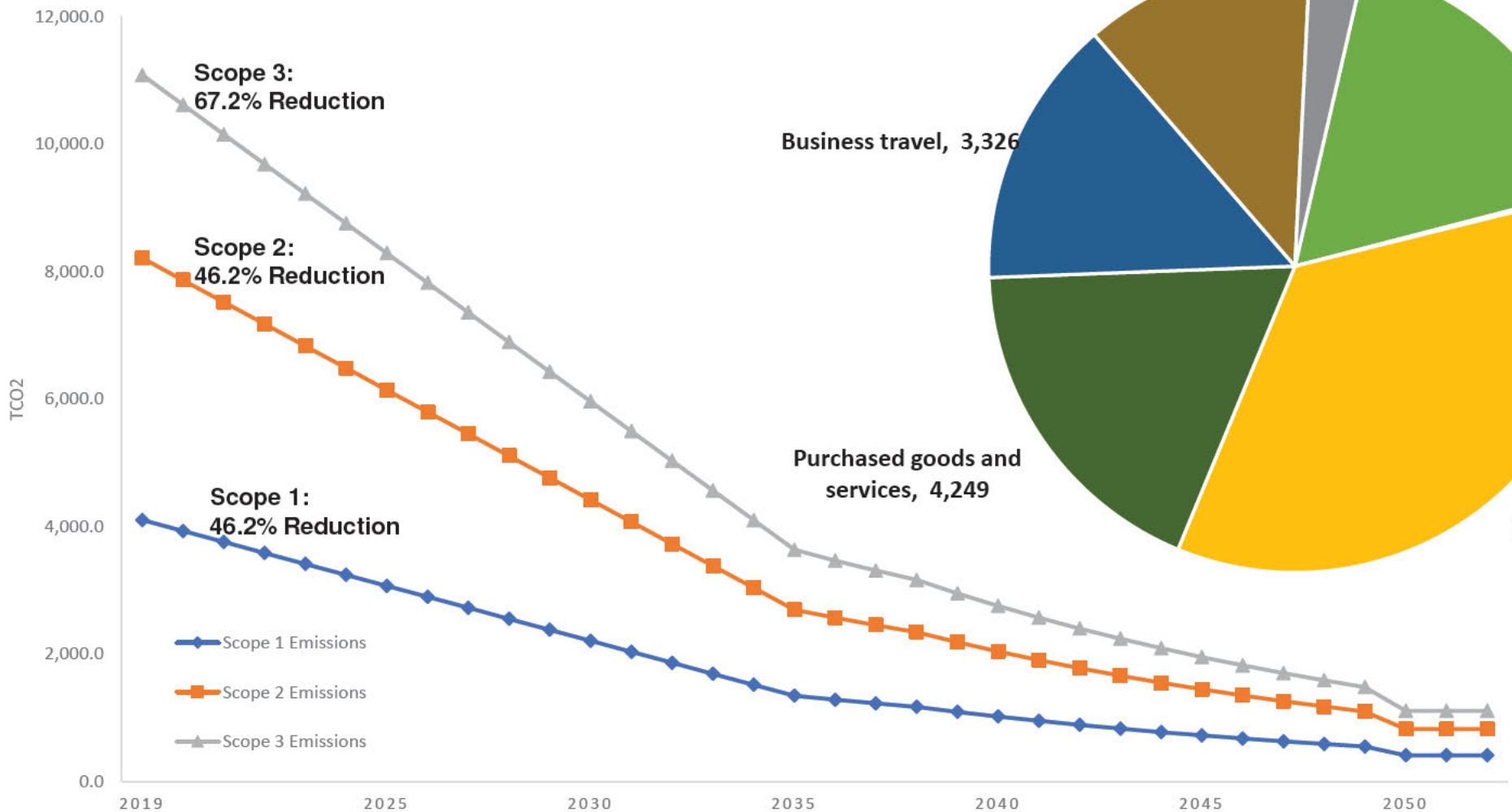## Carbon Footprint : 23,390 tCO$_2$e

Net Zero Carbon

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# Communicate the Commitment

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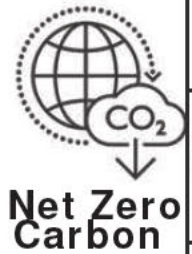
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*The British Transport Police are committed to becoming a Net Zero Carbon organisation by 2035.*

*This will be achieved through emission reduction projects across our estates and capital expenditure with offsetting once interim targets have been achieved.*

*Interim targets have been set in line with the Green House Gas Protocol, for Scope 1&2 emissions to achieve Net Zero Carbon by 2030 with Scope 3 emissions by 2035. Following the 2035 target, further targets are set to achieve maximum reductions by 2050 to reduce the dependence on offsetting to ensure Net Zero Carbon can be maintained long into the future.*

# Reductions



**Net Zero Carbon**

**Data Collection**

- Robust, centralised data collection and reporting process
- Identify virtual reductions
- Measure and Report on progress / success
- Hard/Soft FM opportunities for reductions



**People Empowerment**

- Communication campaign to make clear your Net Zero vision moving forwards
- Staff empowerment and carbon literacy training
- Commuting survey and support initiatives
- Landlord and major stakeholder engagement



**Delivery Initiatives**

- Elimination of dependency on fossil fuels
- Energy efficiency surveys of long term estate
- Site Upgrades – LED / ASHP / Smart controls / Fabric efficiencies
- Green energy strategy – Energy suppliers and onsite renewables
- Supply chain engagement and policy upgrades

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# Data Collection



Net Zero Carbon

Identify data gaps and anomalous or erroneous values

Regular reporting for compliance & PR

ID trends and opportunities with real time data

Automated data collection

Manage workloads & supply chain

Target setting, progress monitoring and success reporting

Enable/facilitate informed decisions at all levels

# People Empowerment

Staff

Landlords

Supply chain

Training & Incentivisation

Empowerment – Ambassadors & delivery manager

Recruitment and social responsibility

Engagement

Working groups

Green Lease Agreements

Procurement policies

Investments

Paper trails

# Delivery Initiatives

**Net Zero Carbon**

## Scope 1 : Primary fuel emissions

- Energy efficiency surveys of long term estate
- Gas boiler to heat pump pilot
- Phased replacement with alt heating sources
- Thermal Retention and insulation

## Scope 2 : Secondary Fuel emissions

- Switch Electrical suppliers
- Energy efficiency surveys of long term estate
- Targeted electrical usage reductions – LED upgrades, controls, soft FM etc
- Onsite renewables - PV

## Scope 3 : Up & downstream supply chain emissions

- Procurement policies, Working groups and supplier awards
- Commuting surveys for staff
- Zero carbon investments
- Consumables – reduce, reuse, recycle
- Paper and plastic reduction targets
- Fleet EV rollout
- Uniform contracts - increase recycle to reuse

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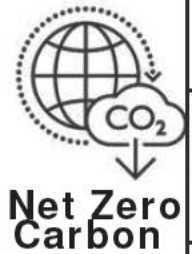9. Any Other Business
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# Annual Process and Obligations

| Public Disclosure | Internal Performance | Annual Reporting | Offset Management |
|---|---|---|---|
| • Progress Summaries<br>• Performance against targets<br>• Accountability for behaviours<br>• Successes & lessons learned | • Performance leagues per site<br>• Initiatives - £ & tCO$_2$<br>• Upcoming measures<br>• Opportunities & risks<br>• Call to action for staff | • Current emissions<br>• Past emissions<br>• Methodology<br>• Validations process / audit<br>• Performance against 1.5°C trajectories | • Portfolio management for future offsets<br>• Reconciliation of measured emissions and procured offsets<br>• Retirement of offsets as applicable |

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# Questions

Net Zero
Carbon

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# SCOTTISH RAILWAYS POLICING COMMITTEE AUDIT & INSPECTION ACTIVITY REPORT

**May 2022**

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# Audit, Inspection & Risk Update

**BRITISH TRANSPORT POLICE**

## Audits & Inspections

BTP is currently tracking 72 open recommendations from force-wide 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.

All internal audits for 2021/22 have been completed, with reports still to be finalised for:

- Risk Management
- Transformation
- Estates Strategy

GIAA will commence its Audit Plan for 2022/23 shortly, with audits on Organisational Learning for Manchester Arena and Physical Security due in Q1. For this year's audit plan, GIAA have been asked to draw out any specific findings that relate to Scotland which will be brought to this committee for oversight.

## Crime & Incident Audits

- In the last quarter, BTP has completed an Out of Court Disposals Audit for D Division.
- There was 100% compliance for Fixed Penalty Notices, for the third successive audit; no instances of Verbal Discretionary Warnings and 80% compliance on Recorded Police Warnings, which is a slight improvement on the last audit score of 76%, conducted in October 2021.
- Learning & Development Scotland and the CAJU have produced new direct measures guidance to improve compliance in the area.

## Risk Management

The Strategic Risk Deep Dives for Technology and Major Incidents were presented to ARAC in March 2022. The deep dives have proved helpful in getting a better understanding of the cause and effect of the risk and therefore what activity needs to be taken to reduce the likelihood or impact more. The next set of Deep Dives on Cyber and Partnership Working will be presented to PDC and ARAC in June 2022.

The Risk Management Lead left BTP in February 2022, so work to understand D Division's risks and how these align with Police Scotland's risks has not taken place as planned, but will be reviewed before the next committee to identify any shared risks or opportunities.

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# HMICFRS Inspections 2021-23

**PEEL Inspections**

- BTP has received the draft HMICFRS Inspection Report on the Victim Service Assessment (VSA) they conducted in October 2021.
- The inspection report is under embargo until it is published, but BTP has created an improvement plan to include the 3 Recommendations and 5 Areas for Improvement HMICFRS identified, as well as informal actions where further focus may be of benefit. This plan was presented to ARIC on 27 April and will be provided to ARIC on a regular basis for oversight to ensure the actions are delivered in a timely manner.
- It is expected that HMICFRS will publish the report in May 2022, following ministerial sign-off from DfT.
- HMICFRS is due to conduct their second strand of assessment on Public Treatment from 16-27 May 2022. The inspection is being led by T/ACC Allan Gregory and will consider how BTP engages with people, protects vulnerable people, and prevents and deters crime, anti-social behaviour and vulnerability. The inspection will start with a Strategic Briefing to HMICFRS on 16 May which HMI Matt Parr will attend. HMICS are being kept updated by HMICFRS but will not be part of the inspection team as there are no Scotland-specific elements to this strand of inspection.
- The final strand of the PEEL inspection, the Organisational Assessment, is expected to take place in November 2022, with scoping and planning commencing in September.

**Serious & Organised Crime Inspection**

We have been informed that HMICFRS will be conducting an inspection of Serious & Organised Crime across the 9 Regional Organised Crime Units (ROCU) in England & Wales and the London region, in July 2022  A meeting will be planned with HMICFRS in the coming weeks once an Operational Lead is identified, to understand more about the scope of the inspection and the implications for Scotland.

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MEMORANDUM OF UNDERSTANDING
BETWEEN
THE BRITISH TRANSPORT POLICE AUTHORITY
AND
THE SCOTTISH POLICE AUTHORITY
FOR THE OPERATION OF
THE SCOTTISH RAILWAYS POLICING COMMITTEE

**INTRODUCTION**

**ROLES & RESPONSIBILITIES**

**PROVISION OF DATA**

**WORKING TOGETHER**

**STAKEHOLDER & COMMUNITY ENGAGEMENT**

**TRAINING**

**COSTS**

**REVIEW**

**APPENDICES**

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**INTRODUCTION**

1. This Memorandum of Understanding (MoU) is between the British Transport Police Authority (BTPA), and the Scottish Police Authority (SPA).

The purpose of the MoU is to set out the principles for effective liaison, engagement and co-operation between the two Authorities through the Scottish Railways Policing Committee (SCRPC).

2. In establishing the committee and nominating members the Authorities will ensure oversight of railway policing is enhanced. The Committee's responsibilities are outlined in the Terms of Reference.

3. The MoU recognises that both Authorities have a responsibility to ensure the success of the Scottish Railways Policing Committee and that each, in fulfilling that responsibility should appropriately take into account the respective roles and responsibilities of the other party.

4. The MoU recognises the statutory responsibility of the BTPA for ensuring BTP delivers effective and efficient railway policing across the whole of Great Britain and recognises that this new committee and approach, involving both Authorities achieves enhanced accountability through the oversight of planning and performance and stakeholder and public engagement in respect of railway policing in Scotland.

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**ROLES & RESPONSIBILITIES**

**British Transport Police Authority**

5. The BTPA was established by the Railways and Transport Safety Act 2003 (RTSA) and is responsible for ensuring an efficient and effective police force for the railways. In addition, BTPA is specified as a cross-border public authority in Section 46 of the Scotland Act 2016.

**Scottish Police Authority**

6. The Scottish Police Authority was established by the Police and Fire Reform (Scotland) Act 2012 and has five core functions;

   a) To maintain the police service in Scotland;
   b) To promote the policing principles set out in the 2012 Act
   c) To keep under review the policing of Scotland
   d) Support continuous improvement of Police Scotland; and
   e) To hold the chief constable of Police Scotland to account for policing in Scotland

**Scottish Railways Policing Committee**

7. The Scottish Railways Policing Committee is established under the terms of paragraph 12(b) of Schedule 4 of the RTSA 2003.

7a. The Committee will have a shared understanding and awareness of railway policing in Scotland and through this increased knowledge and provide assurance to the Authorities and others as appropriate.

7b. The Committee will scrutinise the annual railway policing plan developed for Scotland that will have regard to, and where appropriate to do so, align with the priorities set by Scottish Government, strategic plan set by SPA and Police Scotland and Police Scotland's annual policing plan. The Committee will monitor performance against the plan.

7c. The committee will comprise a chair and two nominated members from the BTPA and two nominated members from the SPA. The Committee will meet quarterly in accordance with BTPA's annual planning and business meetings cycle and where possible align with SPA's meetings.

7d. The work undertaken by the Committee will feature in BTPA's and SPA's reports on policing produced for Ministers and published annually.

**PROVISION OF DATA**

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8. In support of the work of the Committee the BTP will prepare and supply such data as is reasonably requested by the Committee in relation to policing the railways in Scotland. (See Appendix A)

8a. In so far as is reasonably practicable BTP's senior officers will be available to report on and be held to account for the operation and delivery of railway policing in Scotland.

**WORKING TOGETHER**

9. The Committee will receive such information as is reasonably requested by the Committee from Police Scotland and the BTP on the extent and nature of cooperation between British Transport Police and Police Scotland. (See Appendix B)

**STAKEHOLDER & COMMUNITY ENGAGEMENT**

10. BTP will provide the Committee with information on engagement activity in Scotland including, significant feedback (See Appendix C)

Nominated Committee members may participate in planned engagement events to support the role of the Scottish Railways Policing Committee.

**TRAINING**

11. Members' induction training sessions may be arranged and used to develop awareness and understanding for committee members on the railways and policing in a commercial operating environment.  Opportunities to support shared awareness and understanding of matters relating to Police Scotland and BTP will be provided to members of the committee.

**COSTS**

12. Costs for members to attend committee meetings, training etc will be borne by the appointing Authority.

13. The MoU recognises that any other costs associated with the running of and supporting the work of the Committee are likely to be small, therefore it is not anticipated that cross charging will arise.

**REVIEW**

14. The parties agree to review this MoU and the workings of the committee as appropriate.

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**APPENDIX A**

Data that may be considered may include but not limited to;

1. Recorded railway crime and clear up rates;
2. A geographical breakdown of crime including analysis of crime trends;
3. Chief / Senior officer report including;
    a. Review and forecast commentary for the period
    b. Notable cases and initiatives
    c. Planned organisational change
4. Financial data and reporting
5. Staff data including;
    a. Establishment numbers and secondments
    b. Sickness rates
6. Data on work undertaken with Police Scotland including;
    a. Details of joint operations
    b. Operational planning for sporting and other major events
    c. User / steering and other policing boards / groups meetings

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**APPENDIX B**

Cooperation information may include, but not limited to details on;

1. Any mutual aid that has been provided;
2. Joint investigations launched;
3. Joint planning undertaken for sporting or other major events;
4. Development / contributions to common policing policy / procedures;
5. Joint training being planned or undertaken
6. Attendance and participation in Police Scotland meetings

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**APPENDIX C**

Engagement information may include;

1. BTPA and BTP planned rail industry / operator meetings;
    a. In relation to objective planning and setting
    b. Regular BTPA stakeholder meetings
    c. Regular BTP stakeholder management meetings
2. A calendar of events in relation to;
    a. Rail user / public engagement events
    b. School and young people education and awareness.

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**British Transport Police Authority**
**The Scottish Railways Policing Committee**

**Terms of Reference**

**Definition**

British Transport Police Authority         BTPA
British Transport Police                   BTP
Police Service of Scotland                 PSoS
Scottish Police Authority                  SPA

**Background**

The British Transport Police Authority (BTPA) has been specified as a cross-border public authority in Section 46 of the Scotland Act 2016.

The Scottish Railways Policing Committee is established as a sub-committee of the BTPA under paragraph 12(b) of Schedule 4 of the Railways and Transport Safety Act 2003. The Committee will provide:

- accountability and transparency for railway policing in Scotland;
- oversight and scrutiny of the safe and effective management and delivery of railway policing in Scotland;
- an appropriate mechanism to assess and report to the BTPA in respect of value for money in relation to those elements of the BTPA Fund invested in railway policing in Scotland.

The Committee will operate in accordance with the Memorandum of Understanding agreed between the SPA and BTPA dated 27 June 2019 and as may be subsequently amended.

**Purpose and Scope**

The committee will provide oversight of the development of plans and policies, scrutinising policing performance against agreed plans and statutory requirements, and ensuring agreed improvements recommended by external inspections and reviews are implemented.

The Committee will provide assurance to the BTPA, SPA and Scottish Ministers on the delivery of railway policing in Scotland.

In performing its functions, the Committee will have regard to the UK-wide police priorities set and reviewed by the BTPA, and police priorities set and reviewed by Scottish Government.

These terms of reference have been agreed by the BTPA and SPA and are endorsed by UK and Scottish Ministers.

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A copy of these Terms of Reference has been laid before each House of Parliament and the Scottish Parliament.

**Responsibilities**

To keep under review the delivery in Scotland of the BTP Strategic Policing Plan, Police Service Agreements and other documentary agreements relating wholly or mainly to Scotland and report progress, including concerns and observations, to the BTPA Board.

To recommend to the BTPA Board the Scottish Railways Policing Plan (hereinafter referred to as the plan), ensuring due regard has been taken of policing priorities set by Scottish Government, strategic plan set by SPA and Police Scotland, Police Scotland's annual policing plan and that effective consultation has informed the development of the plan.

To scrutinise progress and performance against the plan and to recommend to the BTPA Board any improvement required.

To scrutinise BTP's public and stakeholder engagement work.

To consider the effectiveness of interoperability between BTP and Police Scotland and recommend any improvements to the BTPA Board and the SPA.

To make recommendations and provide oversight on performance standards of railway policing in Scotland taking cognisance of stakeholder engagement and make recommendations to the BTPA Board on any changes required.

To provide visibility and oversight of the funding as it applies to rail provider(s) operating in Scotland, with a view to achieving best value and to recommend any changes to the BTPA Board.

In carrying out its functions, to take into account relevant data and research available in relation to policing, including independent evidence and benchmarking information from across the UK and internationally.

To review recommendations from Government Internal Audit Agency, Her Majesty's Inspectorate of Constabulary in Scotland and other organisations with an inspection, audit, or evaluation remit in relation to railway policing in Scotland, and ensure that action is taken within agreed timescales, subject to BTPA approval.

**Meetings**

The Scottish Railways Policing Committee will meet quarterly. Meetings are to be scheduled to coincide with the BTPA annual planning cycle. Prior to the beginning of each calendar year, a provisional schedule of meetings will be approved by the BTPA Board and published on its website. Notice of meetings will be advertised on both the BTPA and the SPA websites. The Chair of the Committee may vary meetings, as deemed necessary.

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Meetings will usually be held in Scotland. Public meetings will be in venues that are accessible to all people.

All meetings of the Committee are open to be observed by members of the public and media, with the exception of meetings or parts of meetings where business is to be conducted in private. The circumstances in which meetings may be held in private include where:

1. information relating to identified or identifiable individuals (including members of staff) could be disclosed where there is no consent for disclosure and/or where there is a risk of harm to any individual from the disclosure;
2. public discussion of the information may prejudice any police operation or the prosecution of offenders;
3. disclosure of information could prejudice national security;
4. matters to be discussed are the subject of legal proceedings (including misconduct or disciplinary proceedings) or where information to be discussed consists of or includes legal advice provided to either Authority or to a third party;
5. an obligation of confidentiality exists in respect of the information to be discussed;
6. confidential, commercial or financial information not already in the public domain could be disclosed;
7. proposals for significant organisational change, significant changes to the terms and conditions of staff or other sensitive matters are being considered;
8. discussion in public would be likely to inhibit the free and frank provision of advice or the free and frank exchange of views for the purpose of deliberation;
9. other, exceptional, circumstances exist that would justify considering the matter in private, such circumstances to be agreed by the Committee and included in the minute of the meeting.

**Stakeholder engagement**

The Committee will scrutinise BTP's public and stakeholder engagement work in Scotland.

The Committee welcomes engagement with the Rail Delivery Group, rail provider(s) in Scotland and with Transport Scotland informally and formally to understand their requirements.

The Committee welcomes engagement with academia to collaborate and develop railway policing in Scotland.

**Reporting**

A forward-looking work plan for the year will be produced by the Committee, describing objectives, actions and proposed outcomes. This will be agreed by the BTPA with consultation, as necessary, with the SPA.

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The agenda for each Committee meeting will be circulated to members at least five days prior to the meeting and will be published on the BTPA and SPA websites, excluding matters to be taken in private as outlined above.

Any member of the Committee may ask for an item to be placed on the agenda of a meeting, this to be done at least 15 days in advance of the meeting. The Chair will consider the request, taking advice from the BTPA Chief Executive as appropriate. If the Chair decides not to include the item on the agenda, the member will be advised and the Committee informed during the Chair's opening remarks.

A draft rolling action log will be available no later than five calendar days after each meeting. Draft minutes will be available to the Committee Chair no later than 14 calendar days after the meeting. Once agreed with the Committee Chair, draft minutes will be circulated to all Board Members of BTPA and SPA noting that they are still subject to formal approval at the next Committee meeting.

A summary report will be provided by the secretariat to the Chief Executives of each Authority after each Committee meeting. This will be used as the basis of reporting to the BTPA and the SPA Boards.

Committee members and BTP representatives may be required to provide evidence to Scottish Parliament Committees.

**Membership and Attendees**

The Committee will comprise the Chair ("the Committee Chair") and no more than four other Board Members. The Chair will be the Scotland member for the BTPA or such other member of the BTPA as nominated by the Chair of the BTPA. The Chair of the BTPA will consult and obtain approval by Scottish Ministers prior to appointing the Committee Chair.

The Committee will include up to two co-opted members from the SPA and up to two members from the BTPA. The Chair of each Authority will be responsible for the nomination of Committee members, and Committee members will be agreed by respective Boards.

The quorum for the Committee will be three Members including the Chair and must include at least one member from the SPA and at least one member from the BTPA.

All members including the Chair will have voting rights. In the event of a split decision, the Chair will have a casting vote.

Members of BTPA and SPA staff and BTP and Police Scotland representatives may be invited to attend Committee meetings. The Chairs of each Authority and Chief Executives have standing invitations to attend meetings. Any other Board Member may attend after consultation with the Committee Chair.

The Committee chair may invite representatives from external stakeholders or partner organisations for consideration of specific agenda items or subject areas.

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### Secretariat

The BTPA will provide secretariat support to the Committee. The Chief Executive of the BTPA will ensure that appropriate support, data and advice are provided to the Committee, and will consult as necessary with the Chief Executive of the SPA.

The Secretariat will be responsible for all arrangements associated with supporting meetings, other than venues for meetings which will be provided by the SPA.

### Governance

The Committee, as a sub-Committee of the BTPA, will comply with the BTPA's Code of Governance in all relevant aspects.

### Effectiveness and evaluation

The Committee will review progress against the work plan for the year.

The Committee will be open to external evaluation of its work and the extent to which accountability is enhanced for railway policing in Scotland, and against the design principles[1] and in accordance with BTPA's legislative framework.

Any changes to these terms of reference or to the operation of the Committee will be made only by mutual agreement between the BTPA and SPA.

The operation and effectiveness of the committee will be kept under the review. It is recognised that this is an administrative arrangement, and as such the committee will consider if further changes could enhance or support its role on an ongoing basis.

A Memorandum of Understanding will be agreed between the BTPA and the SPA to support the work and ethos of the Committee.

### Dispute resolution and mediation

Where members are unable to reach agreement on an issue, the dispute will in the first instance be raised for discussion with the BTPA. The Chair of the BTPA will consult the Chair of the SPA as necessary. If required, mediation options will be explored by the BTPA. If disagreement between both Authorities persists, escalation of disputes can be made to relevant sponsor teams in Government and to Ministers.

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[1] http://www.parliament.scot/S5_JusticeCommittee/Inquiries/20181213SGtoMM-BTP.pdf

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# Scottish Railways Policing Committee – DRAFT Workplan 2022/23

| Meeting | Standing Items | Special Focus Items |
|---|---|---|
| 18 May 2022 | <ul><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</li><li>Audit and Inspection update – update on Victim Service Assessment and Crime Data Integrity report and response plan</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><li>Formally receive final published Railways Policing Strategy and Policing Plans for information (BV theme 1 vision and leadership and theme 2 governance and accountability)</li><li>Legitimacy update:<ul><li>Deep dive thematic on BTP/A analysis of Angiolini review (BV theme 2 governance and accountability, theme 5 working with communities and 7 fairness and equality)</li></ul></li><li>Best value theme – BTP's emerging sustainability plans (BV theme 3 effective use of resources and theme 6)</li><li>Updated draft committee workplan 2022/23 for approval (noting further iteration to be presented in September aligned with Strategy delivery plan)</li></ul> |
| 2 September 2022 | <ul><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</li><li>Audit and Inspection update</li><li>Committee evaluation dashboard for information – consider updates in light of new Strategy and associated delivery plan s</li><li>Meeting reflection</li><li>Committee workplan for information</li><li>Decisions/matters taken in private</li></ul> | <ul><li>BTP transformation programme overview (strategy delivery) 6 monthly updates thereafter (BV theme 1 vision and leadership, 3 effective use of resources and 4 partnerships and collaborative working)</li><li>Evidencing value for money annual update – including progress against a Best Value framework theme 3 – effective use of resources)</li><li>Committee horizon scanning SPA sponsored item – proposed approach/frequency for discussion (rescheduled from May meeting)</li><li>Special thematic – UNCRC (joint item with SPA) focus on vulnerability SPMH and VAWG (BV theme 4 partnerships and collaborative working, 5 working with communities and 7 fairness and equality)</li></ul> |

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10. Meeting

| Meeting | Standing Items | Special Focus Items |
|---|---|---|
| 22 November 2022 | • Conflict declaration<br>• Minutes of previous meeting<br>• Matters arising/actions outstanding<br>• Risk profile – for information<br>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response<br>• Audit and Inspection update<br>• Committee evaluation dashboard for information<br>• Meeting reflection<br>• Committee workplan for information<br>• Decisions/matters taken in private | • Policing plan refresh – feedback from local engagement (BV theme 1 vision and leadership, theme 4 partnerships and collaborative working and theme 5 working with communities)<br>• Operational thematic – (Neighbourhood Policing) BV theme 4 partnerships and collaborative working<br>• Strategic support services thematic - technology transformation (BV theme 3 effective use of resources, theme 4 partnership and collaborative working)<br>• Update on work to implement new crime screening policy for Scotland (action 4/22)<br>• Horizon scanning update |
| February (tbc) 2023 | • Conflict declaration<br>• Minutes of previous meeting<br>• Matters arising/actions outstanding<br>• Risk profile – for information<br>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability, reflections from PS, COVID response<br>• Audit and Inspection update<br>• Committee evaluation dashboard for information<br>• Meeting reflection<br>• Committee workplan for information<br>Decisions/matters taken in private | • BTP transformation programme 6 month update (BV theme 1 vision and leadership, 3 effective use of resources and 4 partnerships and collaborative working)<br>• Horizon scanning<br>• Thematic item tbc (confirm alignment with BV theme) |

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| Report to: | Scottish Railways Policing Committee |
|---|---|
| Agenda: | 8.4 |
| Date: | 18 May 2022 |
| Subject: | Evaluation Framework |
| Sponsor: | Chair SRPC |
| For: | Information and discussion |

## 1. Purpose of paper

1.1 To provide Members with an update on the agreed evaluation framework for the 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 At the previous SRPC meeting, in February 2022, it was agreed to remove metric 3.3 (BTP attendance at Strategic Tasking & Coordination) from the framework as it was no longer current.

## 3. Meeting Evaluation

3.1 Members will note that all except one of the indicators in the evaluation report card are assessed as Green (Achieved). The KPI 2.2 'Report to Scottish Parliament– the SRPC Chair to provide updates to the Convenor of the SP Justice Committee' is assessed as Amber (In Progress).

3.2 The Measure for this KPI requires an update to be sent at least twice a year. A letter was sent in January 2022, prior to the previous SRPC meeting. A further update prior to either the September or November 2022 meeting will result in this metric being assessed as Green (Achieved).

## 4. Evaluation Framework review

4.1 It is proposed that in advance of the next Committee meeting the Evaluation Framework be reviewed in light of the new 2022-27 Strategy and associated delivery plans.

4.2 An update on any revised proposals will be submitted to the next SRPC meeting, in September, for Members to consider.

## 5. Recommendations

5.1 The Committee is asked to note this cover paper and the SRPC evaluation report card.

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# SRPC Evaluation report card

| Design Principles | How Achieved | Measures | | Sep-21 | Nov-21 | Feb-22 | May-22 |
|---|---|---|---|---|---|---|---|
| 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. | 4 times per year | 🟢 | 🟢 | 🟢 | 🟢 |
| | | Report to Scottish Parliament – the SRPC chair to provide updates to the Convenor of the SP Justice Committee. | 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 | 🟢 | 🟢 | 🟢 | 🟢 |
| 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 | 🟢 | 🟢 | 🟢 | 🟢 |

Legend: Not Achieving (red) | In Progress (yellow) | Achieved (green)

# Future work

| | | | | Sep-21 | Nov-21 | Feb-22 | May-22 |
|---|---|---|---|---|---|---|---|
| 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

| Design Principles | How Achieved | | Sep-21 | Nov-21 | Feb-22 | May-22 |
|---|---|---|---|---|---|---|
| 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 | | Agenda item 8 (Strategy 22/25 Development) and agenda item 9 (Policing Plan 22/25 Development). | Alignment of draft Strategic Plan is in progress - evidenced at agenda item 7.1 (Draft Strategic Plan 2022/2025, para 4.1). Draft Policing Plan proposals indicate evidence of alignment - agenda item 7.2 (Draft Policing Plan 2022/23, para 6.1 and 6.2) | Evidence of alignment and engagement on draft Policing Plan and Strategy presented to February SRPC. Policing Plan and Strategy have now been approved by BTPA Full Authority and are included at Agenda Item 7 (Strategy, Planning and Thematic Items). |
| | 1.2. reporting against the achievement of the strategic outcomes | 4 times per year | see page 13 in Sept SRPC pack (perf report section) | Agenda item 6 (Performance Q2 2021/22) | Agenda item 6 (Operational Performance) | Agenda item 6.1 (Policing Plan Performance Q4 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 | 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). | Agenda item 6.1 (Performance Q3) and agenda item 6.2 (Joint Working) | Agenda item 6.1 (Policing Plan Performance Q4 2021/22) and Agenda Item 6.2 (Joint Working - Police Scotland and British Transport Police) |
| | 2.2. Regular public reporting to SPA and Scottish Parliament | 4 times per year | Secretariat note to CEx | Board Secretary Meeting Digest circulated to CEx | Board Secretary Meeting Digest circulated via email on 26/11/2021 | Board Secretary Meeting Digest circulated via email on 16/02/2022 |
| | | at least twice per year | | Subject for discussion | Letter from SRPC Chair to Convenor of Scottish Parliament Criminal Justice Committee dated 6/1/2022 | Letter sent from SRPC Chair to Convenor of Scottish Parliament Criminal Justice Committee before previous SRPC. Two required in the current 12 month period. |
| | 2.3. Hold meetings in public | 4 times per year | September meeting link | Virtual held meeting available to public | Virtual held meeting available to public. Details on BTPA website | Virtual held meeting available to public. Details on BTPA website |
| | 2.4. Publish papers and minutes | 4 times per year | see above | Papers published on BTPA website | Papers published on BTPA website | 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 para 5 page 21 of the evidence of joint working paper re County lines | Agenda item 6.1 (Police Scotland / BTP Joint Report) | Agenda item 6.2 (Joint Working) | Agenda Item 6.2 (Joint Working - Police Scotland and British Transport Police) |
| | 3.2. Regular joint planning & management engagement | 4 times per year | see joint paper @ Sept SRPC on evidence of joint working | Agenda item 6.1 (Police Scotland / BTP Joint Report) | Agenda item 6.2 (Joint Working) | Agenda Item 6.2 (Joint Working - Police Scotland and British Transport Police) |
| 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 page 39 SRPC Sept pack - out of court disposal audit | Agenda item 13 (Audit & Inspections Update) | Agenda item 8.1 (Audit and Inspection Update) | Agenda Item 10.1 (Audit and Inspection Update) |

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3. Minutes
4. Actions
5. Risk Profile
6. Operational Performance
7. Strategy, Planning and Thematic Items
8. Audit, Inspection and Governance
9. Any Other Business
10. Meeting Evaluation