

# [13 December 2022] Agenda Pack - Scottish Railways Policing Committee

MEETING  
13 December 2022 11:00

PUBLISHED  
7 December 2022

# Agenda

<i>Location</i>	<i>Date</i>	<i>Owner</i>	<i>Time</i>
Hybrid Meeting // Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ	13/12/22		11:00
1. Apologies		Chair	11:00
2. Declarations of Interest		All	
3. Minutes		Chair	
4. Actions		Chair	
5. Risk Profile		Chief Executive	
6. Operational Performance			11:10
6.1. Performance Report Q2 2022/23		Chief Superintendent	
6.2. Joint Working - Police Scotland / British Transport Police		Joint PS/BTP	
7. Strategy, Planning and Thematic Items			
7.1. Thematic: Stop and Search		Chief Superintendent	11:25
7.2. A Force on the Move Programme Update		Deputy Chief Constable	11:45
7.3. Refresh of Scotland Division Policing Plan 2022-25		Head of Strategy, Planning and Engagement	11:50
7.4. Providing VfM (Best Value) for Scotland		Chief Executive	12:05
7.5. Industry Voice		Head of Strategy, Planning and Engagement	12:20

Continued on the next page...

# Agenda

<i>Location</i>	<i>Date</i>	<i>Owner</i>	<i>Time</i>
Hybrid Meeting // Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ	13/12/22		11:00
8. Audit, Inspection and Governance Items			
8.1. Audit and Inspections Report Q2 2022/23		Deputy Chief Constable	12:40
8.2. Committee Workplan 2022/23		Head of Strategy, Planning and Engagement	12:55
8.3. Evaluation Framework		Analyst	13:00
9. Any Other Business		All	
10. Meeting Evaluation		Mary Pitcaithly	13:05

1. Apologies
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3. Minutes
4. Actions
5. Risk
6. Operationa
7. Strategy,
8. Audit,
9. Any Other
10. Meeting

# Minutes

## Scottish Railways Policing Committee

Friday 2 September 2022 at 11.00am at Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ, and via Microsoft Teams

### Present:

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

### Apologies:

Willie Gallagher

### In attendance:

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

Hugh Ind (Chief Executive)  
 Sam Elvy (Head of Strategy, Planning and Engagement) (Teams)  
 Alistair MacLellan (Board Secretary / Minutes)

#### **British Transport Police**

Alistair Sutherland (Deputy Chief Constable)  
 Gill Murray (Chief Superintendent D Division)  
 Emma Manno (Corporate Communications Manager) (Teams)  
 Dave Rams (T/Superintendent) (Teams)  
 Fiona Chalmers (Researcher) (Teams)

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

Amanda Coulthard (Head of Strategy and Performance)  
 Sam Curran (Operational Policing Policy Lead)  
 Lesley Carnegie (Performance and Impact Lead)  
 Rachael Walker (Policy Advisor)

#### **Police Scotland**

Louise Blakelock (Chief Superintendent) (Teams)

#### **External**

Alastair Dalton (Transport Correspondent, The Scotsman)  
 Ben Doran (ScotRail Head of Safety and Risk Assurance)  
 Mike Jackson (Scottish Government) (Teams)  
 David Lister (ScotRail Safety, Engineering and Sustainability Director)  
 Brian McNulty (HMICS) (Teams)  
 Murray McVicar (Scottish Government)

**Apologies**

## Agenda Item 1

1. Apologies were received from Willie Gallagher.

**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 18 May 2022 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 2/2022, 3/2022, 5/2022, 9/2022, 10/2022, 11/2022 could be closed.
  - b. **Action 7/2022 (Forecast Headcount)**. The Chief Superintendent was heard, noting that whilst D Division was currently over-establishment that year, turnover remained a concern. Members agreed this action should remain open pending a further update to Committee in November 2022.
  - c. **Action 8/2022 (Net Carbon Zero)**. The SPA Corporate Operational Police Policy Lead confirmed SPA Corporate had reviewed the BTP Net Carbon Zero report and recommended that the BTP Net Zero Manager should link in with their Police Scotland counterpart to encourage ongoing dialogue. Members agreed the action could be closed.
5. **RESOLVED**, that the report be noted.

**Risk Profile**

## Agenda Item 5

6. Members considered the Risk Profile and the following points were made.
  - a. The Chief Executive noted that the profile was longer than previous iterations, and efforts would be made to make it more concise.
  - b. In response to a comment, the Chief Executive noted that the Red RAG rating for a number of the risks reflected constructive critique from BTPA

Executive in that the Executive acknowledged mitigation was undertaken, but more detail of mitigation in practice was required before the level of assurance to justify an Amber or Green rating was achieved.

- c. A Member noted that more Scotland-specific narrative around strategic risk would be welcome.

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

## Operational Performance

### Agenda Item 6

#### Policing Plan Performance Q1 2022/23

##### Agenda Item 6.1

- 8. Members considered the Policing Plan Performance Q1 2022/23 report and the following points were made.
  - a. The Deputy Chief Constable explained that the 471% rise in serious violence offences was largely due to a change in recording standards.
  - b. The Chief Superintendent noted the Red rating for crimes involving sexual harassment was due to the complex nature of the type of offences involves e.g. taking and sharing of images.
  - c. The Chief Superintendent was heard and provided the following updates,
    - i. Life saving interventions were up by 31%, and across vulnerability more broadly there were good examples of train staff identifying vulnerable persons.
    - ii. The benefit of an embedded Inspector was illustrated by shortened handback times following incidents on the railway.
    - iii. The increase in disruption (minutes) was due in part to the impact of strike action.
  - d. In response to a question, the Chief Superintendent confirmed there had been positive examples of County Lines activity in Scotland, and that future reporting could highlight examples of cross-border activity.
  - e. In response to a question, the Chief Superintendent confirmed the decline in crime in June was due to partnership activity, with a rise in July followed by an overall decline to date.

- f. A Member commented that the format of data could be improved by showing long term trends, alongside crime compared to number of journeys (Action 12/2022)

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

### Joint Working – Police Scotland and British Transport Police

#### Agenda Item 6.2

10. Members considered a report setting out joint working between Police Scotland and British Transport Police and the following points were made.

- a. The Chief Superintendent (D Division) highlighted the contribution of Police Scotland negotiators towards BTP response to incidents in more rural areas, and joint working to assist vulnerable children at Glasgow and Edinburgh Waverley.
- b. A Member encouraged BTP to engage with Police Scotland on the use of drones given the context of their use in Scotland.

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

### Strategy, Planning and Thematic Items

#### Agenda Item 7

### *A Force on the Move: Delivering Our Portfolio of Change*

#### Agenda Item 7.1

12. The Deputy Chief Constable was heard regarding BTPs *A Force on the Move* programme and the following points were made.

- a. The Chair noted he would welcome a D-Division-specific report on *A Force on the Move*.
- b. In response to a question, the Deputy Chief Constable noted BTP had employed a benefits manager to oversee benefits realisation, albeit he acknowledged BTP had more work to do in that area.
- c. A Member commented that the BTPAs Audit and Risk Assurance Committee would receive an internal audit report on *A Force on the Move* programme governance in due course.
- d. The Deputy Chief Constable concluded by noting BTPA was represented on a number of *A Force on the Move* boards, to encourage programme oversight, and that the programme was heavily dependent on effective IT performance.

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

### Strengthening the Industry Voice

#### Agenda Item 7.2

14. Members considered a report of the Head of Strategy, Planning and Engagement regarding the strengthening of the industry voice in the work of the Committee and the following points were made.

- a. Members welcomed the proposal and encouraged BTPA Executive to be mindful of commercial and freight partners when compiling the list of industry stakeholders.

15. **RESOLVED**, that Members approve

- a. The inclusion of quarterly agenda item regarding industry voice
- b. A standing invitation to a ScotRail guest speaker to address the Committee
- c. A quarterly call for written submissions to the Committee to be made to relevant industry partners.
- d. Standing invitations and reminders to industry partners to Committee meetings.
- e. That the above approve be effective from the November 2022 meeting of the Committee.

### BTP Neighbourhood Policing Strategy 2022/25

#### Agenda Item 7.3

16. Members considered a report of the T/Superintendent (Neighbourhood Policing Portfolio Teams (NPT) Lead) regarding the BTP Neighbourhood Policing Strategy 2022/25 and the following points were made.

- a. The Chief Superintendent (D Division) praised the work of the Collators based within her Division.
- b. In response to a question, the T/Superintendent agreed that the strategy called for cultural buy-in from all BTP colleagues alongside dedicated Neighbourhood Policing Teams and noted senior BTP officers set the expectation that all officers and staff worked to support the delivery of the strategy. The T/Superintendent offered to confirm what other dedicated NPT resources there were outside of the meeting.
- c. In response to a question the T/Superintendent replied that NPT problem solving plans were tailored to the specific issue they sought to address, rather than following a specific Divisional template.
- d. A Member requested to hear more about the work of BTPs Stop and Search Scrutiny Panel at a future meeting.



- e. In response to a question, the T/Superintendent noted that implementation of the strategy and its resourcing – including two Collators in Scotland – would be reviewed after 12 months to determine if resourcing and impact was adequate.

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

### Horizon Scan Report

Agenda Item 7.4

18. Members considered a report of the SPA regarding Horizon Scanning and the following points were made.

- a. Members welcomed the outlined approach and encouraged the BTPA Chief Executive to consider how it could be utilised within BTPA.
- b. The SPA Operational Policing Policy Lead noted that SPA Corporate Horizon Scans could be made available to partners such as BTPA.

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

### Audit, Inspection and Governance Items

Agenda Item 8

### Audit and Inspection Report Q1 2022/23

Agenda Item 8.1

20. Members considered the Audit and Inspection Report for Q1 2022/23 and the following points were made.

- a. A Member noted that they were content the report included the relevant amount of D Division / Scottish context.
- b. The BTPA Chief Executive noted the positive inspection results and commented that it would be interesting to hear from HMICFRS what more the Force could be doing to achieve Outstanding.
- c. The Chair suggested that the BTPAs Audit and Risk Assurance Committee could be mindful of the role of the Scottish Railways Policing Committee when deciding its internal audit programme for 2023/24.

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

## Committee Workplan 2022/23

### Agenda Item 8.2

22. Members considered the Committee Workplan 2022/23 and the following points were made.
- a. Members noted the comments made during the course of the meeting and agreed the following items should be considered for inclusion in the workplan (Action 13/2022).
    - i. D-Division-specific item on *A Force on the Move*
    - ii. Standing item regarding industry voice.
    - iii. Horizon scanning
    - iv. Stop and Search Scrutiny Panel (Scotland)

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

## Evaluation Framework

### Agenda Item 8.3

24. Members considered a report of the BTPA Analyst regarding the Evaluation Framework and the following points were made.
- a. Members agreed that some of the language used within the framework – whilst linked to the Committee’s design principles – could be rendered in plain English. Where this was done, any amendment to language should be explicitly linked back to the original design principle (Action 14/2022).
  - b. In adopting the revised scorecard and measures, the Committee should not lose sight of the People aspect of its work.
  - c. The one Amber measure – SRPC Update to Convenor of Justice Committee – would be Green once the Chair had written to the Convenor following that meeting (Action 15/2022).
25. **RESOLVED**, that subject to comments made,
- a. the report and scorecard for Q1 2022/23 be noted.
  - b. The scorecard be amended (Action 16/2022) as per appendix B of the report, to include
    - i. section 3.3 *effective working with stakeholders to reduce disruption and protect the most vulnerable*
    - ii. to include section 4.2 *transparency and oversight of funding and delivery of best value*

- iii. changing the frequency of reporting to the Committee on section 3.1 *sharing of operational good practice between Police Scotland and BTP* from at least twice per year to four times per year.
- iv. Deleting the *Future Work* section of the scorecard.

### Any Other Business

#### Agenda Item 9

- 26. There was no other business.

### Meeting Evaluation

#### Agenda Item 10

- 27. Kenna Kintrea delivered an evaluation of the meeting and the following points were made.
  - a. The Committee had achieved a good overview of items relevant to D Division in Scotland, and this was reflected in the composition of the agenda.
  - b. The evidence for joint working between Police Scotland and British Transport Police was welcome.
  - c. The hybrid format of the meeting had worked well.
- 28. The Chair contributed to the evaluation by noting he had been struck by the evidence of positive interplay and cooperation between SPA Corporate and BTPA Executive.

### Background Papers

#### Action 2/2022: Vulnerability Case Studies

- 29. **RESOLVED**, that a report of a Detective Chief Superintendent regarding Vulnerability Case Studies be noted.

#### Action 3/2022: Victim Code of Practice

- 30. **RESOLVED**, that an SPA Briefing regarding the comparison of Codes of Practice for Victims and Witnesses of Crime in Scotland and England & Wales be noted.

#### Action 5/2022: GIAA Internal Audit Report – Strategic Workforce Planning

- 31. **RESOLVED**, that the BTPA Strategic Workforce Planning Internal Audit be noted.

## 11<sup>th</sup> Programme of Law Reform: British Transport Police Response

32. **RESOLVED**, that the BTP response to the 11<sup>th</sup> programme of law reform (introduction of legislation to create an offence for assaulting, threatening or abusing railway sector staff) be noted.

The meeting ended at 12.43pm.

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ITEM 4 – ACTIONS

SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Topic	Action/Paper	Owner	Outcome
7/2022	18 May 2022	Risk Profile	The Chief Superintendent agreed to bring a forecast of D Division headcount back to Committee, incorporating scenarios on e.g. 10% reduction in headcount due to failure to retain officers	Chief Superintendent	<b>Recommended for Closure</b> Chief Superintendent has closed action outside of meeting with interested Member
12/2022	2 September 2022	Operational Performance	A Member commented that the format of data could be improved by showing long term trends, alongside crime compared to number of journeys.	Analyst / BTP Counterpart	<b>Recommended for Closure</b> Q2 dashboard includes slide providing YTD trends
13/2022	2 September 2022	Committee Workplan 22/23	Following items to be considered for inclusion in workplan: D-Division-specific item on <i>A Force on the Move</i> ; Standing item regarding industry voice; Horizon scanning; Stop and Search Scrutiny Panel (Scotland).	Head of Strategy, Planning and Engagement	<b>Recommended for Closure</b> Evaluation Framework due to be discussed at 13 December 2022 meeting
14/2022	2 September 2022	Evaluation Framework	Members agreed that some of the language used within the framework – whilst linked to the Committee’s design principles – could be rendered in plain English. Where this was done, any amendment to language should be explicitly linked back to the original design principle	Head of Strategy, Planning and Engagement	<b>Recommended for Closure</b> Evaluation Framework due to be discussed at 13 December 2022 meeting
15/2022	2 September 2022	Evaluation Framework	SRPC Chair to provide written update to Convenor of Justice Committee.	Head of Strategy, Planning and Engagement	<b>Recommended for Closure</b> Letter issued on 20 September 2022
16/2022	2 September 2022	Evaluation Framework	Amended evaluation scorecard to be adopted from November 2022 meeting.	Analyst	<b>Recommended for Closure</b> Evaluation Framework due to be discussed at 13 December 2022 meeting

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# BTP D Division Policing Plan Objectives – Q1-Q2

<p>Ensure passengers and staff can work and travel free from the threat of violence</p>	<p>Against passengers</p> <p>Against rail staff</p>	<table border="1"> <tr> <td>203 (+10%)</td> <td>67 (+458%)</td> <td>3 (-63%)</td> <td>22 (-51%)</td> <td>736 (+18%)</td> </tr> <tr> <td>S.R. 48% (-9%)</td> <td>S.R. 54% (+12%)</td> <td>S.R. 67% (+4%)</td> <td>S.R. 55% (-1%)</td> <td>S.R. 34% (+2%)</td> </tr> <tr> <td>Total Violence offences against passengers</td> <td>Serious violence offences</td> <td>Robbery offences</td> <td>Weapon-enabled violence offences</td> <td>Public order</td> </tr> </table> <table border="1"> <tr> <td>48 (+17%)</td> <td>5 (+500%)</td> <td>108 (-2%)</td> </tr> <tr> <td>S.R. 79% (+16%)</td> <td>S.R. 100%</td> <td>S.R. 33% (+6%)</td> </tr> <tr> <td>Total Violence against staff</td> <td>Serious Violence offences</td> <td>Public order against rail staff</td> </tr> </table>	203 (+10%)	67 (+458%)	3 (-63%)	22 (-51%)	736 (+18%)	S.R. 48% (-9%)	S.R. 54% (+12%)	S.R. 67% (+4%)	S.R. 55% (-1%)	S.R. 34% (+2%)	Total Violence offences against passengers	Serious violence offences	Robbery offences	Weapon-enabled violence offences	Public order	48 (+17%)	5 (+500%)	108 (-2%)	S.R. 79% (+16%)	S.R. 100%	S.R. 33% (+6%)	Total Violence against staff	Serious Violence offences	Public order against rail staff	<p>Serious violence (broken bones/permanent disfigurement) remains low, higher numbers are due to new code 'Assault to Injury' (attack where the victim sustains an injury resulting in hospital treatment) added in April 2022. 99.2% public order is less serious (5 x nature crime related).</p>					
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Total Violence against staff	Serious Violence offences	Public order against rail staff																														
<p>Tackle those crimes and incidents that most impact on the confidence of those who work and travel</p>	<table border="1"> <tr> <td>85 (-17%)</td> <td>Glasgow Central 58 (-8%)</td> <td>392 (-32%)</td> <td>31 (+288%)</td> </tr> <tr> <td>S.R. 62% (-3%)</td> <td>Edinburgh Waverley 27 (-33%)</td> <td>ASB Incidents (Immediate &amp; Priority attendance only)</td> <td>S.R. 58% (+4%)</td> </tr> <tr> <td>Volume crime at Glasgow Central and Edinburgh Waverley</td> <td></td> <td></td> <td>Football related offences</td> </tr> </table>	85 (-17%)	Glasgow Central 58 (-8%)	392 (-32%)	31 (+288%)	S.R. 62% (-3%)	Edinburgh Waverley 27 (-33%)	ASB Incidents (Immediate & Priority attendance only)	S.R. 58% (+4%)	Volume crime at Glasgow Central and Edinburgh Waverley			Football related offences	<p>Decrease in volume crime Q1-Q2. Decrease in ASB demand. Increase in football crime (+23) but should be noted some restrictions were still in place until August.</p>																		
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<p>Tackle violence against women, and girls, sexual harassment and hate crime</p>	<table border="1"> <tr> <td>109 (+8%)</td> <td>54 (-17%)</td> <td>35 (-2%)</td> <td>13 (-32%)</td> </tr> <tr> <td>S.R. 58% (-11%)</td> <td>S.R. 17% (+17%)</td> <td>S.R. 54% (+7%)</td> <td>S.R. 62% (-17%)</td> </tr> <tr> <td>Violent crimes against women and girls</td> <td>Crimes involving sexual harassment</td> <td>All sexual offences</td> <td>Hate crimes</td> </tr> </table>	109 (+8%)	54 (-17%)	35 (-2%)	13 (-32%)	S.R. 58% (-11%)	S.R. 17% (+17%)	S.R. 54% (+7%)	S.R. 62% (-17%)	Violent crimes against women and girls	Crimes involving sexual harassment	All sexual offences	Hate crimes	<p>Decrease in crimes of sexual offences / harassment. Hate crime consistently remains low for Scotland</p>																		
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<p>Protect, support and safeguard vulnerable people and those at risk of exploitation and harm</p>	<table border="1"> <tr> <td rowspan="5">Vulnerability reports</td> <td>Adults at risk</td> <td>137 (-28%)</td> <td rowspan="5">County Lines Disruptions</td> <td rowspan="2">Outcomes</td> <td colspan="2">7 arrests in Q2, collective from Edinburgh, Dundee and Glasgow. 1 deployment in Edinburgh and 1 deployment at Glasgow resulting in drug seizures. 46 Stop/Accounts, 26 Stop/ Searches conducted.</td> </tr> <tr> <td>Children and young persons</td> <td>509 (-9%)</td> <td>Drugs</td> <td>10.5g Cocaine 9.0g Cannabis</td> </tr> <tr> <td>Lifesaving interventions</td> <td>72 (-9%)</td> <td>Weapons</td> <td>1 x Knife</td> </tr> <tr> <td>Crisis interventions:</td> <td>201 (-39%)</td> <td>Cash</td> <td>£3,200</td> </tr> <tr> <td>Missing persons:</td> <td>107 (-4%)</td> <td>CYP</td> <td>0</td> </tr> <tr> <td colspan="3">Safeguarding Interventions &amp; referrals</td> <td>AAR</td> <td>0</td> <td>NRM Referrals</td> <td>0</td> </tr> </table>	Vulnerability reports	Adults at risk	137 (-28%)	County Lines Disruptions	Outcomes	7 arrests in Q2, collective from Edinburgh, Dundee and Glasgow. 1 deployment in Edinburgh and 1 deployment at Glasgow resulting in drug seizures. 46 Stop/Accounts, 26 Stop/ Searches conducted.		Children and young persons	509 (-9%)	Drugs	10.5g Cocaine 9.0g Cannabis	Lifesaving interventions	72 (-9%)	Weapons	1 x Knife	Crisis interventions:	201 (-39%)	Cash	£3,200	Missing persons:	107 (-4%)	CYP	0	Safeguarding Interventions & referrals			AAR	0	NRM Referrals	0	<p>Vulnerability concerns and operations are reviewed through the intelligence tasking process. Continue communication with industry to ensure ongoing education around the disruption of serious and organised crime and County Lines activity</p>
Vulnerability reports	Adults at risk		137 (-28%)	County Lines Disruptions			Outcomes	7 arrests in Q2, collective from Edinburgh, Dundee and Glasgow. 1 deployment in Edinburgh and 1 deployment at Glasgow resulting in drug seizures. 46 Stop/Accounts, 26 Stop/ Searches conducted.																								
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<p>Reduce disruption on the network through collaboration</p>	<table border="1"> <tr> <td>Minutes: 45,934 (+11%)</td> <td>2</td> <td>20,348 (-2.5%)</td> <td>1,405 (-38%)</td> <td>10,670 (-2%)</td> <td>94 mins (-8%)</td> </tr> <tr> <td>Incidents: 1,429 (-3%)</td> <td>Joint problem-solving initiatives with industry</td> <td>Primary disruption mins</td> <td>Fatalities/ injuries – Primary disruption mins</td> <td>Trespass – Primary disruption mins</td> <td>Average non-suspicious fatality handback time (&lt;90 mins)</td> </tr> <tr> <td>Disruption minutes and incidents</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Minutes: 45,934 (+11%)	2	20,348 (-2.5%)	1,405 (-38%)	10,670 (-2%)	94 mins (-8%)	Incidents: 1,429 (-3%)	Joint problem-solving initiatives with industry	Primary disruption mins	Fatalities/ injuries – Primary disruption mins	Trespass – Primary disruption mins	Average non-suspicious fatality handback time (<90 mins)	Disruption minutes and incidents						<p>Impact on minutes due to more train services compared to last year. Current PSP are aimed at addressing long-standing trespass issues at Priesthill and Darnley and Bellgrove stations.</p>												
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2. Declaration of Interest

3. Minutes of Meeting

4. Actions

5. Risk Profile

6. Operational

7. Strategy, Planning

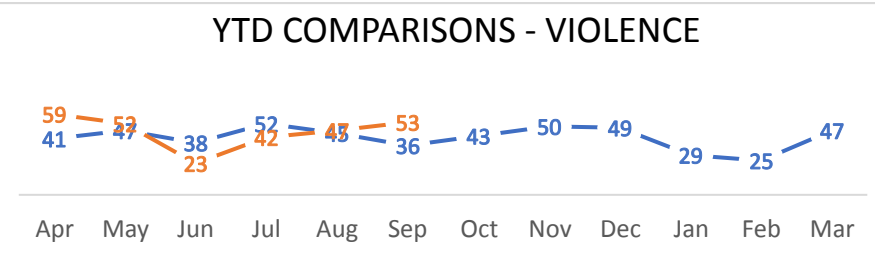
8. Audit, Inspection

9. Any Other

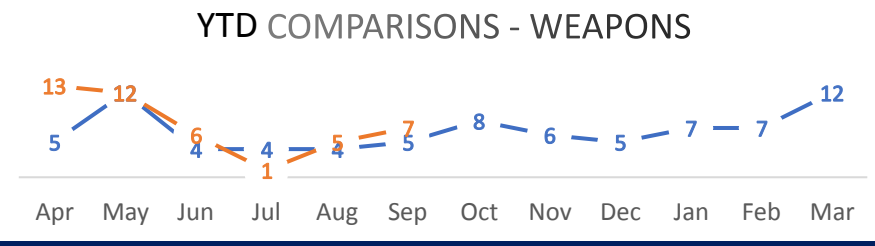
10. Meeting Evaluation

# BTP D Division Year to Date (YTD) Trends

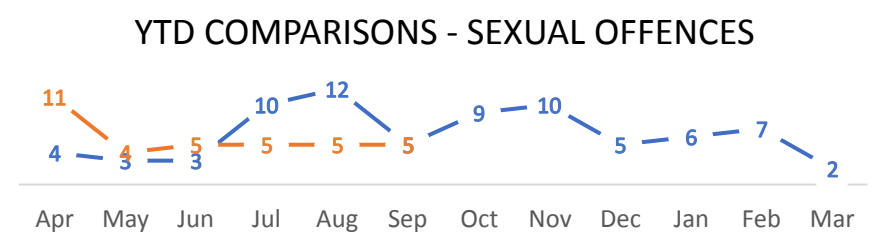
The below shows total 22/23 D Division crime by crime group, month by month, compared with 21/22 to show year on year trends



22/23 is following the same trend as 21/22, with the exception of September due to the Bank Holiday weekends



22/23 is following the same trend as 21/22, however, D Div have a high solved rate for this crime type



Although total crimes recorded are of a similar level to last year, monthly levels have remained low without the peaks seen in 21/22

— FY21/22 — FY22/23

The below shows crime per million passenger journeys for Q1 (April to June) by crime group, and compared to C and B Divisions

Crime Group	C Div	B Div
105 Crimes	924 Crimes	1,291 Crimes
7.2 Crimes per million passenger journeys	5.4 Crimes per million passenger journeys	9.1 Crimes per million passenger journeys
Scotrail Only Violence Crime and passenger journeys (Q1, Apr to Jun)	C Div Violence Crime & passenger journeys (Q1, April to June)	B Div Violence Crime & passenger journeys (Q1, April to June)
20 Crimes	47 Crimes	56 Crimes
1.4 Crimes per million passenger journeys	0.3 Crimes per million passenger journeys	0.4 Crimes per million passenger journeys
Scotrail Only Weapon Crime and passenger journeys (Q1, Apr to Jun)	C Div Weapon Crime & passenger journeys (Q1, April to June)	B Div Weapon Crime & passenger journeys (Q1, April to June)
14 Crimes	161 Crimes	313 Crimes
1.0 Crimes per million passenger journeys	0.9 Crimes per million passenger journeys	2.2 Crimes per million passenger journeys
Scotrail Only Sexual Crime and passenger journeys (Q1, Apr to Jun)	C Div Sexual Offence & passenger journeys (Q1, April to June)	B Div Sexual Offence & passenger journeys (Q1, April to June)

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## Scotland Performance Report 2022-23: Quarter 2 (Q2)

Q2 saw Police Forces across the country come together for the passing of Her Majesty Queen Elizabeth II. Occurring at Balmoral Castle on the 8<sup>th</sup> of September 2022, Police Scotland and British Transport Police throughout Scotland were deployed to Op Unicorn/Op Bridge. The operation lasted 10 days, with mourners travelling to specific locations both in Scotland and England. BTP facilitated the safe passage of mourners travelling to Balmoral Castle and the Lying in State at St Giles' Cathedral, Edinburgh. Scotrail arranged special overnight train services to assist with 24/7 travel to and from Edinburgh. BTP officers from across the force came together as one BTP to provide their support. BTP received praise for their dedication and professionalism from various sources including the First Minister, Police Scotland, Transport Scotland, the Rail Industry, and the Royal Household itself.

### HR Overview

Within Q1 and Q2 D Division have recorded the following starters and leavers



6 x Police Officers



8 x Transferees



6 x Retiree Police Officers  
1 x Resignation Police Officer

\*There has been no movement for Police Staff

80%  
MALE



20%  
FEMALE

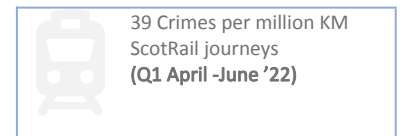
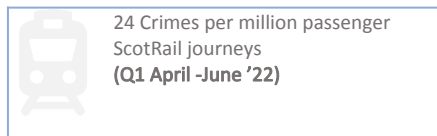
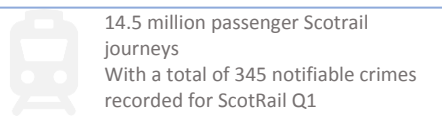
The average length of BTP service for Officers and Staff is 9 years, with the main reason for leavers being retirement. With these additions to the Division 20% females and 3% ethnic minority.

95%  
WHITE

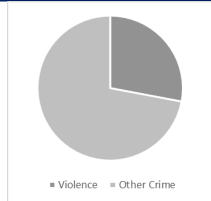


3%  
ETHNIC  
MINORITY  
2%  
NOT STATED

Earlier this year Vetting was identified as a challenge in recruitment and the length of time the process was taking. Additional resources have been recruited and trained with waiting times considerably reduced.



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

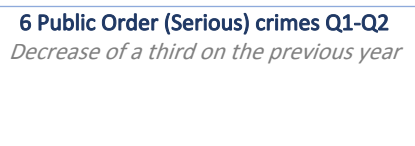
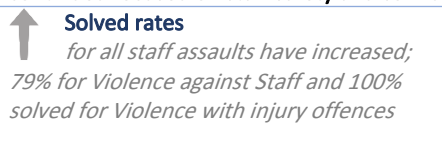


**Violence remains the main volume crime group in Scotland, accounting for over a quarter of all notifiable crime for Q2. However, the vast majority is violence without injury.** D Division have a high solved rate of 48% for passengers compared with a force rate of 23%. Offences are most commonly committed over the Friday to Sunday period (52%) and between 2000 – 0100 hours (48%). Glasgow Central and Edinburgh Waverley are repeat locations for this crime type.

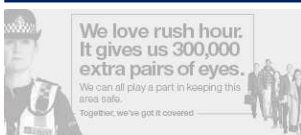


Robbery Offences remain low within the Division. Of the 3 crimes recorded, 2 occurred within a railway station and have both been solved, with the third being transferred to Police Scotland due to crime origin. Weapon-enabled violence offences have fallen by half compared with last year. Public Order offences have increased, however, the vast majority (99.2%) relate to less serious public order offences, including Passenger Control Byelaws and Threatening & abusive behaviour.

**Violence and threats towards staff are a key focus for BTP and industry partners. This year's Rail Staff survey went live in Q2 with a continued focus on staff safety and confidence.**

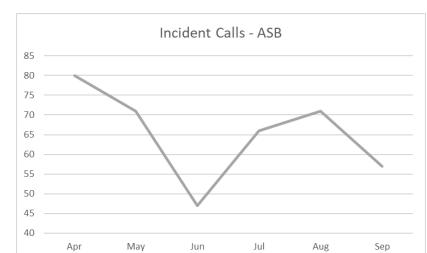


### Tackling the crimes and incidents that most impact on confidence



In September the 2022 Annual Public Survey went live to gather the thoughts of passengers in the communities we serve. Last year's survey highlighted a fall in feelings of safety so this survey is important in helping us understand how and why public perception has changed. Every submission will give BTP context as we look to improve our activities, visibility and continue ensuring we are proactive in keeping the travelling public safe. The survey is open until 18<sup>th</sup> December and officers have been encouraged to promote awareness to boost responses in the remaining few weeks.

Anti-social behaviour incidents have fallen; however, it continues to be a priority for D Division and is the most common incident type reported. Neighbour Policing (NP) Teams are now based in Glasgow and Edinburgh. NP Teams took part in an ASB Awareness Week between 18<sup>th</sup>-22<sup>nd</sup> July, carrying out on train patrols and engaging with passengers and rail staff to raise awareness about what anti-social behaviour is and how to report it. In August Officers attended the Emergency Services Day in Falkirk and Kilbirnie with Police Scotland, Scottish Ambulance and Scottish Fire & Rescue counterparts to engage with the local communities.





BTP are involved in joint initiatives working closely with the Travel Safe Teams (ScotRail) and Police Scotland in relation to ASB, assaults and staff assaults. Travel Safe Teams have made 1,476 interventions. Interventions took place across the network including on the Gourock to Port Glasgow and Glasgow to Dalmeir and included youths loitering, anti-social behaviour and ticketless travel.

Events such as football games have returned to pre-pandemic attendance levels, resulting in football related offences showing an increase compared with last year (but at similar levels to 2019/20)

**81% pass rate for all immediate and priority incident calls**

*Compared with 74% as a force*



QR Code to Annual Public Survey

*Drop-in sessions are now running at Glasgow Central for all rail and retail staff to ask Officers questions, gain clarification and dispel myths*

**Tackling Violence Against Women and Girls (VAWG), Sexual Harassment and Hate Crime**

In July BTP released the Railway Guardian App to provide a better service to victims of offences and encourage reporting. The response to the app release has been extremely positive and it had approximately 8000 public downloads as well as being installed on work devices of partner organisations. Within the app, users can report a crime, either through the 61016 text service or online, view helpful guides on safe travel and view a range of available supporting bodies including Citizen’s Advice, ManKind and Victim Support Scotland. In Q2 180 crime reports were submitted via the app. Further development is planned in Q3/4 with further functionality including geo-fencing and TOC details to allow for further analysis. Alongside this release the ‘Speak up, Interrupt’ campaign was well received on social media which also drove increases in downloads of the Railway Guardian app.



**13 notifiable crimes with hate marker YTD**  
*6 Violence, 1 Sexual Offence, 1 Graffiti, 5 Public order*

**Railway Guardian App Top Guide viewed:**  
*Speak up, Interrupt campaign*

**D Division recorded 13 x Hate Crime**  
*0.8% Of Forcwide total*

**Protecting, supporting and safeguarding vulnerable people and those at risk of exploitation and harm**

Overall D Division tracked 745 vulnerability related occurrences between April and August. Officers attended 506 of these incidents, spending 2,908 hours responding. Out of all incidents, **63% were Child and Young Persons (CYP), 34% were Adults at Risk (AAR) and 3% were Domestic Abuse, Stalking & Harassment (DASH).**

By the end of this performance year it is projected that D Division will deal with 1064 CYP, 294 AAR and 66 DASH. Officers are now attending the Railway Children Safeguarding Action Group for Glasgow Central to show the level of work and commitment the area has to safeguarding individuals in need.

In September BTP County Lines Task Force carried out a County Lines Day of Action in partnership with Police Scotland. A Police Dog was deployed as part of this day of action and assisted Officers to stop 2 x subjects who were then arrested for possession of Class A drugs. BTP now have an embedded Detective Sergeant within Police Scotland’s Gartosh Crime Campus as the County Lines SPOC.



Over this performance year D Division officers have conducted 76 stop searches with a find rate of 49%, a really positive outcome across the Force and also in comparison to other Police Forces. Misuse of Drugs Act 1971 (S23) is the most frequent legal power used when conducting stop search. In terms of subject demographics 89% of person stop searched self-defined as White, 9% self-defined as ethnic minority and 1% did not state an ethnicity. The force have been running a number of Stop and Search masterclasses with Senior Management to highlight stop searches conducted and monitor any disproportionality recorded.

**Reducing disruption on the network through collaboration**

**Disruption incidents across the Division have decreased 3% (-40)** comparing previous YTD; with Cable Theft (-1 incident, -33%), Fatalities (-4 incident, 36%) and Trespass (-91 incidents, 14%) all reporting a reduction. However, lost minutes has increased to 45, 934 (+11%). Disruption incidents forcwide have increased by 3% to 433 and primary lost minutes increased by 29% to 403,768.



Following consultation and review, funding for 2 new Mobile Safety Vehicles (MSV) in Scotland was agreed. In anticipation of the new MSV rollout, a new streamlined process is being introduced for driver awareness courses or fixed penalty notices to be issued. A new Trespass Investigation Plan has been composed and launched in BTP, standardising a common investigative approach to trespass incidents and signposting investigating officers to a range of educational and investigative tools that we know from organisational lessons learnt, help in effectively investigating trespass offences.

**Collaboration is at the centre of disruption work on Division and partnership working with industry and Police Scotland focusses on safeguarding individuals.** This collaboration was proven effective after a problem-solving plan commenced at Edinburgh Waverley between BTP and Police Scotland relating to a repeat presenter in Mental Health Crisis who made it onto the tracks on a number of occasions. A Police Scotland and BTP trigger plan as well as an operational response was developed in conjunction with industry. The last encounter with the repeat presenter was in mid-September with no further incidents reported since then.

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Partnership Highlights

Praise was received towards both Police Scotland and British Transport Police on their professionalism and contributions during Op Unicorn/Op Bridge. The passing of Her Majesty the Queen was a momentous occasion which required the coordination of multiple agencies working in partnership to see the safe passage of her Majesty to her final resting place.

Crime Highlights

Organised Crime:

- A representative from BTP sits on the bi-monthly Multiagency Tasking and Delivery Board (MATDB), ensuring strategic partner engagement and collaboration is maintained to deliver against Scotland’s strategy to tackle serious and organised crime and other priorities.
• The BTP County Lines SPOC (Detective Sergeant) was embedded with PSOS in September, based within Gartcosh with a Scotland wide remit. She will be working alongside County Lines (CL) coordinators, Senior Investigating Officers, and CL Task Forces to identify and dismantle drug lines impacting Scotland.
• September saw the month-long launch of the Crime Stoppers CL campaign, supported by PSOS and BTP Scotland, and BTP Task Force who deployed in Scotland. Two days of joint operational activity in Scotland took place across key locations in the West, East and North impacted by CL including into towns surrounding common stations utilised by these groups. Throughout the 2 CL days there were 25 drug searches conducted with 14 positive results. In the North 140 members of the public had engagement around CL literature and how to spot and report potential victims. A publicity launch of the Crime Stoppers campaign was supported by PSOS and BTP with campaign literature displayed in key locations and engagement with members of the public. The partnership continued into October with a CL week of action and focus in Edinburgh with The Children’s Society and the #LookCloserCampaign, also working alongside SOHTIS (Survivors of Human Trafficking in Scotland). BTP and PSOS have further CL joint days of action arranged for December.

Major Crime & Public Protection

- PSOS Crime Scene Management portfolio members continue to support and facilitate BTP attendees on training courses. Major Crime have also facilitated liaison between BTP and Public Protection around Vulnerable Witness interview training.
• BTP have offered support and assistance to major investigations throughout the country (Aberdeen and Inverclyde), conducting CCTV reviews for a murder enquiry and interceptions of trains for a child abduction.

Operational Support Highlights

- BTP worked with PSOS in phases 1 & 2 in the transfer of Aircraft Carrier HMS Prince of Wales to Rosyth for repair. This journey included passing beneath the Forth Rail Bridge.
• BTP have successfully deployed 6 newly trained probationers on division after they completed initial training at Tulliallan Police College along with their PSOS counterparts.

Local Policing Highlights

Glasgow:

- Greater Glasgow Division continues to engage frequently with BTP in a number of forums. Post COVID19, there has been a significant increase in foot fall within the city centre. It is anticipated this will continue, requiring additional joint action plans supporting both the night-time economy but also the associated increase in crime and exploitation that this will also bring. Specifically, the Safer Glasgow City Centre Policing Plan is supported by BTP through engagement and proactive policing of young people in and around Glasgow Central, Queen Street, High Street Stations and the subway, to prevent ASB and harm. Important lines of communication have been established to ensure that officers are advised of the travel situation across the West of Scotland and when and where groups may arrive in the city centre, with BTP often reporting 100+ youths on trains heading for Glasgow. Engagement is also ongoing with key partners including third sector, to identify what is attracting young people from their own local authority areas into Glasgow City Centre and what diversionary tactics can be progressed in other localities.
• PSOS and BTP are collaboratively developing the preventative stages of the interventions within Glasgow City Centre around youth disorder, specifically the diversionary options, progressing together the issuing of parental letters or home visits to support the ongoing engagement with young people. Additionally, a weekly intelligence document produced by Greater Glasgow DIO is now also shared with BTP Intel, specifically sharing intelligence around ASB/Violence/Exploitation within the City Centre. This is a measure of supporting and protecting officers’ safety in addition to the prevention of crimes against the community also addressed within the Grahamston Business District Forum and the newly established multi-agency meeting chaired by the Regional Director of Securicor.

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**OFFICIAL**

<b>Joint Working Document British Transport Police (BTP) &amp; Police Scotland (PSOS)</b>	
Scottish Railway Policing Committee	13 <sup>th</sup> December 2022

- Peaceful protests and Industrial Action took place in Central Station in July/August, BTP and PSOS worked together to ensure a fair and proportionate policing response in line with ECHR.
- Hampden Community Reassurance Plan was created in 2022 following consultation with local residents and community groups, re concerns relating to widespread acts of anti-social behaviour associated with sporting and music events being held at Hampden Stadium. The local community policing response now takes the form of a community reassurance plan, with PSOS, BTP, Hampden management and other partners to improve the area for local residents. The early intervention with event goers on the rail network had a positive impact in setting the expectations of acceptable standards of behaviour within the vicinity of the event. Positive feedback from the community was highlighted at a recent review meeting, where both PSOS and BTP were represented and discussions took place to identify ways in which both organisations could continue to develop and enhance their joint support of the community. Of further note, this initiative has been shortlisted in the Glasgow Times Community Champions Awards.
- PSOS, BTP and Metropolitan Police worked together for the various high-profile football games between Rangers & Celtic vs Liverpool, Tottenham Hotspur, Norwich, Blackburn Rovers & West Ham in Q2.

**West Outer:**

- Dumfries and Galloway PSOS and BTP worked together with the upcoming winter safety campaigns and night-time economy plans, specifically focusing on football, VAWG, and events such as Eden Festival.
- Safer Shores in Ayrshire continued through July and August, and these patrols were activated upon good weather and monitoring of numbers of people travelling to the coast. The patrols also combined with ensuring safe passage of the Seville Fans for the football from Prestwick Airport.
- BTP, PSOS, Scottish Ambulance Service and Scottish Fire and Rescue attended Kilbirnie Ambulance station for a community day giving out crime prevention advice and educating on their respective roles and responsibilities.
- Current partnerships are working well in the Maybole and Girvan areas tackling youth ASB, with both forces sharing intelligence and suspect images for quicker identification of offenders.
- Anti-disorder patrols between BTP, PSOS, and Scotrail Travel safe team continued throughout the summer down the Balloch/Helensburgh route encouraging the Summer Safety Campaign, and plans are in place for the upcoming festive season.
- Joint working continues within the Coatbridge and Airdrie areas sharing intelligence around local group activity and nominal identification, whilst local media campaigns advertise around safer transport.
- BTP, PSOS, Community Wardens, Youth Workers and Street/Rail pastors have been working together on the Inverclyde Youth Safety Plan, addressing youth ASB in the Inverclyde area. These plans cover 14 railway stations between Woodhall to Wemyss Bay and Gourock. Inverclyde Partnership Hub hold meetings on Mondays, Wednesdays and Fridays every week to share operational and tactical options in dealing with ASB.

**East**

- BTP and PSOS continue to attend the monthly Waverley Market Working Group to target local concerns and issues. Of note there has been a bike marking event at Haymarket Train Station. Shared crime prevention stalls have been in effect at Edinburgh Waverley throughout September as part of the Edinburgh Preventions, Interventions and Partnerships team, in support of the month-long National Trading Standards Scotland Cost of Living Crisis – Scam Awareness Campaign that commenced on the 05/09/22.
- BTP and PSOS worked together on a ASB awareness week 18<sup>th</sup>-22<sup>nd</sup> July engaging with the communities raising awareness of ASB.
- On 7<sup>th</sup> September, Network Rail and the Samaritan’s hosted a stall at Edinburgh Waverley ahead of World Suicide Prevention Day which was also attended by BTP and PSOS. BTP have been invited to join PSOS in the Suicide Prevention Sub-groups in Edinburgh to share data on persons and locations of concern.

**North**

- BTP assisted PSOS with inputs for secondary school pupils in Fife Division delivering presentations on rail safety and providing an awareness of the crimes and penalties for offences on the rail network. There are future sessions planned in the new school term particularly targeting residential schools who have frequent absconders.
- PSOS and BTP attended an Emergency Services Day in Falkirk High Street on 10<sup>th</sup> August to engage with the local community alongside Scottish Ambulance Service and Scottish Fire and Rescue Service.
- Days of actions are run regularly with PSOS and BTP as part of the North East Interventions Team working on enforcement opportunities especially around the safe transportation of fans to and from football matches.

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SECURITY CLASSIFICATION - OFFICIAL  
HANDLING INSTRUCTIONS - Management  
DISCLOSABLE (FOI / PUBLICATION SCHEME) – Yes



# Report

**Report to:** Scottish Railway Policing Committee  
**Date:** 13/12/2022  
**Subject:** Stop and Search - Explanatory Note  
**Sponsor:** Chief Superintendent Gill Murray  
**Author:** CI Chris Shields & PS Victoria Graham  
**For:** Noting

## 1. PURPOSE OF PAPER

1.1. This is an explanatory note focused on direct areas for Stop and Search on D Division for the Scottish Railway Policing Committee to be held on 13th December 2022. This report follows a similar report made to the BTPA Performance and Delivery Committee (PDC) in September 2022 and focuses on Stop and Search figures between 1<sup>st</sup> April 2022 – 30<sup>th</sup> September 2022.

1.2. This paper will focus on:

- Comparison between D Division and other force areas.
- Governance / analysis of Stop and Search.
- Scrutiny – internal and external
- Ongoing training and support around Stop and search.

## 2. FORCEWIDE COMPARISON

2.1 The Stop and Search figures for D Division are significantly lower than in other Divisions across England and Wales, accounting for 1.45% of the force stop searches, however maintaining the highest find rate of 48.6%, whilst the average force find rate was 44.5%. With the geographic spread of population in Scotland being far more sparse than in England and Wales, and passenger numbers significantly lower, D Division does not

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

experience the volume of offences for which there are statutory Stop & Search Powers that is experienced in certain parts of England & Wales such as robbery, drug possession, and weapons carriage.

2.2 Additional searches have been conducted on D Division in the same period by the Force County Lines Enforcement Team, who account for an additional 38 searches bringing the Divisional total to 111 and maintaining a 53.2% find rate. As the county lines unit sits under a different Division the statistics on the Dashboard sit off D Division.

2.3 September 2022 was the start of a month-long County Lines campaign between BTP and Police Scotland, where working together identified opportunities to disrupt and dismantle drug lines impacting Scotland and groups utilising the rail network. The BTP County Lines Task force was deployed to Scotland and joint working took place, with two intensification days covering Glasgow, Edinburgh, and Aberdeen. Thirteen individuals were stopped and searched yielding eight positive search results.

### 3. GOVERNANCE AND ANALYSIS

3.1. D Division have an appointed Single Point of Contact (SPOC) for Stop and Search who reviews 100% of all stop searches on Division, ensuring that the search has been recorded correctly and that there were sufficient grounds recorded for the search taking place. Each stop search record is reviewed initially by a 1<sup>st</sup> line supervisor within 30 days. The SPOC will review all stop search records and 10% will be dip sampled by the divisional strategic lead (Chief Inspector).

3.2. The SPOC provides constructive feedback to officers and highlights learning and good practice which is then circulated.

3.3. The force operates a Scorecard for each Division which highlights any Stop and Search records that have not been reviewed by line management, the Percentage of accounts where body worn camera has been used and the number of accounts where self-defined ethnicity has not been provided. D Division a 100% review rate, with only 3 occasions where the subject of the search has not self-defined their ethnicity, and we have used body worn video in 90.5% of the Stop & search accounts. Those occurrences where body worn video was not used is due to officers being in plain clothes and not being issued with a BWV (CID currently are not issued with BWV).

3.4. Divisional Supervision up to Superintendent will dip sample stop and search records to ensure compliance with governance and provide additional control measures. This includes reviewing of body worn footage.

3.5. D Division's SPOC compiles a quarterly report with analysis of what statutory powers were used, age, sex and ethnicity of the subject of the search, location of search, whether

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body worn video was used during the search, whether the result of the search was a 'find' and whether the interaction led to a positive outcome.

- 3.6. D Division has recently sought Stop Search champions who can assist in promoting PC to PC, Peer to Peer, on team development to help instil stop search procedures properly and provide guidance to those in need. This is with a view to promote confidence with credible trusted operational colleagues.
- 3.7. We currently raise Stop & Search as a discussion piece with the D Division Independent Advisory Group (DIAG). See appendix Item 1 '*Stop Search Divisional Scrutiny on a Page*' for full detail.
- 3.8. D Division offers Stop Search scrutiny within DIAG and has had support to launch an additional Stop Search scrutiny function.
  - 3.8.1. The panel has two functions. 1) review data, such as disproportionality at events, or from units, and incidents of note, and 2) to assess the reasonable grounds the officers have written out
  - 3.8.2. Each of the written elements in relation to a Stop Search record is appropriately redacted. This means that DIAG do not have to go through a vetting process as no personal information is shared.
  - 3.8.3. However, to share unredacted Body Worn Video imagery the panel do need to be vetted, which is currently being progressed.
- 3.9 The DIAG is made up of representatives from Muslim, Christian, Sikh & football communities. The panel has 3 males & 4 females where all members have different areas of interest including race & equality, safeguarding, mental health & youth disorder. Due to the meetings being on Teams the geographical spread of the members is diverse, with members being located in different areas of the country rather than being constrained to one city.
- 3.10 The DIAG makes up the reasonable grounds panel meeting the HMICS obligation regarding independent scrutiny of stop search.

#### **4. DISPROPORTIONALITY**

- 4.1. A number of Senior Leadership 'Masterclasses' have taken place to equip senior commanders with the ability to extract, analyse and action their own Stop Search data. This will allow each function and Sub-Division to report more easily, and to be aware of their performance ahead of the Stop Search Board, identify areas for mitigation and promote best practice. This will enable more rigorous and transparent ownership of Stop Search at a local level, improving accountability and reducing a reliance upon central reporting functions.

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

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

- 4.2. Divisional Score Cards are now in operation on the Dashboard. Each Division / function can be asked to account for levels of disproportionality or particular trends.
- 4.3. Stop Search activity has seen a reduction in the volume of individuals who declare their Self Defined Ethnicity from BTP. D Division doesn't have this issue, and this is credit to the standards of administration. 97.3% of people searched during this time period provided Self Defined Ethnicity. Self defined ethnicity capture is crucial to determining disproportionality and disparity levels.
- 4.4. The census data being used for disproportionality is from 2011 and is out of date, so we are making efforts to update when the latest census data is published in 2023.
  - 4.4.1 The latest disproportionality figures with regards to black communities being searched on D division, adhering to the 2011 Census data between April and September for Scotland is 5.86. This figure relates to just 4 individuals being searched, from a total 111 searches. The force disproportionality rate for this same period was 8.10.
- 4.5. The divisional statistics are not fully realised under the current dashboard, as the stop and search data is not calculated by location, but rather by the home division of the officer conducting the Stop and Search.
- 4.6. The low data set within D Division means that figures can change quite dramatically, by one or two more/less Stop and Searches. The underuse of Stop & search as a tactic further distorts these figures.

## 5. TRAINING

- 5.1. There are monthly CPD events for officers regarding Stop & Search which are promoted through internal communications and attended where possible.
- 5.2. The Force is looking to adopt an annual E-learning package from the College of Policing to provide a regular refresher on the best means and approaches to Stop & Search.
- 5.3. The Lesson Exploitation Centre provides regular all force broadcasts covering best practice and development opportunities.
- 5.4. The C-Division 'Step Up to Sergeant' programme includes a supervisory session on Stop Search, which is being reviewed to adopt for D Division sergeants.
- 5.5. New recruits receive a practical operationally focused input around Stop & Search at Tulliallan Police College and when they complete Officer Safety Training at BTP.
- 5.6. Practical considerations and implications of Stop & Search are covered off in annual OST Refresher and Search Team Refresher courses.

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

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

- 5.7. As footfall on the network returns to something approaching Pre-Covid levels and events such as football and social events increase, there is less time for officer proactive operations which is believed to be a contributor to the reduction in S&S incidents.
- 5.8. The targeting of training and focussed scrutiny towards capabilities more likely to utilise S&S, such as the County Lines Task Force, may account for higher find rate.

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# Stop and Searches – April to Sep 22/23 – Searches in Scotland



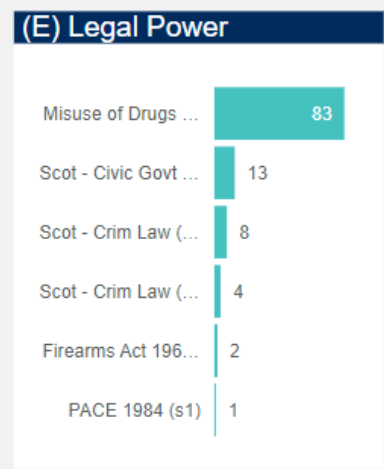
22/23 Searches Count	Object Found Count	Found Rate
<b>111</b>	<b>59</b>	<b>53.2%</b>
21/22 Searches Count	Object Found Count	Found Rate
<b>106</b>	<b>64</b>	<b>60.4%</b>
20/21 Searches Count	Object Found Count	Found Rate
<b>138</b>	<b>69</b>	<b>50.0%</b>
19/20 Searches Count	Object Found Count	Found Rate
<b>87</b>	<b>33</b>	<b>37.9%</b>

### (B) Self-Defined Ethnicity

SDE Category	20/21	21/22	22/23	22/23 vs 20/21	22/23 vs 20/21 %	22/23 vs 21/22	22/23 vs 21/22 %
(Blank)	2	3		-2	-100.0%	-3	-100.0%
Asian	12	3	5	-7	-58.3%	2	66.7%
Black	11	4	4	-7	-63.6%	0	0.0%
Mixed	1			-1	-100.0%		
Not Stated	3	1	3	0	0.0%	2	200.0%
Other	1	2	3	2	200.0%	1	50.0%
White	106	93	96	-12	-11.1%	3	3.2%

### Year Differences

	Count Difference	% Difference
22/23 vs 21/22	<b>5</b>	<b>4.7%</b>
22/23 vs 20/21	<b>-27</b>	<b>-19.6%</b>
22/23 vs 19/20	<b>24</b>	<b>27.6%</b>



Principle Outcome	#	%
No Further Action	69	62.16%
Arrest	18	16.22%
Police Discretionary Resolution	8	7.21%
Summons / Charged By Post	8	7.21%
Caution (Simple Or Conditional)	3	2.70%
Voluntary Attendance	3	2.70%
Alcohol / Tobacco Seized	1	0.90%
Community Resolution	1	0.90%

1. Introduction
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9. Any Other
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## DDiv Stop and Search Scrutiny - delivered via DIAG

### Divisional Responsibilities

1. Own and run their Strengthening Stop Search Community Working Group (SSSCWG) and Reasonable Grounds Panel (RGP) to be delivered via Divisional Independent Advisory Group
  - a. Four meetings per year for each to be diarised in advance
  - b. Producing minutes from meetings and follow up on actions - feeding the results of said actions back to the group and to be published on SnS Intranet Site
  - c. Collate feedback and provide said feedback to DDiv Strategic Stop and Search Lead
  - d. Maintain relationship with DDIAG
  - e. Facilitate as per the standards laid out in the tool kit provided
2. Feedback the themes which are identified to FHQ Stop Search identified from any of these pillars

#### Strengthening Stop Search Community Working Group (SSSCWG)

SSSCWG will discuss BTP's stop and search performance and scrutinise anonymised SnS records which includes comparing against Body Worn Video (BWV). Their views will then be fed back to BTP and help empower those who use the railway to shape how BTP carries out SnS..

A presentation on operational activity and the data generated will be a key focus of discussion.

The group, working in conjunction with a community co-chair and police co-chair, will direct where they wish scrutiny to focus on which have been borne from community concerns.

1. BWV and whole of Stop Search slip is reviewed
2. Statistical analysis of operational activity - these performance products can be request via Analysis and Insight tasking form
3. Thematically driven i.e. CYP searches, searches from an event, types of searches, searches which involved Use of Force etc
4. Standing pannelist membership, not a guest panel
5. Co -Chaired by Divisional Stop Search Lead

#### Reasonable Grounds Panel (RGP)

The RGP engages members of the panel directly in determining whether individual officers have met the legal requirements for 'reasonable grounds' when using their powers, and provides the basis for follow-up action where it is deemed that this requirement has not been met.

The Panel consists of police officers and a community members who assess the grounds or reasons given by officers for stopping and searching a member of the public.

When the Panel, as a co-production, decides that officers have not met the legal tests during stop and searches, officers are offered feedback including training, coaching, and professional development delivered by their command team. Equally good practice leading to operational and quality of encounter wins is celebrated.

The focus is very much development based where ever there is the space to take that route.

This function consists of guest panellists invited on an adhoc basis.

1. Based on written grounds not BWV
2. Bulk review of Stop Searches
3. Can be thematic
4. End product is a % confidence level of our Stop Search legality i.e. panel identified 89% of SnS were compliant in their eyes
5. Guest make up i.e. members may just attend one meeting in isolation Particular community groups could be asked to join on an ad-hoc basis.
  - a. Police and Community Co-Chair is permanent feature

#### Governance

1. First line supervisors to review all Stop Searches
  - a. Template provided
  - b. BWV is not expected to be reviewed fort every encounter but an effective proportionate methodology must be applied\*
2. 100% of Sgts reviews are reviewed by Insps, 10% of Insp to be reviewed by C. Insps. and 10% of C. Insps to be reviewed by Supts (or at least one stop search)
  - a. Dip sampling can be thematic i.e. CYPs, drugs, events, weapon enable crime, days of action

\*Guidance on tailoring local BWV regimes can be sought from SnS FHQ

\*\*Performance products are available to assist via the DataHub

1. FHQ Stop Search will periodically review compliance
2. Divisional Governance Teams and SMT will check compliance
3. Divisional Stop Search Lead or a suitable appointed deputy will own overall responsibility for governance function



Report to: Scottish Railways Policing Committee

Agenda #: 7.3

Date: 13 December 2022

Subject: Refresh of Scotland Division Policing Plan 2022-25

Sponsor: Chief Executive

Authors: Jen Crowther and Sam Elvy

For: Information and endorsement

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## 1. Purpose of paper

- 1.1 To update the Committee on the year one refresh of the 2022-25 Railways Policing Plan for Scotland Division and to seek endorsement for those proposals.

## 2. Background

- 2.1 As previously briefed at our meeting in February, part of the approach from 2022 was to move to a three-year rolling Plan, aligned with our new Strategic Plan, with a commitment to carry out an annual light touch review and refresh. The rationale behind that proposal was to create line of sight on topics of shared importance for BTP and its partners in order to create the conditions to encourage deeper partnership working to tackle those shared priorities.
- 2.2 This paper provides an update on that year one refresh of the Policing Plan for 2022-25; this is in accordance with Section 52 of The Railways and Transport safety Act 2003. It consolidates the feedback from the recent local and public consultation and presents the final proposals for any updates to the rolling local Scotland Division and forcewide priorities from 2023.

## 3. Engagement and consultation

- 3.1 Although a light touch review, the existing Policing Plan has still been subject to extensive engagement in the last quarter including;
  - **Local stakeholder events** including a focused session for Scotland held on 19<sup>th</sup> October. As in previous years those events were well attended and for the Scotland session the following were represented. ScotRail, Network Rail, Caledonian Sleeper, Transport for Scotland, Scottish Government, Strathclyde Partnership for Transport, Police Scotland and the Scottish Police Authority.

- **BTP's Public Attitude Survey 2022.** This Public Attitude survey assists in identifying policing priorities that matter most to the travelling public who work or travel on the rail network. The survey opened on 26th September and ran until 30th November. At the time of writing 1039 valid responses had been received of which 102 had come from respondents identifying as being in Scotland. A set of telephone interviews have also been commissioned by BTP to boost representation rates.

3.2 The feedback from these activities has received detailed consideration and has shaped the proposals for amendments contained in this paper.

#### 4. Key consultation findings and resulting amendments

##### 4.1 The **Public Attitude Survey**

- Respondents were asked to grade a number of crime types by priority (1= Highest Priority), whilst currently only a small sample (and therefore possibly subject to change), the crimes concerning the public are Terrorism, Anti-Social Behaviour, Football, Violence and Sexual Offending.
- The BTP findings are also broadly aligned to work being concluded by Transport Focus alongside NWR to inform Control Period 7. Whilst this is due to be published in November 2022 draft findings on 'what is important to customers', states personal security being a top issue with low level disorder and ASB being specifically stated.

##### 4.2 **Partner engagement**

- Anti-Social Behaviour has been the key issue raised by operators, with particular emphasis placed on low level disorderly behaviour which has deteriorated post-pandemic.
- Suicidal behaviour and Mental Health incidents and the associated officer abstraction, is seen to be increasing and the perception is that this will continue and be influenced by the cost of living crises.
- Overall agreement was reached at all meeting (including for Scotland) that the existing objectives remain fit for purpose and allow for local issues and locations to be raised.

##### 4.3 Alignment of plans for BTP with policing priorities in Scotland

As we did in developing the original 2022-25 version of the Scottish Railways Policing Plan, we have tested alignment of the proposals emerging from the recent review with other strategies and plans we have reviewed the following;

- The Strategic Police Plan for Scotland 2020 and Annual Police Plan 2022-23<sup>1</sup>
- Priorities for each of Police Scotland's Community teams (plans covering 2020-23)

#### Common themes

- There is still good alignment on the following topics – delivering outcomes in partnership, tackling violence, public order (and antisocial behaviour for BTP), public protection/protecting vulnerable people, counter terrorism, , sexual offences and hate crime including violence against women and girls

#### Areas of divergence

- As previously reported, there are still some obvious strategic and local priority areas within Police Scotland which do not have a logical read across to BTP's operations, and vice versa including road safety and road crime, and drug and alcohol misuse. For BTP, preventing and managing police related disruption on the railway has no absolute equivalent within Police Scotland.
- The PSOS plan for 2022-23 includes a commitment to tackle digital crime which is not reflected in BTP's proposals
- Crimes of theft no longer feature in the PSOS plan but remain a focus for BTP under the heading of volume crime

## 5. Recommendations

- 5.1 Anti-Social Behaviour has been a theme identified throughout both stakeholder and public feedback. In-keeping with the discussion and decision at the Strategy and Planning Committee (March 2022), when initially setting the three-year Plan, we are confident that ASB is covered within the objective to 'Tackle those crimes and incidents that most impact on the confidence of those who work and travel', with specific measures already in place. However, it would be appropriate to ensure coverage of this key theme within the accompanying Policing Plan narrative.
- 5.2 Consideration was given to having a separate objective on Mental Health and Suicides; however, we believe this is best placed within the existing objective regarding vulnerability; 'Protect, support and safeguard vulnerable people and those at risk of exploitation and harm'. We have identified an additional measure regarding the use of powers to protect people in crises. This information is already captured and will provide stakeholders with oversight on any trends in the next year.

<sup>1</sup> [Police Scotland Annual Police Plan 2022/23](#)

- 5.3 It is recommended that we now include an additional measure regarding powers used to protect people in crisis. See the proposals at Annex 1: Scottish Railways Policing Plan 2022-25. 2023 Annual Review
- 5.4 Introductions from the Chair, Chief Constable and Divisional lead will also be updated for the refreshed plan along with details on local leadership, budgets and resourcing.
- 5.5 If content, the Committee is asked to endorse the updated plans for BTP's Scotland Division.

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# SCOTTISH RAILWAYS POLICING PLAN

## Annual Review - proposals

November 2022

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*We will work with our partners to tackle the following for the railway and subway:*

Create a hostile environment for terrorism through the CONTEST strategy	Ensure passengers and staff can work and travel free from the threat of violence		Tackle those crimes and incidents that most impact on the confidence of those who work and travel	Reduce disruption on the network through collaboration	Protect, support and safeguard vulnerable people and those at risk of exploitation and harm	Tackle violence against women and girls, hate crime and sexual harassment
<ul style="list-style-type: none"> <li>Maintain specialist operational capabilities which provide mitigation to the plausible attack methodologies identified. Develop capabilities where they do not already exist</li> <li>Develop the awareness and understanding of the terrorist threat amongst BTP officers and staff, including the role they play in mitigating against it.</li> <li>Increase the awareness of the rail industry of the terrorist threat and how they are able to mitigate against it</li> <li>Maintain command capability which enables effective command and control of the BTP response to a terrorist attack</li> <li>Undertake an exercise programme which thoroughly tests response plan, commanders and responders against the highest risk and most plausible threats within the CT StRA</li> <li>Develop and train guidance documentation and prepare plans for the highest risks and most plausible threats within the Ct StRA</li> </ul>	<p style="text-align: center;"><b><u>Violence &amp; Aggression Against Passengers</u></b></p> <ul style="list-style-type: none"> <li>Number and % of positive outcomes for;                             <ul style="list-style-type: none"> <li>o Serious violence</li> <li>o Weapon-enabled offences</li> <li>o Robbery</li> <li>o Public Order</li> </ul> </li> <li>Officer tasking activity output for serious violence &amp; weapons crimes;                             <ul style="list-style-type: none"> <li>o Stop &amp; Search</li> <li>o Intelligence submissions</li> <li>o Weapons seized</li> </ul> </li> <li>Victim Code of Practice Compliance</li> </ul>	<p style="text-align: center;"><b><u>Violence &amp; Aggression Against Rail Staff</u></b></p> <ul style="list-style-type: none"> <li>Number and % of positive outcomes for VAP and public order against rail staff</li> <li>Outcome types for offences against rail staff</li> <li>Through collaboration with TOCs, improvement in % of positive outcome types for rail staff</li> <li>Victim Code of Practice Compliance</li> </ul>	<ul style="list-style-type: none"> <li>Number and % of positive outcomes for volume crime at agreed key locations</li> <li>Officer activity output at agreed key locations (on and off train)</li> <li>Number of ASB incidents</li> <li>Satisfaction levels as determined by the Victim Crime Survey</li> <li>Incident response times, broken down by category (Priority/ Immediate)</li> <li>Number and % of positive outcomes for football related offences</li> </ul>	<ul style="list-style-type: none"> <li>Number of disruption incidents &amp; primary minutes at key locations broken down by category;                             <ul style="list-style-type: none"> <li>o Cable theft</li> <li>o Vandalism/ theft</li> <li>o Trespass</li> <li>o Drunks/disorder/trespass</li> <li>o Fatality/injuries involving a train</li> </ul> </li> <li>Average fatality handback times</li> <li>Number of PSPs created for PiPP hotspots</li> </ul>	<ul style="list-style-type: none"> <li>Vulnerability concern reports by category</li> <li>Number of repeat presenters and high frequency presenters</li> <li>County Lines data by outcome category</li> <li>No of life saving interventions</li> <li><b>Use of powers to protect people in crises (\$136/297)*</b></li> </ul>	<ul style="list-style-type: none"> <li>Number and % of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)</li> <li>Number and % of positive outcomes for incidents involving sexual harassment (measure for public &amp; rail staff)</li> <li>Number and % of positive outcomes for sex offences (including breakdown of victim engagement)</li> <li>Number of known offenders being actively monitored</li> <li>Number of applications for Sexual Harm Prevention Orders, CBO and wider preventative orders.</li> <li>% of compliance with prohibitive orders for managed offenders</li> <li>Number and % of positive outcomes for hate crime (broken down by factor)</li> <li>Officer tasking activity output for sexual offences &amp; hate crimes</li> <li>Satisfaction levels as determined by the Victim Crime Survey</li> <li>Victim support of prosecutions – <i>measure</i></li> </ul>

1. Apologies
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# Forcewide Policing Plan

*We will work with our partners to tackle the following for the railway and Underground:*

Create a hostile environment for terrorism through the CONTEST strategy	Ensure passengers and staff can work and travel free from the threat of violence		Tackle those crimes and incidents that most impact on the confidence of those who work and travel	Reduce disruption on the network through collaboration	Protect, support and safeguard vulnerable people and those at risk of exploitation and harm	Tackle violence against women and girls, hate crime and sexual harassment
<ul style="list-style-type: none"> <li>• Maintain specialist operational capabilities which provide mitigation to the plausible attack methodologies identified. Develop capabilities where they do not already exist</li> <li>• Develop the awareness and understanding of the terrorist threat amongst BTP officers and staff, including the role they play in mitigating against it.</li> <li>• Increase the awareness of the rail industry of the terrorist threat and how they are able to mitigate against it</li> <li>• Maintain command capability which enables effective command and control of the BTP response to a terrorist attack</li> <li>• Undertake an exercise programme which thoroughly tests response plan, commanders and responders against the highest risk and most plausible threats within the CT StRA</li> <li>• Develop and train guidance documentation and prepare plans for the highest risks and most plausible threats within the Ct StRA</li> </ul>	<p style="text-align: center;"><b><u>Violence &amp; Aggression Against Passengers</u></b></p> <ul style="list-style-type: none"> <li>• Number and % of positive outcomes for;                             <ul style="list-style-type: none"> <li>○ Serious violence</li> <li>○ Weapon-enabled offences</li> <li>○ Robbery</li> <li>○ Public Order</li> </ul> </li> <li>• Officer tasking activity output for serious violence &amp; weapons crimes;                             <ul style="list-style-type: none"> <li>○ Stop &amp; Search</li> <li>○ Intelligence submissions</li> <li>○ Weapons seized</li> </ul> </li> <li>• Victim Code of Practice Compliance</li> </ul>	<p style="text-align: center;"><b><u>Violence &amp; Aggression Against Rail Staff</u></b></p> <ul style="list-style-type: none"> <li>• Number and % of positive outcomes for VAP and public order against rail staff</li> <li>• Outcome types for offences against rail staff</li> <li>• Through collaboration with TOCs, improvement in % of positive outcome types for rail staff</li> <li>• Victim Code of Practice Compliance</li> </ul>	<ul style="list-style-type: none"> <li>• Number and % of positive outcomes for volume crime at agreed key locations</li> <li>• Officer activity output at agreed key locations (on and off train)</li> <li>• Number of ASB incidents</li> <li>• Satisfaction levels as determined by the Victim Crime Survey</li> <li>• Incident response times, broken down by category (Priority/Immediate)</li> <li>• Number and % of positive outcomes for football related offences</li> </ul>	<ul style="list-style-type: none"> <li>• Number of disruption incidents &amp; primary minutes at key locations broken down by category;                             <ul style="list-style-type: none"> <li>○ Cable theft</li> <li>○ Vandalism/ theft</li> <li>○ Trespass</li> <li>○ Drunks/disorder/trespass</li> <li>○ Fatality/injuries involving a train</li> </ul> </li> <li>• Average fatality handback times</li> <li>• Number of PSPs created for PiPP hotspots</li> </ul>	<ul style="list-style-type: none"> <li>• Vulnerability concern reports by category</li> <li>• Number of repeat presenters and high frequency presenters</li> <li>• County Lines data by outcome category</li> <li>• No of life saving interventions</li> <li>• <b>Use of powers to protect people in crises (\$136/297)*</b></li> </ul>	<ul style="list-style-type: none"> <li>• Number and % of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)</li> <li>• Number and % of positive outcomes for incidents involving sexual harassment (measure for public &amp; rail staff)</li> <li>• Number and % of positive outcomes for sex offences (including breakdown of victim engagement)</li> <li>• Number of known offenders being actively monitored</li> <li>• Number of applications for Sexual Harm Prevention Orders, CBO and wider preventative orders.</li> <li>• % of compliance with prohibitive orders for managed offenders</li> <li>• Number and % of positive outcomes for hate crime (broken down by factor)</li> <li>• Officer tasking activity output for sexual offences &amp; hate crime</li> <li>• Satisfaction levels as determined by the Victim Crime Survey</li> <li>• Victim support of prosecution <i>measure under development</i></li> </ul>

Report to: Scottish Railways Policing Committee

Date: 13 December 2022

Subject: Providing VfM (Best Value) for Scotland

Sponsor: Chief Executive

Author: Head of Strategy, Planning and Engagement

For: Comment

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## 1. Purpose of paper

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

## 2. Background

2.1 In establishing the Scottish Railways Policing Committee, four key design principles were agreed which have informed the work and focus the Committee undertakes. This paper is focused on the design principle ***'Designed on best value principle and provide an appropriate mechanism to ensure value for money'*** and provides an update on the financial figures presented in 2021.

2.2 This paper also considers the other evidence the Committee has reviewed over the last calendar in understanding the efficiency and effectiveness of BTP's operations in Scotland as described at section 4.

## 3. Evidencing value for money

3.1 When the Committee took its first 'evidencing value for money report' in September 2020 it also set out an aspiration to develop a model to enable regular and robust scrutiny of value delivered by BTP (and partners) in Scotland. Following dialogue with colleagues in the SPA and discussion of a more detailed proposal by the Committee in February 2022; approval was given for adopting the recently refreshed Scottish Government Best Value framework as a way to shape and organise its ongoing value oversight work.

3.2 Appendix A to this paper is a summary of business carried out by this Committee with respect to the broader Best Value Framework since November 2021 and an indication of where the Committee plans to carry out further scrutiny in the year ahead.

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

4.1 In addition to the Best Value activities set out above, this report also includes an annual update on BTP's direct and indirect spend on policing in Scotland. As previously reported to the Committee, and in common with other organisations,

delivery of service - and value - is the combined effort of multiple business functions. For BTP, this translates to two broad groupings of spend;

- Direct spend on BTP Scotland (D-Division)
- Indirect spend on other functions and activities which support and enable the work of BTP’s Scotland Division some of which are physically located in Scotland and some which provide support from elsewhere in England or Wales

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

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

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- 4.2 The D Division budget for 2021/22 was £10.36m (2020/21 £11.37m); the cost of the other operational and support functions based in and outside Scotland and which enabled policing in Scotland was approximately £13.95m in 2021/22 (£11.74m in 2020/21).
- 4.3 The main changes in this financial reporting for 2021/22 resulted from the alignment of Investigations, Duty and Event Planning and dog handlers into single commands; a change which has taken place across all BTP's operational divisions. This ensures consistency in delivery standards, ensures continuous service provision and provides resilience. While the financial reporting changed in some circumstances, the roles in question remain based in Scotland and continue to provide the same level of service to railway policing in Scotland.
- 4.4 Following the Force efficiency programme for Duties and Events teams, Glasgow was chosen as one of two sites to house the GB wide Duties and Event planning teams, the other site being in Manchester. This new approach removes operational barriers; for example this remodeled unit was responsible for rostering all the officers from across the force who policed COP26.

**5. Recommendations**

- 5.1 The Committee is asked to review this paper and its appendix and note its contents, exploring any topics of particular interest.

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# Appendix A

## Annual value for money report

### Best Value framework

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## Reminder of 7 Best Value Themes

- This Appendix to our main report is informed by The Local Government in Scotland Act 2003 statutory framework for Best Value for local authorities.
- The accompanying Best Value guidance is organised around the 7 following themes which the Committee has adopted to shape its future work plan and how it assesses, and reports on the value delivered by BTP(A).
  - Vision and leadership
  - Governance and accountability
  - Effective use of resources
  - Partnerships and collaboration
  - Working with communities
  - Sustainability
  - Fairness and equality

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## Theme 1 Vision and leadership: *consider evidence that BTP(A) is setting and driving clear priorities and working effectively, and in partnership, to deliver improved outcomes*

### Relevant work completed by SRPC in 2022

- The Committee oversaw and contributed to the development of the 2022-27 Railways Policing Strategy published in April and formally received by the Committee in May 2022.
- It also reviewed progress on the development of the supporting Policing Plans from 2022/25 and endorsed the final plans for Scotland in February 2022, crosschecking them against wider policing plans for Scotland. That work included oversight of stakeholder engagement to identify priorities and measures - a key theme emerging is delivering in partnership.
- The Committee also oversaw the process for the year one refresh of the policing plan for Scotland – the final recommendations being tabled for review in November 2022.
- An ongoing update to the Committee has been the quarterly partnership working report from BTP and PSOS.

### Future plans under this themes

- Ongoing quarterly updates from BTP on delivery of the policing plan for Scotland and the supporting partnership working report from BTP/PSOS
- Quarterly updates from BTP on delivery of the Strategic Plan and transformation programme ‘A Force on the Move’ to identify examples of/opportunities for innovation in partnership working
- Quarterly updates on audit and inspection activity which is informed by strategic/policing plan priorities
- Quarterly deep dives on thematic topics (add suggestions from AFOTM)

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**Theme 2 Governance and accountability:** *effective governance and accountability arrangements are in place with openness and transparency in decision making, schemes of delegation and effective reporting of performance. These are essential for taking informed decisions, effective scrutiny of performance and stewardship of resources.*

### Relevant work completed by SRPC in 2022

- Quarterly Performance updates against 2022-25 Policing Plan throughout 2022 – all meetings have also including Police Scotland / BTP Joint Report
- Updates on delivery of the Strategic Plan and AFOTM from September 2022
- All 2021/22 meetings have taken place in a public forum (via Teams) and papers are made available to the public
- The Committee has overseen stakeholder engagement on and final versions of railways Policing Strategy and Scottish Railways Policing Plan 2022/23 draft for review
- New agenda item added from November 2022 ‘industry voice’ to ensure partners are aware of, and can contribute to, the matters being considered by the Committee
- This annual value for money report

### Future plans

- Strengthen partner inputs to/visibility of the Committee’s work – including broadening the group from which we seek inputs
- Deep dives on delivery of dimensions of the Strategic and Policing Plans most relevant to delivery of services in Scotland (see workplan for current recommendations)
- Continue work to develop a bespoke strategic risk register for BTP Scotland in partnership with the Scottish Police Authority and PSOS

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**Theme 3 Effective use of resources:** *Clear plans and strategies along with sound governance and strong leadership are in place to ensure that our resources are deployed to achieve our strategic priorities, meet the needs of our communities and deliver continuous improvement.*

**Relevant work completed by SRPC in 2022**

- Oversight of the development of the 2022-27 Strategic Plan and supporting Policing Plan for Scotland – receipt of final plans including funding and resource profiles
- Annual providing VfM (Best Value) for Scotland report (this item) this time aligned with the Best Value framework
- All 2022 meetings have included Audit and Inspection updates setting out key findings from relevant audit and inspection activity
- The Committee has received thematic items on the following topics to understand how BTP delivers support services and capability for Scotland
  - Fleet (Feb 2022) this has identified opportunities to share learning from EV procurement and on charging infrastructure
  - Estates (Feb 2022)
  - Sustainability/Net Carbon Zero plans (May 2022) this generated a follow up discussion between BTP and PSOS on collaboration opportunities
  - Neighbourhood policing strategy (Sept 2022)
  - Note on audit of Strategic Workforce Planning (Sept 2022)

**Future plans**

- Ongoing programme of deep dive items to increase visibility of efficiency including delivery of the AFOTM transformation programme
- Via our ongoing 'Industry Voice' item explore opportunities for innovation and collaboration with partners (some suggestions are captured in our paper elsewhere on this agenda)
- Receive HMICFRS (HMICS) PEEL reports on effectiveness and efficiency (due Spring 2023)

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**Theme 4 Partnerships and collaborative working** : *demonstrate how, in partnership with all relevant stakeholders, we provide effective leadership to meet local needs and deliver desired outcomes. We should demonstrate a commitment to and understanding of the benefits gained by effective collaborative working and how this facilitates the achievement of strategic objectives.*

### Relevant work completed by SRPC in 2022

- Strategic and annual priorities for Scotland identified in partnership as reported to the Committee in Feb 2022 – the Committee also received a report in Nov 2022 on the year 1 refresh of plans/measures following local engagement activity
- All Quarterly operational performance updates include a Police Scotland / BTP joint input on issues identified and actions taken
- The Committee considered a verbal report on collaboration and lessons learned via the COP 26 Policing operation (Nov 2021)
- SPA tabled a draft horizon scanning report (Sept 2022) which has been endorsed by the Committee as a joint product by SPA/BTPA for regular review by the Committee
- Our first ‘industry voice’ item will be taken at our Nov 2022 meeting – this seeks feedback from partners on matters relating to railways policing in Scotland and to identify opportunities and risks from a partner perspective

### Future plans

- Standing item ‘industry voice’ to drive discussions in meetings and to identify items for future meetings – two possible topics from our first report have been included in our 2023 workplan
- Twice-yearly joint horizon scanning report by BTPA/A and SPA/PSOS
- A focus on oversight of collaboration and innovation activities/opportunities in support of the Strategic Plan and AFOTM
- Development of a joint Scottish railways policing strategic risk register between BTP/A and PSOS/SPA to consider a focus on partnerships as per the current BTPA risk register

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## Theme 5 Working with communities: *We should ensure that people and communities are able to be fully involved in the decisions that affect their everyday lives.*

### Relevant work completed by SRPC in 2022

- Oversight of public and stakeholder consultation in support of the 2022-27 Strategic Plan and 2022-25 Scottish Railways Policing Plan (Feb and Nov 2022)
- New regular ‘industry voice’ item presented quarterly
- Report on HMICFRS (HMICS) inspection activity including the May 2022 Victim Service Assessment (reported to SRPC in September 2022)
- Thematic on BTP’s updated Neighbourhood Policing Strategy (September 2022) including engagement and problem solving approaches
- Legitimacy reports on;
  - Disproportionality – the victim service experience (Feb 2022)
  - Response to the Angiolini Review (May 2022)
  - Stop & Search (Nov 2022)

### Future plans

- Annual refresh of the Policing Plans in 2023– including scrutiny of supporting engagement
- Standing item on ‘industry voice’ to drive discussions in meetings and to identify items for future meetings – two possible topics from our first report have been included in our 2023 workplan
- Feed through of relevant items emerging from our new Stakeholder Engagement Working Group (SEWG)
- Revisit BTP’s crime and incident data in the next 12 months to identify inequalities in service delivery
- Possible update from Transport Focus on recent passenger research – capture this as a regular Committee item (annual input?)
- Report on findings with respect to engagement dimensions of the upcoming HMICFRS (HMICS) PEEL inspections

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**Theme 6 (cross-cutting) Sustainability\***: *relates to securing a balance of social, economic and environmental wellbeing in the impact of activities and decisions, and seeking to meet the needs of the present without compromising the ability of future generations to meet their own needs.*

### Relevant work completed by SRPC in 2022

- Thematic Items on Fleet and Estates (Support Services) which included a dimension on sustainability (see below) (February 2022)
- Thematic to 18 May 2022 meeting on BTP’s emerging sustainability plans
- Follow up discussion between BTP and PSOS leads on sustainability strategies which has identified opportunities around electrification of the fleet, sharing knowledge on Net Zero Carbon implementation and monitoring

### Future plans

- Follow up on delivery of the BTP sustainability strategy – progress in Scotland
- Progress discussions on opportunities for collaboration between BTP and PSOS (and others) and report back to the Committee during 2023

*\*Theme 6 sustainability and Theme 7 Fairness and Equality are identified as themes which should be embedded in and cut across all other activities*

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## Theme 7 (cross-cutting) Equality\*: *Tackling poverty, reducing inequality and promoting fairness, respect and dignity for all citizens should be key priorities alongside partners*

### Relevant work completed SRPC in 2022

- Sight of work on development of the 2022-27 Strategic Plan which includes the strategic priority ‘Build a modern and inclusive Force where our people are well-equipped, well-trained, well-led, well-cared for and reflect the best of our communities’
- Legitimacy reports on;
  - Disproportionality – the victim service experience (Feb 2022)
  - Response to the Angiolini Review (May 2022)
  - Stop & Search (Nov 2022)
- Report on HMICFRS (HMICS) inspection activity including the May 2022 Victim Service Assessment (reported to SRPC in September 2022)

### Future plans

- Revisit update on Equality, Diversity and Inclusion/Gender Balance and receive the updated BTP Equality Strategy once signed off – (last reported Sept 2021)
- Update on the Angiolini review response
- Inputs from the BTPA Stakeholder Engagement Working Group on relevant business with respect to engagement/consultation

*\*Theme 6 sustainability and Theme 7 Fairness and Equality are identified as themes which should be embedded in and cut across all other activities*

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Report to: Scottish Railways Policing Committee  
 Agenda #: 7.5  
 Date: 13 December 2022  
 Subject: Industry Voice  
 Sponsor: Chair SRPC  
 Author: Head of Strategy, Planning and Engagement  
 For: Information / Discussion

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## 1. Purpose of paper

- 1.1 To hear from a key industry partner via a verbal input from ScotRail representatives in the meeting.
- 1.2 To also provide a written update to the Committee on matters arising from engagement with other industry partners from Scotland in the last quarter (in addition to those issues raised via the Policing Plan refresh set out elsewhere on this agenda). The Committee may wish to consider what further discussions it wants to have on the topics raised, as set out in the concluding recommendations.

## 2. Background

- 2.1 At its SRPC meeting in September 2022, Members supported proposals to build on existing engagement activities by creating a standing agenda item through which it could hear from the rail industry on a more regular basis.
- 2.2 This is the first time this item will be taken so feedback from the Committee and guests on the approach taken, and nature of feedback received, would be very welcome to inform inputs to future meetings.

## 3. Engagement in last quarter

- 3.1 ScotRail has been invited to make representations at the December 2022 meeting.
- 3.2 The Executive reached out the following partners seeking representations for consideration by the Committee.
  - Transport Focus
  - LNER
  - Avanti West Coast
  - TransPennine Express
  - Caledonian Sleeper
  - Network Rail

- Network Rail Freight
- Cross Country Trains
- Northern Rail

3.3 From that engagement the following feedback and suggestions have been put forward by two partners. We would note that the period covered by this report coincided with consultation on the 22/23 Policing Plan refresh which we have also spoken to a number of partners set out at paragraph 3.2 above.

Partner	Key points from feedback
<p>Network Rail Regional Freight Manager, Scotland (Call on 14<sup>th</sup> Oct)</p>	<ul style="list-style-type: none"> <li>• Welcomed the ongoing support from BTP and PSOS – engagement is good</li> <li>• 2 key issues for freight;                             <ul style="list-style-type: none"> <li>○ Trespass prevention and management on the wider freight estate but the ongoing focus on mainline routes is also welcomed.</li> <li>○ Need to continue to build confidence in BTP through better communications on delivery of BTP’s plans and main achievements – BTP is not good at celebrating its successes</li> </ul> </li> <li>• There is a focus for freight on preventing harm via trespass at depots and sidings – how can BTP and PSOS be more involved in that emerging work?</li> <li>• Freight operators can help BTP and PSOS develop knowledge of the changing nature of rail freight in Scotland – i.e., the type of goods and customer base is changing therefore so are the risks, and what’s needed from BTP and PSOS. How can the industry best share that information?</li> <li>• Freight Operating Companies (FOCs) would like to know more about what BTP does/can offer and its development aspirations – e.g. drones strategy – how can freight benefit from this and align its own plans?</li> <li>• There is space on the freight estate for FOCs to support police training activity – how could we better leverage the freight estate in an innovative way?</li> </ul> <p>(Cal Logan would be very happy to be more involved in the business of the Committee – and has been invited to the Dec SRPC session)</p>

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<p>Transport Focus (TF) Robert Samson, Senior Stakeholder Manager Scotland</p> <p>(Call on 18<sup>th</sup> Oct)</p>	<ul style="list-style-type: none"> <li>• Referenced work done by Transport Focus and Network Rail (NR) in preparation for the CP7 submission via a survey of passengers to determine what’s important to them (see also the item on the policing plan refresh elsewhere on this agenda) – TF will share that report with us when published             <ul style="list-style-type: none"> <li>○ Results for personal security are consistent by NR region</li> <li>○ Research reveals that visibility (all staff), ASB/low level disorder and ticketless travel are key priorities for passengers</li> </ul> </li> <li>• TF encourage thinking about how all rail partners can work together to maximise the impact of available staff – there is a role for BTP in that</li> <li>• They also encourage partners to think about raising awareness of measures to address personal security – e.g. about BTP and operator patrols/CCTV/BWV/help points – greater awareness should improve passenger confidence</li> <li>• TF are supportive of being involved in conversations about the wider impact of industry reform – changes to staffing levels, staff roles, timetables etc</li> </ul>
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3.4 The following themes have emerged,

- There is a clear offer to share information/insights from both partners which is aligned with our strategic priority on collaboration and innovation – BTP and this Committee should consider how best to respond to that offer either via business as usual and/or via a special focus at this forum.
- There is also a very clear appetite for further partnership working which is encouraging and again supports our strategic focus on collaboration. The Committee should seek an update on how BTP (and the Authority) proposes to respond to that opportunity for closer working.

4. For the next quarter

- a. Having trialled our approach with a relatively small group of partners for this initial report we will contact a wider range of stakeholders for our next paper; that will include Strathclyde Partnership for Transport and Transport Scotland. We would welcome suggestions from the Committee about other partners who should be added to our stakeholder network as this item progresses.

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5. Recommendations

- a. The Committee is asked to consider and discuss the findings set out above and in response to representations from ScotRail in the meeting.
- b. Having heard about the nature of BTP's freight policing operation at this Committee in September 2021, we could consider adding a partnership deep dive on freight policing to our work plan for 2023.
- c. The Committee might also consider including a regular input from Transport Focus on its work and findings in Scotland as part of our ongoing workplan.

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# SCOTTISH RAILWAYS POLICING COMMITTEE AUDIT & INSPECTION ACTIVITY REPORT

November 2022

# Audit, Inspection & Risk Update



## Audits & Inspections

- BTP is currently tracking 78 open recommendations from force-wide audits and inspections – this is a reduction of 20 since the last reporting.
- There are two recommendations that are specific to Scotland which are from the HMICFRS Victim Service Assessment Inspection:
  - *BTP (Scotland) doesn't currently have full and ready access to the interim vulnerable persons database held by Police Scotland* – BTP is now able to get data held in the database from the provision of contacts at Police Scotland. This action is pending closure.
  - *Reports of crime in BTP (Scotland) must be recorded in accordance with the SCRS and Scottish legislation* - New Contact staff have been recruited in Scotland to improve local knowledge of Scottish rules capability. This action is complete.
- The GIAA and HMICFRS recommendations that are overdue for review were reviewed in detail at ARIC on 13 October and a direction given by the DCC to ensure that the recommendations are reviewed and updated as a priority. Since this time, there has been some positive improvement in actions being updated and completed. In addition, alongside GIAA, Audit & Assurance will be meeting with the business owners of the outstanding actions during November, to review and establish if they are still relevant and what is needed to close them. There were no recommendations with specific reference to Scotland.
- GIAA have been asked to draw out any specific findings that relate to Scotland which will be brought to this committee for oversight; to date, none have been identified to date.

## Risk Management

- In the last quarter, work has been undertaken on the Strategic Risk Deep Dives for Health, Safety & Wellbeing, and this will be presented to the People Committee on 16 November 2022.
- The Risk Management Lead has been appointed and is due to start in post in December 2022.

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# Crime & Incident Audits



## Out of Court Disposals D Division

- In the last quarter there has been an out of court disposals audit for Scotland which was published in October.
- This showed that there was 70% compliance with the Scottish Crime Recording Rule, which is a decrease in previous compliance and is an anomaly in what is usually a very high compliance area.
- The drop in compliance relates to an issue with the governance of the process not following the division's policy, e.g. authority levels. Recovery is being led by CI Brian McAleese supported by CaJU.

The committee is reminded that all crime & incident audits include activity in Scotland, but that the samples sizes are small. Some findings from our force-wide audits are below:

## Theft Audit – August 2022

- In sample of 100 BTP crimes, 8 were from Scotland.
- Every one of the Scottish crimes was correctly recorded and classified, one was later correctly cancelled when the property was found. Timeliness was the only issue with recording taking between 2 hours and 15 days with the average being 5 ½ days. This is an ongoing issue that is being addressed with increasing resourcing of the FCC with 10 FTE posts for crime recorders in Scotland and a further 20 FTE in England now in place.
- BTP overall theft compliance was 99% recorded and 100% correctly classified.

## Domestic Abuse Audit – August 2022

- In a random sample of 141 incident logs, only one was in Scotland; it was correctly recorded as a no crime incident.

## Hate Incidents Audit – September 2022

- In an audit of 117 hate incidents, 6 incidents were in Scotland. Of these, 4 required crimes, and all were recorded and correctly classified; 3 within 72 hours, and 1 took 73 hours. Overall BTP's figures were 83% compliance, 82% correct classification and 84% timeliness (within 24 hours), the core issue was governance in the London Control room, which has limited involvement in Scottish incidents.

## Public Order Audit – September 2022

- In an audit of all 121 incidents opened as public order incidents, 5 related to Scotland. Of these, 2 crimes were required to be recorded and both were recorded and correctly classified within 24 hours.

Overall, crime recording in Scotland, while a small part of BTP's overall demand, is recorded accurately and in a timely manner.

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# HMICFRS PEEL Inspection Updates



## Public Treatment Inspection

- HMICFRS conducted the fieldwork for the Public Treatment Inspection from 16-27 May.
- This inspection considered how well BTP engages with its communities; understand its use of powers e.g. Stop & Search and Use of Force; and, how vulnerable people are supported and has provisionally received a “Good” rating across each of the questions.
- There are no specific points to draw out for Scotland, except in relation to access to the Police Scotland Vulnerability Database, which was also raised in the Victim Service Assessment Inspection and for which the action is now complete (as reported on slide 1).
- BTP reviewed the draft report for factual accuracy and the report is now with HMICFRS for finalisation.
- Due to the report requiring ministerial approval, it is unlikely that the report will be published until next calendar year.

## Organisational Assessment

- The Organisational Assessment took place from 10 -17 October 2022.
- The inspection focussed on how the force is run, with a review of areas including demand, staff development and wellbeing, collaboration, counter corruption, and strategic & financial planning.
- The hot debrief took place on 26 October and 2 November; a verbal update on this will be provided in the meeting.

## HMICFRS Inspection Programme 2023-26

- Planning has started for the HMICFRS Plan from 2023-25.
- Initial conversations have taken place between BTP/A and HMICFRS to identify areas which would benefit from HMICFRS inspection. This planning will be undertaken in conjunction with GIAA’s planning for next year’s Audit Plan to ensure we get the most appropriate independent assurance provider to audit or inspect business areas. As per previous reporting, we will actively consider how we draw out any specific work undertaken in Scotland as part of our Audit & Inspection Programme.

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## Scottish Railways Policing Committee – workplan 2022/23

Meeting	Standing Items	Special Focus Items
13 December 2022	<ul style="list-style-type: none"> <li>• Conflict declaration</li> <li>• Minutes of previous meeting</li> <li>• Matters arising/actions outstanding</li> <li>• Risk profile – for information</li> <li>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability response</li> <li>• Industry voice</li> <li>• Audit and Inspection update</li> <li>• Committee evaluation dashboard for information</li> <li>• Meeting reflection</li> <li>• Committee workplan for information</li> <li>• Decisions/matters taken in private</li> </ul>	<ul style="list-style-type: none"> <li>• Evidencing value for money annual update – including progress against a Best Value framework</li> <li>• Update on delivery of 2022-27 strategic plan/transformation plan</li> <li>• 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)</li> <li>• Operational thematic – Stop &amp; Search (tbc)</li> </ul>
2 March 2023  Possible link to custody visit – location tbc	<ul style="list-style-type: none"> <li>• Conflict declaration</li> <li>• Minutes of previous meeting</li> <li>• Matters arising/actions outstanding</li> <li>• Risk profile – for information</li> <li>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability</li> <li>• Industry voice</li> <li>• Audit and Inspection update – focus on recent HMICFRS/HMICS PEEL reports if available (public confidence dimensions drawn out)</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>	<p>[Public confidence focus?]</p> <ul style="list-style-type: none"> <li>• Consolidated note on Angiolini review response</li> <li>• Update on work to implement new crime screening policy for Scotland (action 4/22)</li> <li>• Thematic item – input from Transport Focus – their work in Scotland (BV theme 4 partnerships, theme 5 communities)</li> <li>• Internal audit plan – proposals for 2023/24 – items of note for SRPC (BV theme 2 governance and accountability, 3 effective use of resources)</li> <li>• Horizon scanning 6 monthly update</li> </ul>

Meeting	Standing Items	Special Focus Items
<p><b>1 June 2023</b></p>	<ul style="list-style-type: none"> <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</li> <li>• Industry representations</li> <li>• Audit and Inspection update</li> <li>• Committee evaluation dashboard for information</li> <li>• Meeting reflection</li> <li>• Committee workplan for information</li> <li>• Decisions/matters taken in private</li> </ul>	<p>[Partnerships special focus?]</p> <ul style="list-style-type: none"> <li>• Thematic item – PSPs in Scotland partnerships and collaborative working</li> <li>• Development of a joint strategic risk register for Scotland – focus on partnerships (BV theme 3 effective use of resources and 4 partnerships and collaborative working)</li> <li>• 6 monthly update on progress with Strategy and AFOTM – detail to be added from delivery plan (BV theme 3 effective use of resources and 4 partnerships and collaborative working)</li> <li>• Confirmation of publication of 2023-6 railways policing plan for Scotland highlighting any further updates</li> <li>• Thematic item tbc (confirm alignment with BV theme)</li> </ul>
<p><b>14 September 2023</b></p>	<ul style="list-style-type: none"> <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</li> <li>• Industry representations</li> <li>• Audit and Inspection update</li> <li>• Committee evaluation dashboard for information</li> <li>• Meeting reflection</li> <li>• Committee workplan for information</li> <li>• Decisions/matters taken in private</li> </ul>	<ul style="list-style-type: none"> <li>• Horizon scanning 6 month update</li> <li>• Update on progress with Strategy and AFOTM – detail to be added from delivery plan</li> <li>• Strategic support services thematic - technology transformation (BV theme 3 effective use of resources, theme 4 partnership and collaborative working)</li> </ul>

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SRPC Evaluation report card				Feb-22	May-22	Sep-22	Dec-22	Not Achieving	In Progress	Achieved
Design Principle Themes*	How Achieved	Measures								
1. BTP's work in Scotland reflects the priorities of service users and service providers 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 performance reporting @ SRPC – available via the performance report	4 times per year							
2. The performance of BTP in Scotland is reviewed and reported in public	2.1. Effective performance reporting, where appropriate, against the same outcomes as Police Scotland	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							
	2.2. 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	Meetings available to external attendees	4 times per year							
2.4. Publish papers and minutes	Meeting papers and minutes published on BTPA website	4 times per year								
3. Ensure the 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	4 times per year							
	3.2. Regular joint planning & management engagement	Evidence of joint planning in updates to @ SRPC – this will be evidenced in papers presented @ SRPC by the divisional commander	4 times per year							
	3.3 Effective working with stakeholders to reduce disruption and protect the most vulnerable	Evidence of joint working and engagement with stakeholders in Scotland - evidenced in papers presented to SRPC	4 times per year	N/A	N/A	N/A				
4. Oversee the delivery of value for money delivered by BTP in Scotland using the Best Value framework where relevant	4.1. Effective engagement with relevant inspection and oversight bodies to inform performance reporting and scrutiny	Updates on engagement and planning for audit & inspection @ SRPC – this should be included in the audit and inspection updates paper, as per the SRPC agenda	twice per year							
		Annual update on value for money	once per year	N/A	N/A	N/A				
	4.2 Transparency and oversight of funding and delivery of best value	Quarterly oversight of the delivery of best value in updates to SRPC	4 times per year	N/A	N/A	N/A				

\*Based on the Design Principles: 1. Addressing the democratic deficit in Scotland. 2. Meaningful accountability and transparency for railway policing in Scotland. 3. Safe and effective management and operational delivery of railway policing in Scotland. 4. Designed on best value principle and provide an appropriate mechanism to ensure value for money



SRPC Evaluation report card			Feb-22	May-22	Sep-22	Dec-22
Design Principle Themes*	How Achieved					
1. BTP's work in Scotland reflects the priorities of service users and service providers in Scotland	1.1. Alignment of BTP's strategic direction in Scotland, where appropriate to the SG's Strategic Police Priorities	once per year	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).		Agenda item 7. Refresh of Scotland Division Policing Plan 2022-25
	1.2. reporting against the achievement of the strategic outcomes	4 times per year	Agenda item 6 (Operational Performance)	Agenda item 6.1 (Policing Plan Performance Q4 2021/22)	Agenda item 6 (Operational Performance)	Agenda item 6.1 Performance Report Q2
2. The performance of BTP in Scotland is reviewed and reported in public	2.1. Effective performance reporting, where appropriate, against the same outcomes as Police Scotland	4 times per year	Agenda item 6.1 (Performance Q3) and agenda item 6.2 (Joint Board Secretary Meeting Digest circulated via email on 26/11/2021)	Agenda item 6.1 (Policing Plan Performance Q4 2021/22) and Agenda Item 6.2 (Joint Working - Police Scotland and British Transport Police)	Agenda item 6.2 (Joint working - Police Scotland and British Transport Police)	Agenda item 6.2 Joint Working - Police Scotland / British Transport Police
	2.2. Regular public reporting to SPA and Scottish Parliament	4 times per year	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.		BTPA Board Secretary circulated meeting Digest by email on 06/09/2022
		at least twice per year				Letter from SRPC Chair to Convenor of Scottish Parliament Criminal Justice Committee dated 20/09/2022
	2.3. Hold meetings in public	4 times per year	Virtual held meeting available to public. Details on BTPA website	Virtual held meeting available to public. Details on BTPA website	Hybrid meeting available to public to attend. Details on BTPA website	Hybrid meeting available to public to attend. Details on BTPA website
	2.4. Publish papers and minutes	4 times per year	Papers published on BTPA website	Papers published on BTPA website	Papers published on BTPA website	Papers published on BTPA website
3. Ensure the safe and effective management and operational delivery of railway policing in Scotland	3.1. Sharing of operational good practice between Police Scotland and BTP	4 times per year	Agenda item 6.2 (Joint Working)	Agenda Item 6.2 (Joint Working - Police Scotland and British Transport Police)	Agenda item 6.2 (Joint working - Police Scotland and British Transport Police)	Agenda item 6.2 Joint Working - Police Scotland / British Transport Police
	3.2. Regular joint planning & management engagement	4 times per year	Agenda item 6.2 (Joint Working)	Agenda Item 6.2 (Joint Working - Police Scotland and British Transport Police)	Agenda item 6.2 (Joint working - Police Scotland and British Transport Police)	Agenda item 6.2 Joint Working - Police Scotland / British Transport Police
	3.3 Effective working with stakeholders to reduce disruption and protect the most vulnerable	4 times per year	N/A - New measure for December 2022 meeting			Agenda item 7.5 Industry Voice. Agenda item 6.2 Joint Working Police Scotland / British Transport Police. Agenda item 7.3 Refresh of Scotland Division Policing Plan 2022-25
4. Oversee the delivery of value for money delivered by BTP in Scotland using the Best Value framework where relevant	4.1. Effective engagement with relevant inspection and oversight bodies to inform performance reporting and scrutiny	twice per year	Agenda item 8.1 (Audit and Inspection Update)	Agenda Item 10.1 (Audit and Inspection Update)	Agenda item 8.1 (Audit and Inspection Report Q1 2022/23)	Agenda item 8.1 Audit and Inspections Report Q2 2022/23
	4.2 Transparency and oversight of funding and delivery of best value	once per year	N/A - New measure for December 2022 meeting			Agenda item 7.4 Annual Report - Best Value
		4 times per year	N/A - New measure for December 2022 meeting			Agenda item 7.4 Annual Report - Best Value. Agenda item 7.2 A Force on the

\*Based on the Design Principles: 1. Addressing the democratic deficit in Scotland. 2. Meaningful accountability and transparency for railway policing in Scotland. 3. Safe and effective management and operational delivery of railway policing in Scotland. 4. Designed on best value principle and provide an appropriate mechanism to ensure value for money