# [22 November 2023] Agenda Pack / Scottish Railways Policing Committee

MEETING

22 November 2023 11:00 GMT

# Agenda

| Location | Date | Time |
|---|---|---|
| Hybrid / Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ & Microsoft Teams | 22 Nov 2023 | 11:00 |

**BTPA**
British Transport Police
Authority

# Minutes
## Scottish Railways Policing Committee

Thursday 14 September 2023 at 11.30am the Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ and via Microsoft Teams

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Present:

> Ron Barclay-Smith (Chair)
> Willie Gallagher
> Tom Halpin (SPA Co-Opted Member)
> Kenna Kintrea
> Mary Pitcaithly (SPA Co-Opted Member)

Apologies:

> None

In attendance:

> **British Transport Police Authority Executive**
> Hugh Ind (Chief Executive)
> Kate Carr (Project Director)
> Sam Elvy (Head of Strategy, Planning and Engagement)
> Jon Newton (Analyst)
> Alistair MacLellan (Board Secretary / Minutes)
>
> **British Transport Police**
> Alistair Sutherland (Deputy Chief Constable)
> Vanita Patel (Head of Deputy Chief Constable's Portfolio)
> Allan Gregory (Assistant Chief Constable)
> Gill Murray (Chief Superintendent)
> Fiona Chalmers (Insight Analyst)
> Victoria Graham (Staff Officer to Ch Supt Murray)
> Rebecca MacMillan (Insight Analyst)
> Calum McNairney (External Affairs Advisor)
>
> **Scottish Police Authority Corporate**
> Sam Curran (Operational Policing Policy Lead)
> Lesley Carnegie (Performance and Impact Lead)
>
> **Police Service of Scotland**
> Gary Ritchie (Assistant Chief Constable)
>
> **External**
> Michael Jackson (Scottish Government)
> David Lister (ScotRail)
> Brian McInulty (His Majesty's Inspector of Constabulary in Scotland)

**Apologies**
Agenda Item 1

1.  There were no apologies.

**Declarations**
Agenda Item 2

2.  There were no declarations.

**Minutes**
Agenda Item 3

3.  **RESOLVED**, that the minutes of the meeting held on 1 June 2023 be approved.

**Actions**
Agenda Item 4

4.  Members considered actions arising from previous meetings and the following points were made.

    a.  **Action 18/2022 (Cyber Attack on railway infrastructure):** The Head of Strategy, Planning and Engagement noted that Members would be offered an out-of-committee briefing that could include a tabletop scenario.

    b.  **Action 12/2023 (Staff and Passenger Surveys):** An Assistant Chief Constable noted that a relevant paper BTP had presented to Rail Delivery Group could be shared with Members, and that any issues arising could be covered at the November 2023 meeting.

    c.  Members noted that Actions 9/2023 and 13/2023 remained open.

    d.  Members agreed that Actions 1/2023, 10/2023, 11/2023, 14/2023 and 15/2023 could be closed.

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

**Strategic Risk**
Agenda Item 5

6.  Members considered Strategic Risk slides and the following points were made.

    a.  The Chief Executive noted that as per Action 9/2023, the Committee could expect in due course a committee-specific risk product that highlighted risk relevant to D Division in Scotland.

b. The Chief Executive continued, noting that in the meantime the Committee had been provided with a Strategic Risk Summary slide, and the Red-rated Legitimacy risk. This was both to keep down the volume of risk material Members were expected to scrutinise, and ensure Member scrutiny was focused on the most pressing risk.

c. An SPA Member welcomed the slides, and noted the product was a lot closer to what they expected to see at Committee, particularly given it encouraged Members to focus on the most relevant risk.

d. In response to a question regarding the Recruitment and Retention risk, the Chief Executive replied that, when considered holistically, it was the view of the British Transport Police Authority that BTP officers in Scotland were not paid any less than Police Scotland counterparts. The Chief Superintendent noted that, nevertheless, there was a potential remuneration issue between the two forces when it came to the rank of Inspector.

e. A Member commented that the final proposed risk product for the Committee could involve the incorporation of a prompt into each pro-forma for individual strategic risks that required risk owners to provide 'last review comments' and 'any specific Scotland aspects' to encourage owners to consider any relevant Scottish Railways Policing-specific factors.

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

**Operational Performance**
Agenda Item 6

**Policing Plan Performance Q1 2023/24**
Agenda Item 6.1

8. Members considered a report on Policing Plan Performance for Q1 2023/24 and the following points were made.

a. The Chief Superintendent introduced the report and highlighted,

i. 22 crimes per million passenger journeys was the average figure for 2022/23.

ii. Initial crime statistics following the delivery of stats following 2023 UCI Cycling World Championships in Glasgow were promising.

iii. Whereas there was no significant cross-border operational activity to report that quarter, there had been significant planning and support for both UCI and the Edinburgh Fringe.

iv. Diversity within D Division had improved following the appointment of Superintendent Lorna McEwan, but more work remained to be done at Constable-level. Whereas D Division female and ethnic minority candidates had fared well in the Force's recent Sgts Cadre, this did mean the Division faced losing some resource to A Division / Force Headquarters.

v. Superintendent McEwan had embarked on a programme of work reviewing the Division's culture and levels of confidence. She had received promising levels of engagement from officers and staff thus far.

vi. Levels of violence had increased, with the weekend of 9/11 June proving particularly challenging. This year, the conclusion of school exams had resulted in significant activity and footfall on the network.

vii. Whereas instances of anti-social behaviour were down, there had been a spike in August which had prompted the Force to conduct high profile patrols to disrupt youths attempting to evade fares, and associated anti-social behaviour.

viii. Third sector organisation *I am Me* – which provides resources to teachers on anti-social behaviour and its impact – had worked with the Force to develop an *On the Train* case study.

ix. The Force was working with Police Scotland and Clydebank Shopping Centre to address disorder in and around the area, given its proximity to Clydebank Railway Station and instances of disorder and vandalism that had caused c. 120mins of disruption.

x. Violence against Women and Girls (VAWG) was up by 20% albeit that represented four crimes, and there were no obvious underlying trends.

xi. There had been 16 fatalities, up from 9 on year. Whereas 1500mins of disruption were due to trespass, this level of fatalities had caused 4000mins of disruption which illustrated the need to focus more work on addressing vulnerability – she was hopeful of receiving Harm Reduction Team (HaRT) resource.

xii. The recent sad incidents of two children being electrocuted had resulted in liaison with the First Minister to identify preventative solutions.

b. In response to a question, the ScotRail observer noted that their current suite of body worn video was being replaced by a rollout of c.900-1000

new devices later in September 2023. The Chief Superintendent added that the Force was working to highlight the benefits and advantages of body-worn video with rail unions.

c. In response to a question, the Chief Superintendent replied that there were no policing issues of note to report following the recent Scotland vs England football game, other than to note an effective match plan had been well executed using cross-border BTP resources that was a visible example of #OneBTP.

d. In response to a question regarding the underlying reasons for the increase in violence against rail staff, the Chief Superintendent replied that this was likely due to more staff being deployed across the network, and more revenue collection activity.

e. In response to a comment regarding disruption and hand back times, and the potential to use drones to investigate reports of trespass, the Chief Superintendent noted that industry was supportive of the use of drones, including their funding. There had also been significant engagement with the Civil Aviation Authority.

f. An Assistant Chief Constable expanded on these points, noting that he would be submitting a paper to the British Transport Police Authority shortly regarding the totality of drone activity across BTP. In the meantime, he noted that the appetite for the use of drones tended to rest with individual route directors, and the crux of whether drones could be deployed to address the geographic challenge faced by BTP in Scotland rested on the fact it was not possible, currently, to use drones beyond the line of sight of operators. In other words, officers would still have to spend time travelling long distances to the vicinity of reported trespass in order to deploy drones. Nevertheless, he reiterated there was appetite across industry and other partners for their use.

g. In response to a question, an Assistant Chief Constable confirmed that Police Scotland was adopting a mental health strategy that was predicated on how best to deal with mental health demand, rather than walk away from it. A Member noted she would welcome an update on mental health operations at a future meeting (Action 16/2023).

h. In response to a question, the Chief Superintendent noted that volume crime in Waverley related mainly to theft of passenger property on cross-border services.

i. Those present discussed the levels on confidence of rail staff in the British Transport Police revealed by the most recent staff survey. As Members would see in the paper shared with Rail Delivery Group, D Division compared well with the rest of BTP, with excellent solved rates. That said,

the common theme across Divisions was a lack of confidence, primarily due to anti-social behaviour.

j.  The Chief Superintendent expanded on these points, noting that the ScotRail observer was a member of her Strategic Safety Transport Group, and she would welcome his support in driving up the rail staff survey response rate for the Division. The ScotRail observer noted his support, adding that staff safety had been highlighted as a priority in ScotRail's internal staff survey.

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

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

10. Members considered a report regarding Police Scotland / British Transport Police Joint Working and the following points were made.

a.  Members noted their congratulations to Police Sgt Harrington – seconded from BTP to PSOS Criminal Justice Services Division London Road Police Station in Glasgow – for his team's *Custody Team of the Year 2023* award at the Criminal Justice Services Division Annual Awards.

b.  The Chief Superintendent highlighted joint working between PSOS Specialist Operations and BTP Policing at Heights Team at the Forth Rail Bridge to discuss organisational skill sets in Protestor Removal Teams and Rope Access Teams.

c.  An SPA Member noted that transparency on joint operations had been one of the underpinning aims of the Committee from its outset, and so he welcomed the examples of the interoperability provided by the report.

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

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

**Thematic: Stop and Search / Use of Powers on Young Persons**
Agenda Item 7.1

12. Members considered a thematic report on Stop and Search and the Use of Powers on Young Persons and the following points were made.

a.  The Chief Superintendent introduced the report and highlighted,

i.  D Division were reviewing data across 30 local authority areas to better understand disproportionality. In her view, D Division were

able to explain their level of disproportionality given the high find rates of drugs and weapons underpinning their searches.

ii. The above point notwithstanding, the disproportionality was based on a data set of 12 searches out of 200 so it was a small data set.

iii. The D Division's use of force data was complicated due to the inclusion of some London-centric data. For BTP, it should be noted that each officer engaged in a use of force incident was obliged to complete a use of force form – i.e. one incident involving four officers would prompt four separate reports.

iv. Most instances of use of force in D Division related to tactical communications i.e. raising voices to clear persons from a station environment.

v. The D Division Staff Officer was working to encourage further engagement with, and recruitment to, the D Division Independent Advisory Group.

13. An SPA Member commended the transparency offered by the report, and suggested the low level of stop and search could suggest that officers were reluctant to resort to stop and search tactics. He was mindful too of its efficacy in ensuring the safeguarding of minors and vulnerable individuals. The Deputy Chief Constable acknowledged this point and confirmed the Force was working on ensuring officers had the confidence to use stop and search tactics when their use was proportionate and appropriate.

14. A Member welcomed the report and noted it provided a set of data that could be used for comparison at the September 2024 meeting (Action 17/2023).

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

### *A Force on the Move* Progress Report Q1 2023/24
Agenda Item 7.2

16. Members considered an *A Force on the Move* Progress Report Q1 2023/24 and the following points were made.

a. The Deputy Chief Constable introduced the report and highlighted,

i. BTP would welcome discussing Police Scotland's new Criminal Justice Management system once it had been adopted.

ii. D Division officers were being offered personal laptops as per the Force-wide End-User Compute programme. This would enable more effective flexible working.

iii. The Force's Geospatial capability had been deployed at the recent 2023 UCI Cycling World Championships in Glasgow.

iv. He had recently completed the most recent round of the programme's Senior Responsible Officer reviews.

b. In response to a question, the Chief Superintendent replied that the space utilised by D Division Headquarters at Cowcaddens was proving increasingly dated judged from a modern flexible working perspective. The Deputy Chief Constable agreed, noting that the space was fit for purpose in the short-to-medium term provided some cosmetic updates were provided.

c. The Chief Executive noted that there was an option for the Force to vacate Cowcaddens sooner than the lease end-date if necessary. An SPA Member encouraged BTP to consider opportunities for co-location with Police Scotland and/or local authorities.

d. The above point prompted a wider discussion of D Division estate. Members were concerned to hear that D Division had been asked to vacate Glasgow Central in advance of major works and had not been offered space in the revised station design. All present suspected that such a decision was not being taken at a senior level within Network Rail Scotland and an approach should be made at that level to emphasise the impact on the Force's capability to provide policing in and around Central and its rail infrastructure (Action 18/2023).

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

**Industry Voice**
Agenda Item 7.3

18. The Head of Strategy, Planning and Engagement provided a verbal Industry Voice update and noted,

a. No submissions for the meeting had been received from industry partners, likely due to their focus being on participation in the forthcoming BTPA Policing Plan refresh consultation exercise.

19. **RESOLVED**, that the verbal update be noted.

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

**Audit and Inspections Update Q1 2023/24**
Agenda Item 8.1

20. Members considered the Audit and Inspections Update Q1 2023/24 and the following points were made.

    a. The Deputy Chief Constable noted that there had been an increase of 138 open recommendations due to the recent HMICFRS inspection of Vetting.

    b. A number late actions had increased – the most common reason for late action was the owner deeming the action low impact and therefore low priority – those owners were being proactively reminded of the importance of timely resolution and closure.

    c. In response to a question, the Deputy Chief Constable confirmed that phase 2 of the pending Major Incidents Internal Audit would reflect lessons learned from the response to the Stonehaven derailment.

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

**Committee Workplan 2023/24**
Agenda Item 8.2

22. Members considered the Committee workplan and the following points were made.

    a. The Head of Strategy, Planning and Engagement noted the primary items for the November 2023 meeting would be the D Division Policing Plan Refresh, and the Annual Report on Best Value.

    b. Members noted that the new BTPA Member for Scotland may be in post for the November 2023 meeting, albeit Ron Barclay-Smith would likely retain the chair of the Scottish Railways Policing Committee until such time the Scotland Member was onboarded.

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

**Evaluation Framework**
Agenda Item 8.3

24. **RESOLVED**, that the Evaluation Framework be noted.

**Any Other Business**
Agenda Item 9

**Safer Drug Consumption Facility – Glasgow**

25. Members discussed recent news that Glasgow's City Health and Social Care Partnership would likely shortly be approving a proposal for a safer drug consumption facility in the city. This followed an announcement by the Lord Advocate that prosecuting drug users for possession offences within a pilot safer drugs consumption facility would not be considered in the public interest. The following points were made.

    a. An Assistant Chief Constable summarised the history to the safer consumption facility proposal, and emphasised Police Scotland's position that, whilst the force was committed to working in partnership to reduce drug harm and deaths, officers would still be bound by their legal duty to uphold the law and would not be able to ignore any acts of criminality which they saw occurring.

    b. The Chair added that, depending on where such a facility was located, there was the potential for it to cause a resourcing demand for BTP D Division.

**Farewell to Sam Elvy**

26. The Chair noted it was Sam Elvy's last meeting of the Committee prior to her leaving the British Transport Police Authority Executive after 18 years. On behalf of the Committee, the Chair wished her well, noting he had valued her counsel and he was sorry to learn she was leaving.

**Meeting Evaluation**
Agenda Item 10

27. Those present commended the administration, content and dynamics of the meeting.

The meeting ended at 1.32pm.

**SCOTTISH RAILWAYS POLICING COMMITTEE**

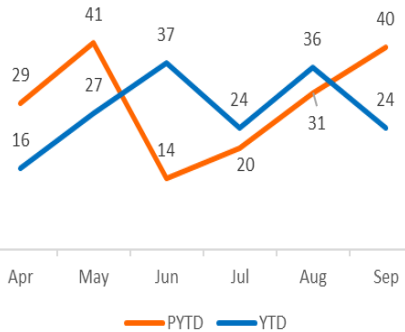| No. | Date | Action/Paper | Owner | Outcome |
|-----|------|--------------|-------|---------|
| 18/2022 | 13 December 2022 | The Committee agreed it would be appropriate for BTPA/SPA and their respective Forces to liaise to determine how best to define who was responsible for policing a cyber-attack on railway infrastructure and providers | BTPA Executive | **In Progress** Members to be offered tabletop exercise early 2024. |
| 9/2023 | 1 June 2023 | To ensure future iterations of the strategic risk overview report be informed by Scotland-specific risk and relevant outcomes of the July 2023 BTPA risk workshop. | BTP Audit and Assurance Manager / BTPA Risk and Assurance Manager | **In Progress** SRPC-specific strategic risk product now anticipated to be available early 2024. |
| 12/2023 | 1 June 2023 | The action plan arising from the BTP Staff and Passenger Surveys be shared between committee dates. | Assistant Chief Constable / Board Secretary | **In Progress** Anticipated to be available as a briefing note issued in advance of 22 November 2023 meeting. |
| 13/2023 | 1 June 2023 | A further update on progress on vetting to be included in the Audit and Inspection Report Q1 23/24. | Deputy Chief Constable | **In Progress** Verbal update to be provided at November 2023 meeting. |
| 16/2023 | 14 September 2023 | In response to a question, an Assistant Chief Constable confirmed that Police Scotland was adopting a mental health strategy that was predicated on how best to deal with mental health demand, rather than walk away from it. A Member noted she would welcome an update on mental health operations at a future meeting | D/Superintendent Arlene Wilson? | **Completed** Added to Committee Workplan |
| 17/2023 | 14 September 2023 | A Member welcomed the Stop and Search report and noted it provided a set of data that could be used for comparison at the September 2024 meeting | Board Secretary | **Completed** Added to Committee Workplan |

**SCOTTISH RAILWAYS POLICING COMMITTEE**

| 18/2023 | 14 September 2023 | Members were concerned to hear that D Division had been asked to vacate Glasgow Central in advance of major works and had not been offered space in the revised station design. All present suspected that such a decision was not being taken at a senior level within Network Rail Scotland and an approach should be made at that level to emphasise the impact on the Force's capability to provide policing in and around Central and its rail infrastructure. | Chief Executive / Deputy Chief Constable | **Completed** Chief Executive / Deputy Chief Constable have liaised. Chief Superintendent can provide update on Glasgow Central-specific estates update. |

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

### Total Violence Against Passengers

16, 29, 41, 27, 37, 14, 24, 20, 36, 31, 40, 24

PYTD / YTD

**-6%; -11**     **65%**
*from 22/23*    *Solved Rate, +18 PY*

### Serious Violence Against Passengers

14, 9, 16, 13, 19, 4, 11, 8, 11, 9, 15, 10

PYTD / YTD
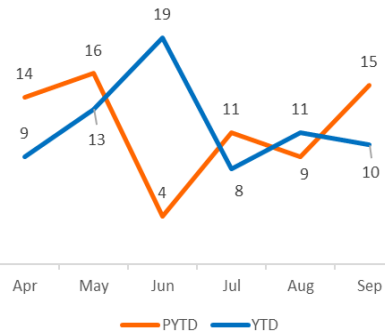
**1% ; +1**     **67%**
*from 22/23*    *Solved Rate,+9% PY*

### Public Order (Serious & Less Serious)

137, 112, 143, 125, 124, 121, 124, 109, 143, 114, 115, 107

YTD / PYTD
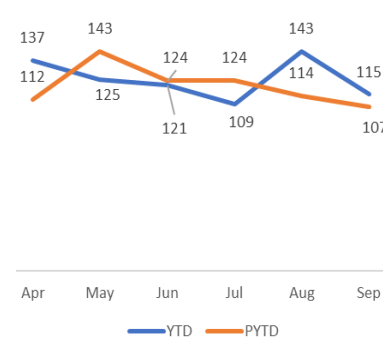
**4%; +26**     **36%**
*from 22/23*    *Solved Rate, +2% PY*

### Robbery

1, 0, 1, 0, 2, 0, 1, 0, 1, 2, 3, 0

YTD / PYTD
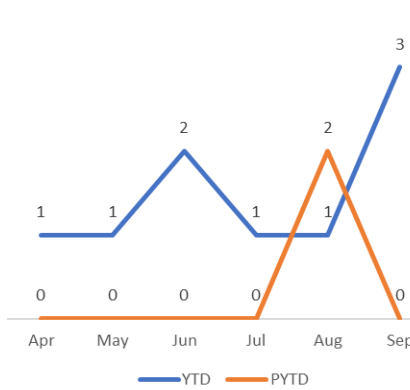
**350%; +7**     **56%**
*Change from 22/23*    *Solved Rate, -44.4% PY*

### Weapon-enabled Violence

0, 1, 5, 0, 0, 0, 0, 1

YTD / PYTD
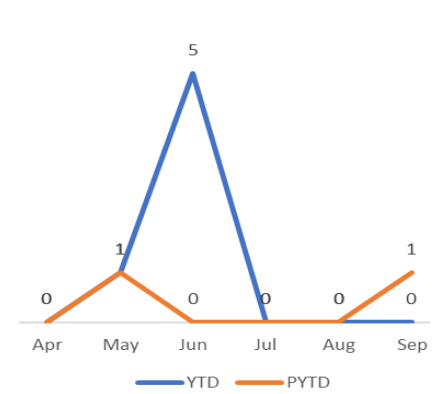
**200%; +4**     **116%**
*from 22/23*    *Solved Rate, +66% PY*

### Total Violence Against Staff

8, 14, 10, 8, 12, 1, 11, 10, 7, 7, 11, 7

YTD / PYTD
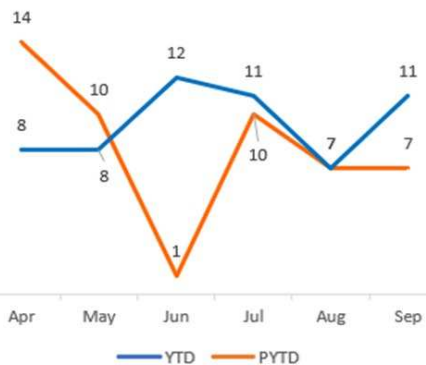
**+16%; +8**     **48%**
*from 22/23*    *Solved Rate, 29.3% PY*

### Serious Violence Against Staff

3, 1, 0, 3, 0, 3, 0, 0, 2, 1

YTD / PYTD
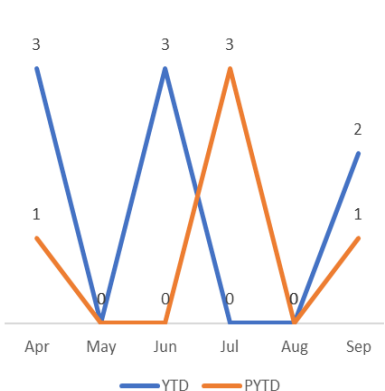
**60%; +3**     **37.5%**
*from 22/23*    *Solved Rate, -62.5% PY*

### Public Order (Serious & Less Serious) Against Rail Staff

23, 14, 30, 29, 24, 10, 23, 16, 28, 20, 21, 20

PYTD / YTD
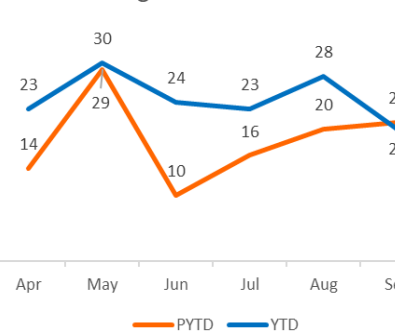
**12%; +38**     **33%**
*from 22/23*    *Solved Rate, +5.9% PY*

*At the end of Q2, recorded violence (all victims) is closely matching that of the same period last year (280;+3%). Violence between passengers makes up 73% (204) with a difference of just 6 crimes and 1 in serious violence, totals are nearly identical to SPLY. The charts illustrate the nuances in the monthly trends, with the current period showing a decrease in September. Serious violence reduced by 30% overall in Q2.*

*Conversely, violence against staff members is 16% higher than last year (+8) and although increases are also seen in serious violence, this is low with no serious assault.*

*Just 1% of public order falls into the serious category (11). Both serious & less serious crimes have increased on SPLY, however there was a decrease of 5% in Q2. Public order between passengers fell by 20% August – September. Public order against staff is up 12% in the non-notifiable category alone as there have been no cases of serious public order against staff YTD.*

*When compared with last year, robbery & weapon-enabled violence have shown higher totals. These serious offences are sporadic in nature with large percentage changes due to small numbers recorded. While outcome rates are slightly lower for robbery, there have been a higher number of solved crimes in both robbery and weapon-enabled violence despite the increase in crime.*

18

## Tackle violence against women, and girls, sexual harassment and hate crime
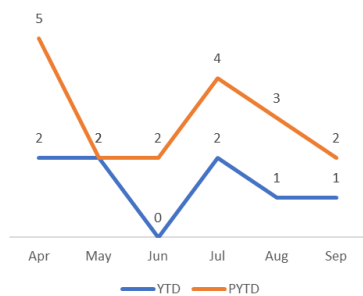
### VIAWG
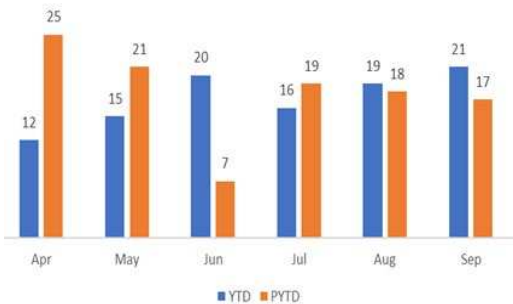
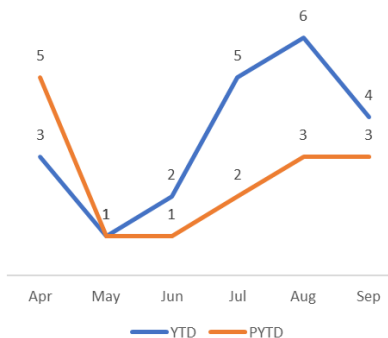**-3%; -4** *from 22/23*  |  **56%** *Solved Rate, -2.9% PY*

### YTD USB

**- 89%; -10** *from 22/23*  |  **25%** *Solved Rate, +14% PY*

### Sex
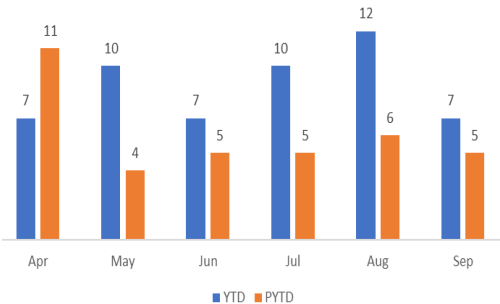
**+47%; +17** *from 22/23*  |  **64%** *Solved Rate, +11.9% PY*

### Hate Crime

**+40%; +6** *from 22/23*  |  **66.7%** *Solved Rate, +13% PY*

With 103 crimes YTD, VIAWG offences are 3% lower than same period last year (-4). Sexual offences have seen increase of almost 50% but despite this solved rate has increased. **Hate crime has seen an increase** and the chart above shows higher monthly levels, with peak in August. Despite this increase in recorded crimes (21 YTD, +6), solved rate is up by 13%.
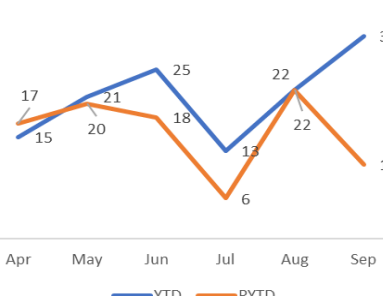
## Tackle those crimes and incidents that most impact on the confidence of those who work and travel

### Volume Crime at Glasgow Central & Edinburgh Waverley
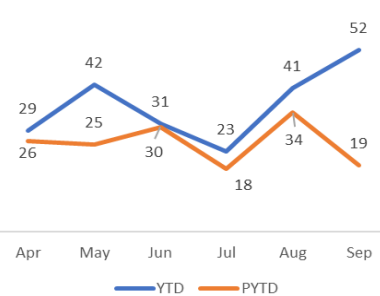
**+43%; +66** *from 22/23*  |  **48.6%** *Solved Rate, PY*

### Volume Crime Glasgow Central

**+34%; +32** *from 22/23*  |  **53.2%** *Solved Rate, +6.4% PY*

### Volume Crime Edinburgh Waverley
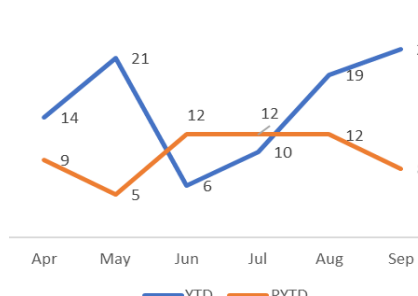
**+59%; +34** *from 22/23*  |  **42.4%** *Solved Rate, +2.7% PY*

*Volume crime has seen a 43% increase on '22 (+66), with 126 crimes at Glasgow Central & 92 Edinburgh Waverley. Violence is top at Glasgow Central (40) & Theft Passenger Property at Edinburgh Waverley (34). There has been improvement in solved rate at both locations.*

### Football Crime
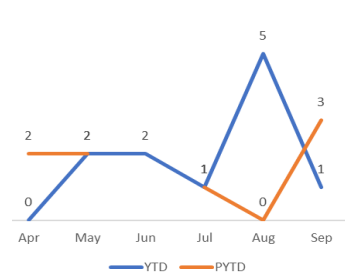
**+38%; +3** *from 22/23*  |  **48.6%** *Solved Rate, PY*

*Football-related offending remains low YTD.* There was a peak in August, 2 of the 5 crimes related to one incident at Nitshill Station. Of 6 violent crimes YTD, four are Common Assault & two Assaults against officers.

### YTD ASB Incidents
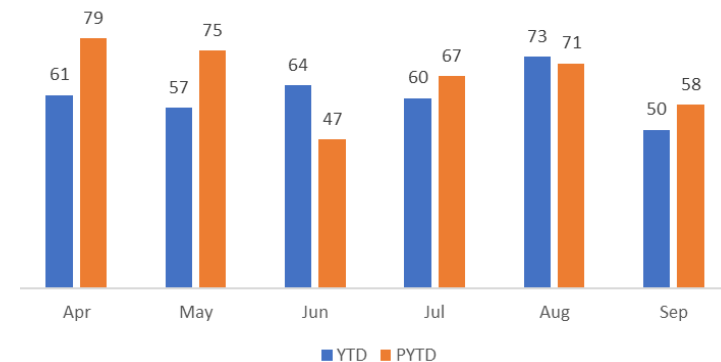
**-8%, -32** *Change from 22/23*

*Anti-social behaviour incidents (immediate & priority grade) are down 8% (-32) on SPLY and this is reflected in monthly totals. September was the lowest recording month YTD with 50 calls (14% decrease from September '22).*

19

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

## Reduce disruption on the network through collaboration

**May saw a slightly higher level of suicides compared to SPLY (3, +2).**
With 12 in total YTD, this is currently 100% higher than SPLY. However, '22 was a particularly low recording year.

### Suspected Suicides

Legend: 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, Monthly Average, YTD Average, PYTD Average

### Life-Saving Interventions

### CYP

### DASH

### AAR

Children Young Persons (CYPs) continue to have the highest data submissions in comparison to other areas of Vulnerability. September '23 saw notable decrease for CYP submissions.

Vulnerability reports have reduced overall when compared with the same period '22 (849; -48).

### County Lines Disruptions

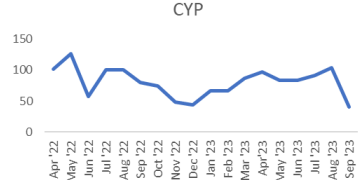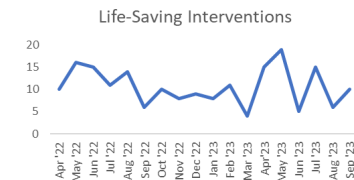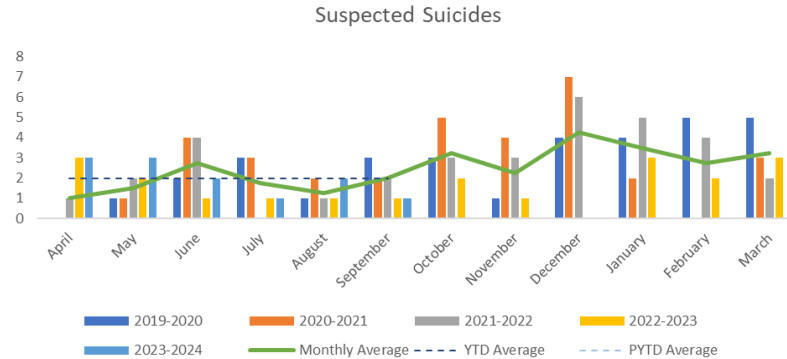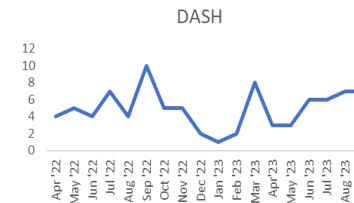| | |
|---|---|
| Outcomes | Deployment at Dundee x 2 and 1 x Aberdeen all with negative result. As such, there have been no drugs or weapon seizures and no safeguarding referrals made in relation to County Lines activity in Scotland YTD. |

*County Lines week of Action took place between 9th and 15th October.*

### Fatality Handback Time

**105 minutes**
*Avg. hand back time non-suspicious fatalities.*

Legend: No. of incidents, Average time (min)
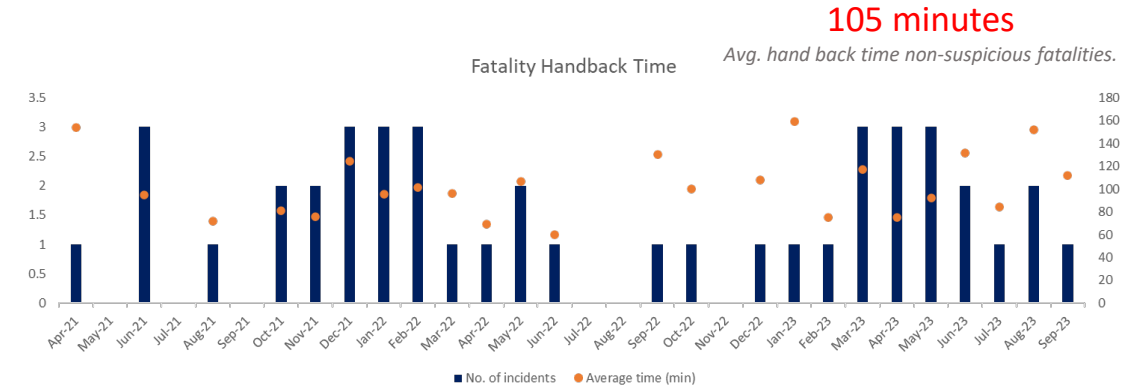
**Geography continues to be the main challenge for fatality hand back times.** *A fatality in the Monifeith area in early September saw officers attend from Edinburgh, Perth, Dundee and Stirling due to geographical distances between locations. The highest hand back time YTD relates to an incident at Lockerbie which has 163 minutes.*

| Category | Disruption Incidents | | Delay Minutes | |
|---|---|---|---|---|
| | 23-24 | % +/- | 23-24 | % +/- |
| Fatalities/injuries by being hit by train | 13 | 86% | 7,808 | 156% |
| Vandalism/Theft | 183 | 18% | 8,821 | 127% |
| Level Crossing Incidents | 114 | 68% | 3,589 | 15% |
| Trespass | 651 | 21% | 28,192 | 19% |
| Disorder/Drunks or Trespass | 653 | -1% | 11,206 | 11% |
| Cable Theft | - | -100% | - | -100% |
| Total | 1,614 | 13% | 59,616 | 30% |

**Compared to same period last year, disruption incidents and minutes are both showing increases.**
*The largest increase in incidents is Trespass (+113) at 21% increase on SPLY. Disorder/Drunks and Cable Theft are both less when compared with SPLY.*

20

**BRITISH TRANSPORT POLICE**

## Scotland Performance Report 2023-24: Quarter 2

Quarter 2 was a busy period for D Division, with several large-scale events playing out across the summer months. The UCI World Cycling Championships saw multiple events take place across Scotland, with no negative impact on the network. This is testament to the collaborative working between BTP and other emergency services & partners in the planning stages of the event. A small spike in cycle crime at Glasgow Queen Street at the start of August was addressed through a Problem-Solving Plan and there have been no further thefts at this location since the end of August. Appendix 1.1 shows Q2 recorded crime followed the same trend as last year, peaking in August when there was an increase in violence. Despite an elevated volume of crime overall, high harm offending has remained low. With the latest data showing 19 crimes for every million passenger journeys, the chances of being involved in a crime are still very small. The Division continues work to improve feelings of safety for those who work & travel. A key element has been to improve officer visibility with a refreshed patrol strategy and dedicated days of action. Confidence Action Plans, based on feedback from Public Consultation & Rail Staff Surveys focus on improving confidence in visibility, efficiency, and communication.

*19.3 million passenger ScotRail journeys. Total of 366 notifiable crimes recorded for ScotRail*
**(Q1 Apr - Jun '23)**

*19 crimes per million passenger ScotRail journeys*
**(Q1 Apr - Jun '23)**

*32 Crimes per million KM ScotRail journeys*
**(Q1 Apr - Jun '23)**

### Workforce Overview

During Q2, 7 Officers (PC) and one Special Officer (SPC) joined the force. At present, just under 20% of Officers identify as female and 3% ethnic minority. BTP & D Division are committed to building an anti-racist culture through the *Police Race Action Plan.* Active support of the National College of Policing *National Police Race Action Survey* saw members of the public, individual Officers, Staff, and representatives from policing & other organisations invited to share their thoughts to help support and shape the development of the plan. Equality, Diversity and Inclusion is fundamental to the core values of BTP and in the delivery of strategic priorities. The division are raising awareness through EDI sessions to the workforce and increasing engagement with black communities in Scotland.

### Ensure Passengers and Staff can Work and Travel free from the Threat of Violence.

As shown in Appendix 2.1, an initial dip in violence in Q2 was followed by high totals in August. Although violence increased at this time, there was less crime involving injury than in the previous June peak (22% vs 35%) and an 87% reduction in serious assault. With some of the most serious incidents of Q1 linked to times of hot weather, the reduction in both volume & severity of violence can be viewed in the context of sustained wet weather over the summer.

Despite this, activity continued with enhanced patrols of key routes and local joint working. The Division's efficient response to violence is reflected in the positive solved rate, especially for serious violence cases, where 69% has been detected. On 11th July, a male was assaulted at Bridge of Allan Station with the assailant attempting to push him onto the tracks. As a result of effective investigation by BTP, the person responsible has now been charged.

There has been an increase in assaults on rail staff compared to same period last year. However, there was less serious violence in Q2 and no cases of serious assault against staff YTD. While there is no pattern in offending to explain this overall increase, disputes at ticket barriers can be a precursor for violence. BTP are delivering regular inputs to frontline ScotRail conductors, ticket examiners and barrier staff with guidance around conflict avoidance. The launch of monthly briefings on ScotRail intranet has provided information on crime outcomes & current BTP workstreams, reinforcing the open channel of communication with rail staff.

While recorded crime for weapon possession is in line with previous years, weapon-enabled offending has increased compared to the same period '22. This is due to higher levels recorded at start of the year and Q2 saw a reduction of 35% from Q1. Where weapon-enabled violence has occurred, these have all had positive outcomes. One incident on 27th of September saw Officers intercept a service and arrest a male carrying a Rambo-style knife.

### Tackle the Crimes and Incidents That Most Impact on Confidence



Anti-social behaviour (ASB) is one of the most cited factors for negative feelings of safety on the network. Compared to Q2 last year, the number of ASB incidents requiring BTP attendance fell by 7% due to a reduction in calls for service for nuisance behaviour. With problem-solving vital to tackling ASB, local patrols have been adapted to increase visibility along route stations such as Polmont, Camelon & Hamilton Central as well as having an increased presence at key volume locations. At Edinburgh Waverley, curbing a re-emerging issue with disorder at the Waverley Steps is vital to confidence. Following on-train patrols and engagement with staff in the Paisley Sector, a morning service running between Paisley-Wemyss Bay was identified as being problematic for low level ASB,

disruption and occasional disorder between rival schools. To tackle this, BTP officers conducted high-profile patrols and engaged with youths travelling to school. Deployment to services early in the day has proved highly effective tool in ensuring people are alerted to BTP presence and this impression has shown to last long after visits. BTP have received positive feedback from staff who have highlighted the impact this has had in reducing offending and the effect this has had on their own wellbeing.

Throughout Q2, the division continued to develop engagement with schools and visited several youth groups including Scouts, Guides and Police Scotland Young Volunteers (PSYV) to provide safety talks about the railway environment. Officers at Glasgow Central & Queen Street have hosted school groups to showcase daily work of BTP and this is set to continue into Q3 with the Neighbourhood Policing Team (NPT) currently exploring further avenues to deliver this experience to a wider audience.

## Tackling Violence Against Women and Girls (VIAWG), Sexual Harassment and Hate Crime

Sex Offences have recorded an increase on same period last year with solved rates remaining high (66% vs 53%). This remains the highest solved rate across the Force. In what is historically an underreported category, levels are now 56% above the average in recent years. This highlights the benefit of awareness work completed under campaigns such as *Speak Up & Interrupt* and the continued promotion of reporting channels, with particular attention to the promotion of Railway Guardian App.

With almost half of all sex offences involving female victims, the Force VIAWG strategy remains the very forefront of daily policing and BTP continue to use data to direct patrols at stations & on services - particularly in the evenings. Routine engagement with passengers and staff takes place against a background of wider work and joint working to raise awareness and prevent crime. Days of action with partner agencies including Woman's Aid, Police Scotland and Breathing Space have already been arranged for Q3. The *White Ribbon Campaign* will see 16 days of action from 25th November with particular attention to pubs within stations. Engagement with SSE Hydro venue, Scottish Football Association, football & rugby clubs and universities and colleges has been carried out to explore further joint working opportunities.

Hate crime is showing an increase when compared against last year and this continued in Q2. Top recording crimes have been racially aggravated public order and violence. There has been no increase relating to current situation in Israel and Palestine. However, with protests taking place across the country, continued analysis and data sharing supports Officer briefings & resourcing decisions. The division is part of the command structure engaging with local community leaders, ensuring sufficient resources are deployed to prevent any increased hate crime during football events.

## Protecting, Support and Safeguard Vulnerable People and Those at Risk of Exploitation and Harm

While vulnerability reports have reduced overall compared with '22, demand around mental health remains high. In September alone, 11 mental health detentions totalled 94 hours of BTP resource time. The Mental Health Crisis to Care (MHC2C) project is currently reviewing the way in which BTP respond to mental health incidents and starting in September, BTP held multiple in-person and online focus groups with officers and staff to better understand the key issues. An options paper is being prepared for consideration by Chief Officer Group in December & collaboration is planned with Police Scotland and Mental Health Welfare Commission around the digitisation of Section 297 detention forms to ensure timely handover at emergency departments. The project team are working alongside Wellbeing, the Federation and support networks to introduce training to improve understanding. The Safeguarding on Rail Scheme further supports this work by aiming to improve industry's understanding and response to vulnerable people. On World Mental Health Day (10th October) activity took place across the division. A workshop held at Dundee was supported by Dundee youth mental health charity *Feeling Strong*, Samaritans and resources from NHS.

A County Lines Intensification week ran 9th-15th October with days of action at Edinburgh, Aberdeen & Dundee. Although no seizures were made during this activity, work continues to raise awareness of exploitation through workshops. One such workshop was held at Glasgow Central Station on 10th October.

## Reducing Disruption on the Network through Collaboration

There has been an increase in disruption incidents & minutes overall and in relation to the Scottish Red Routes. Incidents involving a repeat presenter at the red route location of Haymarket Tunnels have contributed to this increase, and one presentation on 10th September caused 1,856 minutes. Following extensive delays from a PIPP incident between Edinburgh Waverley and Haymarket stations, BTP have worked with Network Rail and have coordinated post incident response. This has included DOCU involvement, consideration for HaRT and considered local nuances. NWR have now fitted plates to ladders which previously allowed access to signal posts & gantries and are revisiting the use of analytic cameras at platform ends. BTP have worked with level crossing managers to assist in the installation of their own cameras at repeat locations. Further work with level crossing managers around locations raised at the *National Disruption Working Group* has seen days of action planned for Q3. At the end of Q2, the average hand back time for fatalities is 105 minutes. The impact of longer

hand back times at remote incidents is evident in the 17% inflation on target time. Geography remains the key challenge in this area.

Trespass is the main driver for disruption at present and BTP have continued to explore and implement problem-solving measures at key locations such as Hamilton Central. The division has continued to build on the successes in crime reduction seen in Q1 at Clydebank Station. During Q2, the removal of decorative stones at Clydebank has seen further reduction in vandalism and stone-throwing. Activity is linked to Travel Safe Team deployments to provide extra support and reassurance on services.

Rail safety school presentations detail the dangers of trespass, level crossing misuse and overhead lines, whilst providing education around the negative impact that ASB, criminal damage and line obstruction have on the network.

## Appendix

### 1. YTD Crime Trend

1.1. Total recorded crime (all victims and crime types) for the last 5 policing years
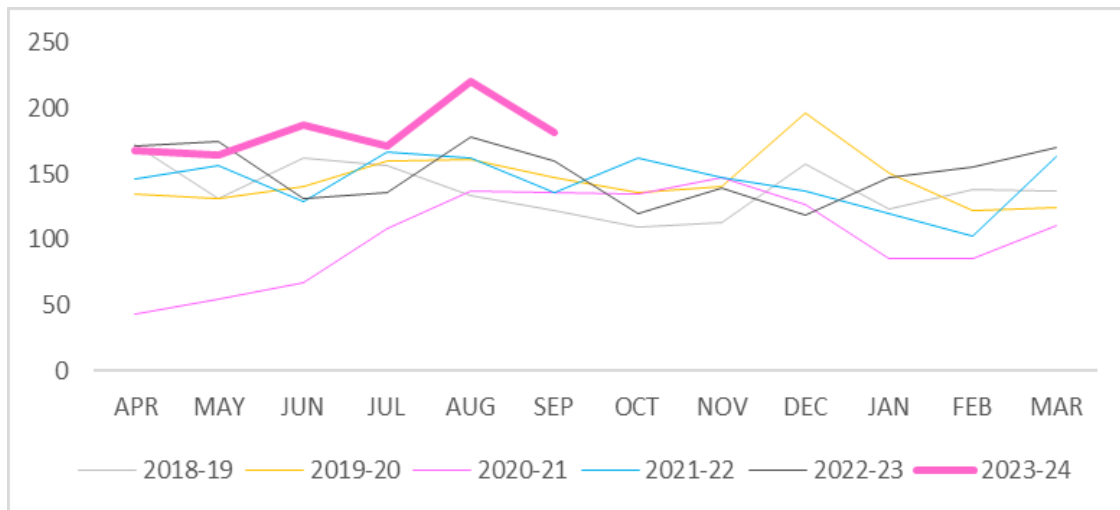


1.2 Total recorded crime (all victims and crime types) by quarter for 2018/19 (pre-pandemic), 2021/22, 2022/23 and 23/24

|    | 2018-19 | 2021-22 | 2022-23 | 2023-24 |
|----|---------|---------|---------|---------|
| Q1 | 470     | 428     | 477     | 519     |
| Q2 | 414     | 464     | 475     | 574     |
| Q3 | 384     | 441     | 381     |         |
| Q4 | 399     | 386     | 489     |         |

## 2   Violence Crime Trends

### 2.1   Recorded Violence crimes (all victims) for the last 3 policing years
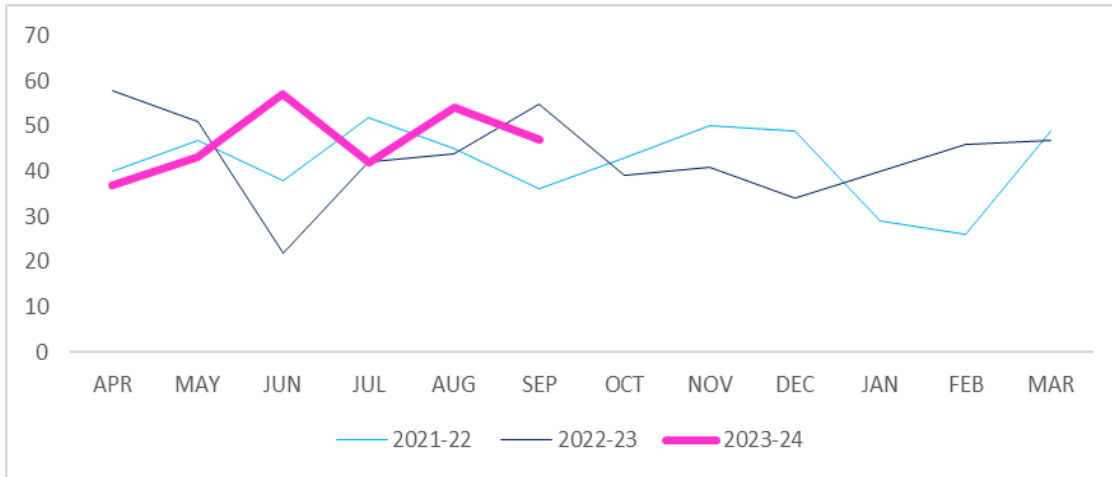


### 2.2   Recorded Violence crimes against Rail Staff for the last 3 policing years
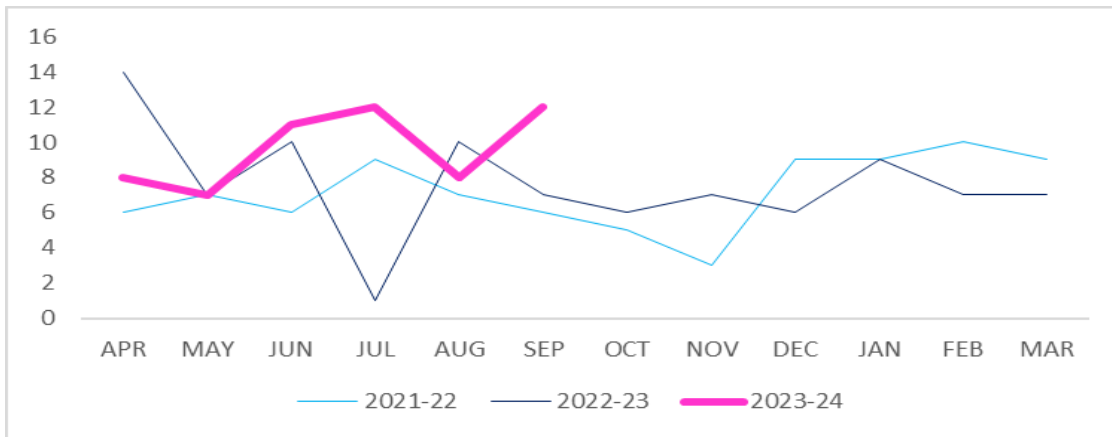


## 3   Anti-Social Behaviour Trends

### 3.1   Recording ASB incidents for the last 6 policing years
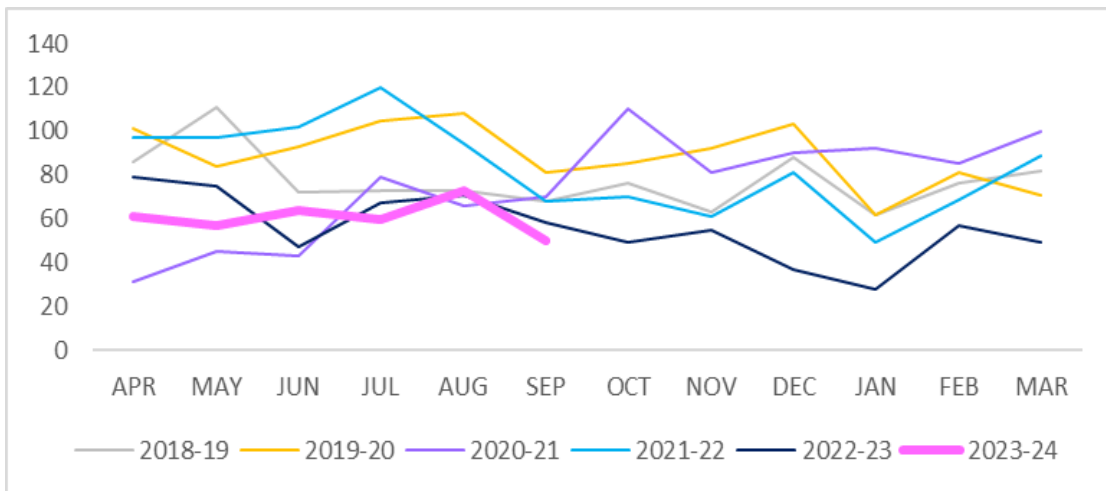
| | |
|---|---|
| **Joint Working Document British Transport Police (BTP) & Police Scotland (PSOS)** | |
| Scottish Railway Policing Committee | 22nd November 2023 |

**Partnership Highlights**

- BTP and Police Scotland had numerous high-profile events through the course of Q2 (July – September) with the UCI World Cycling Championships being the most notable. BTP provided assistance with resources from throughout the force including Search Teams, Policing at Heights/Protestor Removal Teams, explosive search dogs, and numbers of mutual aid officers. The planning phases for this event included engagement with various partners including UCI and railway stakeholders – to ensure safe travel to and from the events. Several Testing and Exercise events took place to assess each aspect of the plans from each agency, especially UCI and police. Police Scotland also shared space within the Multi Agency Control Centre alongside other agencies (BTP, Scottish Ambulance Service, Scottish Fire and Rescue Service, and UCI) to ensure impactful tactical decisions could be shared.
- The BTP and PSOS Policing at Heights/Protestor Removal Teams had the biggest focus during the event during the road races and ensuring the iconic sites, such as the Forth Road Bridge were secure. Joint reconnaissance and deployments were formulated at the key sites, and BTP deployed Emergency Response Units with a member of Network Rail staff to tackle any disruption during the event. Feedback from industry from this event was overwhelmingly positive.

- BTP and PSOS continue positive working at a territorial and national level with other key events including TRNSMT music festival in July, Scotland V France Rugby Union International in August, and Scotland v England international football in September. These events all involved partnership working and planning with various agencies including rail operators and Scottish Football Association. Routes were planned to and from these events to keep fans safe.

**Criminal Justice**

- Criminal Justice Services Division (CJSD) have two BTP Sergeants on a rolling secondment to CJSD Custody Operations in Scotland. With a sergeant currently deployed in the West and in the North of Scotland.

**Operational Support Highlights**

- BTP are involved in the new Commanders Event & Resourcing bi-weekly meetings.
- Celtic v Lazio football game in Glasgow planning started with segregated routes for fans to prevent disorder.
- Planning also started for the Troon Open golf tournament next year, with BTP attending PSOS Gold and Silver meetings.
- PSOS and BTP have been working together on the Manchester Arena Inquiry in relation to the recommendations and the impact of these in Scotland.

**Crime Highlights**
**Organised Crime:**

- On 25th August 2023, BTP and Police Scotland officers, including Criminal Investigation Department, Roads Policing and Dog Unit, took part in county lines enforcement activity at Perth Railway Station. The purpose of the day of action was to target travelling criminals and enforce our commitment to road and rail safety.
- Planning was progressed for the County Lines National Intensification week in October. With joint working and enforcement activity planned for Dundee, Aberdeen, and Inverness. Further awareness raising took place within Glasgow Central Station with various key partners including BTP County Lines Task Force Safeguarding Lead, Crimestoppers "Fearless Campaign" Railway Children charity and Police Scotland Human Trafficking unit. The BTP East Collator provided CL awareness training to LNER for 3 weeks leading to the event.

**Major Crime & Public Protection:**

- In July, BTP signed up to the Scottish Government pilot 'United to Prevent Suicide' that is running in Ayrshire & Arran, Argyll & Bute, and Highlands NHS trust area, working alongside PSOS, Penumbra Mental Health and Change Mental Health to assist and support those bereaved or affected by suicide.

| **Joint Working Document British Transport Police (BTP) & Police Scotland (PSOS)** | |
|---|---|
| Scottish Railway Policing Committee | 22nd November 2023 |

**Local Policing West Highlights**
- Police Scotland and BTP continue to work together in the planning and activation phases on the Safer Shores initiative. Near daily joint working takes place between BTP and Police Scotland to coordinate resources. There was only one official plan implementation throughout this period. Crime prevention measures installed at Irvine station assist with the safe return of passengers and prevent overcrowding.
- Joint working took place with PSOS, BTP and ScotRail's Travel Safe Team in Kilmarnock, due to an increase in ASB and youth disorder at the bus station, with BTP ensuring the ASB did not become displaced onto the railway.
- The Inverclyde Community Hub continues and has received praise from the local MSP Siobhan Brown acknowledging the partnership work of PSOS, BTP, community wardens and local council to target ASB and provide safeguarding.
- The Clydebank Action Plan is an ongoing initiative that has been running for approximately 8 months. Throughout the action plan Police Scotland have worked closely with BTP and Scotrail to target the issues caused by youths, predominantly around the area which includes Clydebank Train Station. BTP and Scotrail have provided additional resources and support to tackle the problems. BTP have been involved in numerous partnership meetings and actively contributed to the action plan, resulting in the removal of stones from Clydebank station to prevent further vandalism to trains and cars.
- Glasgow City Centre joint working continues to identify emerging trends, with a working group being set up to tackle the problems at 'the four corners' area in Glasgow involving Glasgow City Council, PSOS, BTP and the Railway Children.
- The Ayr station fire on the 25th September resulted in a multiagency response (PSOS, BTP, SFRS, SAS) who followed the major incident protocol, even though a major incident was not declared officially. This allowed for excellent communication between all partners to establish no people were in the burning building and cordons put in place to secure the area. BTP assisted passengers who were on stranded trains and assisted with evacuation of the station, remaining in situ to aid the train operating companies with the disruption.

**Local Policing East and North Highlights**
- During August, PSOS worked with BTP at Waverley train station in support of a 'White Ribbon' event to raise awareness of women's safety and violence against women and promote the BTP Railway Guardian App.
- BTP are represented on the Women's Safety on Public Transport subgroup as part of the wider Women's Safety in Public Places CIP.
- BTP & PSOS attended at the Falkirk Emergency Services day on 2nd August alongside SAS and SRFS.
- On 03/08/23 PSOS Prevention, Intervention & Partnerships held an engagement stall with BTP and Victim Support Scotland at Waverley train station to raise awareness of Hate Crime, support, and reporting mechanisms.
- PSOS and BTP were involved with various partner agencies over the Edinburgh Festival term to minimise disruption and ASB.
- During September BTP and PSOS attended at the Student Opportunities Day at Queen Margaret University to provide advice to the new students.
- Project SAD meetings with Samaritans, Network Rail, Scotrail and BTP meet monthly to discuss suicides on the railway to identify repeat presenters such as at Dunbar, and to look for diversionary tactics within the wider area to prevent recurrence.
- Partnership working between BTP and Police Scotland has continued in the Falkirk and Stirling area with dedicated resources deployed to tackle youth ASB alongside Travel Safe Team.
- County Lines activity took place in Aberdeen in August with a week of action resulting in 2 large seizures of cannabis and cash, and 2 high risk missing persons located in Aberdeen city who had been used to courier drugs from England.

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Report to:        Scottish Railways Policing Committee

Date:             22 November 2023

Subject:          D (Scotland) Division Policing Plan 2022/25 Annual Review

Sponsor:          Chief Executive

Authors:          Kate Carr and Jen Crowther

For:              Information and endorsement

## 1.  PURPOSE OF PAPER

1.1     To update Members on the year two refresh of the 2022-25 Railway Policing Plan for Scotland (D Division) and seek endorsement for the proposed amendments.

## 2.  BACKGROUND

2.1.    As previously briefed, part of the approach for the 2022-25 Plan was to move to a three-year rolling Plan, aligned to our Guardian of the Railway Strategy, with a commitment to carry out an annual light touch review and refresh. The rationale behind that proposal was to create a line of sight on topics of shared importance for BTP and its partners, to create the conditions to encourage deeper partnership working to tackle those shared priorities.

2.2.    This paper provides an update on the second annual refresh of the Plan, this is in accordance with Section 52 of The Railways and Transport Safety Act 2003. It consolidates the feedback from local and public consultations and presents the final proposals for any updates to the rolling local Scotland Division priorities.

## 3.  ENGAGMENT AND CONSULTATION

3.1.    Although a light touch review, the Policing Plan has still been subject to substantial engagement, including:

- **Local Stakeholder events**, including a focussed session for Scotland held on 5th October. As per previous events, this was well attended including representation from Avanti West Coast, Strathclyde Passenger Transport, Scottish Police Authority, Scot Rail, Scottish Government and ORR.
- **BTP's Public Consultation 2022**, to assist in identifying policing priorities that matter most to the travelling public who work or travel on the rail network.
- **BTP's Rail Staff Survey 2022/23**, to assist in identifying rail staff concerns and priorities and provides a measure for rail staff confidence.

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

## 4. FINDINGS

4.1. The **Public Consultation 2022** received 181 responses from Scotland.

- The perception of safety for Scotland is similar to the national picture, with 67% of those surveyed feeling safe.  This is a significant improvement for Scotland when compared with 2021 when only 46% said they felt safe.
- Overall, respondents named anti-social behaviour (ASB), violence and sexual offences as the top three crime priorities for Scotland.

4.2. The **Rail Staff Survey**

- Scotland rail staff respondents had the second highest safety perception across the force at 35.3%, 11.8% higher than the force-wide average.
- Almost every respondent (96%) from Scotland had ASB as the top area to prioritise, followed by fare evasion and work-related verbal aggression.

4.3. **Stakeholder Feedback**.

- Stakeholders were supportive of the existing priorities being carried forward into 2023/24. They assessed that the priorities are sufficiently wide-reaching and broad to allow local issues to be addressed.
- Visibility, anti-social behaviour and violence against rail staff continue to be key themes raised by partners.

4.4. The alignment of the BTP plan with that of policing priorities in Scotland was reviewed when the Plan was commissioned and is deemed to still be relevant. There is good alignment on the following themes – partnership working to deliver outcomes, tackling violence, sexual offences and hate crime including violence against women and girls, anti-social behaviour and public order, public protection/protecting vulnerable people, counter terrorism.

## 5. PROPOSALS

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 accompany Policing Plan narrative.

5.2. Hate Crime (and its associated metrics) is moved to the Confidence Priority. This is due to the natural alignment of hate crime and confidence and enables the force

priority on violence against women and girls to stand alone. This change was raised at the Scotland stakeholder event with no objections raised.

5.3. Metrics have been reviewed and some updated to reflect newly available information such as rail staff survey data, drone activity, counter terrorism and the inclusion of non-notifiable public order, which is recorded in Scotland. These changes were raised at the Scotland stakeholder event with no objections raised.

## 6. NEXT STEPS

6.1. Introductions from the Chair, Chief Constable and Divisional Leads will also be updated for the refreshed plan along with details on local leadership, budgets and resourcing.

6.2. If content, the Committee is asked to endorse the updated plans for BTP's Scotland Division.

**Annex 1: D Division Policing Plan 2022/2025 Annual Review**

# D Division Policing Plan 2022 - 25 Annual Review

SRPC -  November 2023

# D Division Policing Plan

*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 (inc. Hate Crime), 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 |
|---|---|---|---|---|---|---|
| • Compliance against specialist training (%)<br>• Number of officers in post vs establishment for specialist roles<br>• Number of delivered internal training programmes for Initial Behaviour Detection and Major Incident Operational Cmdr training (for all Sgts to CI)<br>• Number of briefings delivered internally and to wider Force via email / intranet and Viva Engage.<br>• Number of inputs into new recruit training<br>• Number of Viva Engage posts and intranet articles<br>• No of SCaN / ACT inputs delivered. No of rail staff reached<br>• Number of PSIA undertaken at CAT A stations.<br>• Number of 'Command of CT incident' inputs given to Senior Duty Officers as CPD<br>• Number of CPD inputs delivered to Specialist Command roles.<br>• Number of internal/ multi-agency Exercise & Training events completed<br>• No of Local Resilience Forums attended bi-annually<br>• No of firearms response Tactical Information Packs (TIP's) reviewed and created annually | **Violence & Aggression Against Passengers**<br><br>• Number and % of positive outcomes for;<br>○ Serious violence<br>○ Weapon-enabled offences<br>○ Robbery<br>○ Public Order (including offences under Less Serious Public Order)<br>• Officer tasking activity output for serious violence & weapons crimes;<br>○ Stop & Search<br>○ Intelligence submissions<br>○ Weapons seized<br>• Victim Code of Practice Compliance | **Violence & Aggression Against Rail Staff, Officers & PCSOs**<br><br>• Number and % of positive outcomes for VAP and public order (including offences under Less Serious Public Order) against rail staff<br>• Outcome types for offences against rail staff<br>• Through collaboration with TOCs, improvement in % of positive outcome types for rail staff<br>• Victim Code of Practice Compliance<br>• Number and % of positive outcomes for assaults on Officers | • ~~Number and % of positive outcomes for volume crime at agreed key locations~~<br>• Number of volume crimes (broken down by crime group)<br>• Officer activity output at agreed key locations (on and off train)<br>• Number of ASB incidents<br>• Satisfaction levels as determined by the Victim Crime Survey<br>• Incident response times, broken down by category (Priority/ Immediate)<br>• Number and % of positive outcomes for football related offences<br>• Progress against Public Consultation Divisional action plans<br>• Progress against Rail Staff survey Divisional action plans<br>• Number and % of positive outcomes for hate crime (broken down by factor) | • Number of disruption incidents & primary minutes at key locations broken down by category;<br>○ Cable theft<br>○ Vandalism/ theft<br>○ Trespass<br>○ Drunks/disorder/trespass<br>○ Fatality/injuries involving a train<br>• Average fatality handback times<br>• Number of PSPs created for disruption ~~PiPP~~ hotspots<br>• Number of drone flights (by category)<br>• Cost saving impact & minutes saved for drone flights (spontaneous flights only)<br>• Designing Out Crime Unit post incident site visit reports & recommendations responded to by Rail Industry | • ~~Vulnerability concern reports by category~~<br>• Number of repeat presenters and high frequency presenters<br>• County Lines data by outcome category<br>• No of life saving interventions<br>• Number and % of positive outcomes for stalking/harassment & modern slavery offences | • Number and % of positive outcomes for violent crimes against women and girls (including breakdown of victim engagement)<br>• Number and % of positive outcomes for incidents involving sexual harassment (measure for public & rail staff)<br>• Number and % of positive outcomes for sex offences & domestic abuse (including breakdown of victim engagement)<br>• Number of known offenders being actively monitored<br>• Number of applications for Sexual Harm Prevention Orders (SHPO), Sexual risk orders (SRO), Stalking Protection Orders (SRO), Restraining Orders (RO) and Criminal Behaviour Order (CBO)<br>• % of compliance with prohibitive orders for managed offenders<br>• ~~Number and % of positive outcomes for hate crime (broken down by factor)~~<br>• Officer tasking activity output for sexual offences ~~& hate~~ crimes<br>• Satisfaction levels as determined by the Victim |

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes

# Report

**Report to:**   Scottish Railway Policing Committee
**Date:**   09/11/2023
**Subject:**   Trespass Briefing – Scotland Route
**Sponsor:**   Luke Gregitis NWR
**Author:**   TPI David McVean
**For:**   Noting

## 1.  D DIVISION TRESPASS BRIEFING INTRODUCTION

The offence of Railway Trespass is defined by Section 55 British Transport Commission Act 1949 (not reproduced here) and is generally considered to be persons accessing the running lines of rail without lawful authority.

Network Rail also record Trespass incidents. Trespass recorded by Network Rail has a broader scope and is not limited to criminal matters. It could for example include a person tripping on a platform and falling to the line accidentally. It could also include disruption caused by placing trains on caution if a person in mental health crisis is reported to be heading to a location even if they do not attend lineside.

Those that cause 3 or more total delay minutes are recorded on a system called TRUST. Those that cause less than 3 minutes total delay or no delay are recorded on a system called Safety Management Intelligence System (SMIS) maintained by the Rail Safety and Standards Board.

The joint BTP and Network Rail National Disruption Fusion unit (NDFU) produces a combined dataset that BTP uses to further inform decision making. Whilst the NDFU dataset captures some data that is not a

criminal offence it is useful in identifying emerging hotspots or monitoring numbers of youth related or Suicide Prevention and Mental Health (SPMH) incidents.

British Transport Police has worked closely with Network Rail for many years to address boundary issues which contribute to Trespass incidents.

In January 2018, BTP launched an internal campaign designed to support officers responding to reports of Child or Young Person trespass. It recognises the enhanced risk to that group who are less likely to be aware of the dangers of their actions.

## 2. D DIVISION TRESPASS PERFORMANCE

The following figures use data from the NDFU combined dataset. Please note that the Network Rail team that manage data entry into SMIS are short-staffed.  As a result, there is currently a backlog of non-delay causing SMIS incidents in the NDFU combined TRUST/SMIS data set (approximately 300 nationally).  As a result, the 2023/24 YTD figures quoted in this performance summary are low.  With this taken into consideration:

| Route Crime Category | TRUST/SMIS Incident Count 2022/23 YTD end period 7 | TRUST/SMIS Incident Count 2023/24 YTD end period 7 | Numeric Change | % Change |
|---|---|---|---|---|
| XA – Trespass (Scotland) | 1,118 | 1,287 | +169 | +16% |
| *XA – Trespass (National)* | *11633* | *12238* | *+605* | *+5%* |
| Youth Trespass (Scotland) | 357 | 327 | -30 | -8% |
| SPMH Incidents (Scotland) | 101 | 85 | -16 | -16% |

Year To Date (to the end of railway period 7 which was Saturday 14/10 23:59 hours) Scotland route has had a 16% increase in Trespass incidents recorded by Network Rail which is above the national average of 5%.

Youth Trespass has reduced by 8% against Previous Year to Date.

SPMH incidents have reduced by 16% against Previous Year to Date.

The following figures uses data from BTPs crime recording system. They are provided to show a direct comparison against NDFU data until the end of period 7.

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

| Recorded Crime | Count 2022/23 YTD end period 7 | Count 2023/24 YTD end period 7 | Numeric Change | % Change |
|---|---|---|---|---|
| Trespass (X28) | 668 | 754 | +86 | +13% |

YTD (to the end of railway period 7 which was Saturday 14/10 23:59 hours) Scotland route has had a 13% increase in recorded Trespass Crime. (This is 86 additional offences recorded by BTP compared to 169 recorded by NWR showing some disparity in the different recording systems)

The following figures show Trespass crime performance for Quarters 1 and 2 of the 2023/2024 performance year (April to September 2023)

| D-Division trespass (Scotland) | 2022/23 (up to Q2) | 2023/24 (up to Q2) | % Change |
|---|---|---|---|
| Crimes recorded | 618 | 715 | +16% |
| Crimes solved | 116 | 151 | +30% |
| Solved rate | 19% | 21% | +2% |

| B-Division trespass | 2023/24 (up to Q2) | 2022/23 (up to Q2) | % Change |
|---|---|---|---|
| Crimes recorded | 713 | 796 | -10% |
| Crimes solved | 162 | 140 | +16% |
| Solved rate | 23% | 18% | +5% |

| C-Division trespass | 2023/24 (up to Q2) | 2022/23 (up to Q2) | % Change |
|---|---|---|---|
| Crimes recorded | 847 | 1,260 | -33% |
| Crimes solved | 201 | 213 | -6% |
| Solved rate | 24% | 17% | +7% |

Recorded Trespass crime has increased by 16% (Scotland) in Q1 and Q2 against last years figures. The number of Trespass crimes solved has increased by 30% against last years figures which is a 2% increase in solved rate.

## 3. RISKS & CHALLENGES FACING TRESPASS

- Scotland route has seen a 24% increase in train services running on the network this year. A large number of trespass incidents are reported by train drivers so it was expected that we would see an increase in reported incidents this year.

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

- It is worth noting that there were significant increases in SPMH incidents throughout the immediate post COVID years of 2021/22 and 2022/2023 compared with the pre COVID years. This was in the region of 70 % increase.
- The investigation of Trespass crime is difficult, often with no witnesses who can identify offenders or no CCTV other than in stations.
- Trespass locations are widespread and not just localised near to hub locations making response times challenging.
- At some locations Trespass is interlinked with Anti Social Behaviour which has also seen an increase this year.

## 4. DIVISIONAL RESPONSE AND PLAN

**What we currently do**

- Existing and emerging hotspots are discussed at the monthly D Division performance meeting and the NDFU provides a 4 weekly Periodic Business Review to assist local supervision with decision making on patrol priorities. Trespass hotspots are then added to local patrol plans.
- Problem Solving Plans (PSP) are created for the worst Trespass hotspots. In the last year there were 2 locations with active PSPs. PSP locations benefit from enhanced patrols. Designing Out Crime surveys are carried out and we work with industry to engineer out the causes of trespass. The wider area is looked at to identify any issues which may be causational factors and we work to address these.
- Response officers attend ongoing incidents of Trespass to identify offenders, safeguard individuals and identify Trespass points.
- Neighbourhood Policing Teams arrange School Visits to educate young people on Rail Safety. This is targeted predominantly at hotspot areas. Visits increase on the run up to school holiday periods when youth trespass incidents generally increase in number. Other youth engagement takes place at Crucial Crew type events where schools from a council area visit a venue to educate them on a variety of safety matters. Network Rail Scotland is currently considering funding Virtual Reality headsets to enhance the experience at these events and in schools.
- Creation of disruption hotspot patrol cards utilising NWR trespass data to steer our core teams patrolling around trespass hotspots.
- We have an Inspector embedded within the Scotland Route control in Cowlairs, Glasgow who acts as a conduit between BTP and industry partners to share information and highlight priorities to tackle.

**Future plans**

- Some other Network Rail routes fund dedicated officers under an enhanced Police service agreement (ePSA) to tackle disruption including Trespass. These officers form Disruption Tasking Teams or

Emergency Intervention Units. BTP is currently exploring a proposal to fund an ePSA for dedicated disruption resources in Scotland.

- BTP is exploring a proposal to have a drone capability in Scotland. Drones can be used reactively to identify Trespassers or trespass points and they can be used for a variety of pre-planned purposes.

- We have recently engaged with the Scottish Community Safety Network who are looking at the possibility of forming a Rail Safety forum involving Network Rail, ourselves and other partners. This would be beneficial to reduce youth trespass.

- Developing programme of work with Rail Safe Friendly (RSF), a company who run a Rail Safety programme that schools sign up for. The participating school is supported by RSF in delivering a rail safety message to its pupils as part of its curriculum.

## 5. FORCEWIDE FOCUS

- BTP has Harm Reductions Teams (HaRT) who work with Repeat High Frequency Mental Health Presenters (RHFPs). This was rolled out initially in some areas of England and Wales. This is being rolled out to all areas of BTP as of April 2024 following additional funding being secured. This means any RHFPs who are involved in 4 incidents in 8 weeks will be approached and offered additional support.

- Trespass forms part of control strategy for 23/24. Tactical plans socialised through the new Disruption Toolkit on MyLearn (a repository of learning and best practice for officers around route crime offences). This includes a new trespass investigation plan for use on trespass offences capturing best practice and signposting officers to useful mitigation measures.

- Development of a disruption masterclass scheduled for 2024 which will form part of all officers CPD going forward and cover areas of trespass investigations, fatality management and cable theft investigations.

- As part of an on-going national work a Task and Finish group established by Network Rail will look at the emergency services guidance for all emergency services including home office forces, this will give clearer guidance for emergency services accessing the line for dealing with incidents such as Trespass. This work is being done in conjunction with the College of Policing and once finalised will be distributed to all home office forces.

- Work with the justice department in BTP on the consultation into adult gravity matrix scoring around trespass. We have sought to highlight the impact and gravity of trespass offending more clearly via the Scottish Standard Prosecution Report and liaison with Network Rail Scotland who can act as a corporate victim (impact statement).

![BTPA British Transport Police Authority]

Report to:      Scottish Railways Policing Committee

Date:           22 November 2023

Subject:        Providing VfM (Best Value) for Scotland

Sponsor:        Chief Executive

For:            Comment

## 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[1] 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 to the Committee in December 2022.

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

## 3.  Evidencing Best Value

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 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 December 2022 and an indication of where the Committee plans to carry out further scrutiny in the year ahead.

## 4.  Financial data 2022/23: 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,

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[1] 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

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

4.2 The D-Division budget for 2022/23 was **£10.70m** (2021/22 £10.36m) for direct costs; the cost of the other operational and support functions based in and outside Scotland, and which enabled policing in Scotland, was approximately **£14.61m** in 2022/23 (£13.95m in 2021/22).

4.3 The main changes in this financial reporting for 2022/23 resulted from the pay award in 2022 (£1,902 per officer regardless of grade and rank) plus pay awards across police staff (included in indirect spend).

4.4 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) |
|---|---|
| Staff and officer costs<br>• Allowances and expenses<br>• Overtime<br>• Pensions | Operational support<br>• Control rooms and contact management<br>• Specialist investigations<br>• Investigations<br>• Fraud and hi-tech crime<br>• Counter Terrorism Intelligence<br>• Special Movements Team – (Royal Train and VIP Protected persons on Trains)<br>• Scientific Support Unit<br>• Police Dogs<br>• Civil Contingencies<br>• Fatality Management |
| Non-staff costs<br>• Premises & office costs<br>• Transportation<br>• Supplies & services | Back Office<br>• Contact centre and crime recording staff<br>• Professional standards<br>• Technology<br>• Force intelligence<br>• Central authorities bureau<br>• Criminal justice administration<br>• Central Disruption Team (Fatality Management)<br>• Neighbourhood Policing / Citizens in Policing Team<br>• Duty and Event Planning |
|  | Administrative<br>• HR delivery<br>• Learning and people development<br>• Finance, payroll and commercial contracts<br>• Technology |

| | <ul><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> |
|---|---|

## 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.

# Appendix A
# Annual value for money report
# Best Value framework

# Reminder of 7 Best Value Themes

- This Appendix 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 work plan and how it assesses, and reports on the value delivered by BTP(A). [1]
  - Vision and leadership
  - Governance and accountability
  - Effective use of resources
  - Partnerships and collaboration
  - Working with communities
  - Sustainability
  - Fairness and equality

1. Scottish Government (2020) Best Value: revised statutory guidance 2020. Available from: https://www.gov.scot/publications/best-value-revised-statutory-guidance-2020/

**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 2023**

- The Committee has received the proposals to refresh the Scotland Policing Plan for 2022-25 to this meeting for scrutiny. The Policing Plan was cross checked against the wider policing plans for Scotland during its initial development and this refresh has included consultation with key stakeholders, including the rail passenger watchdog Transport Focus, the rail industry in Scotland, Scottish Police Authority, Scottish Government and the Office of Rail and Road (ORR).

- The Committee has received to each meeting quarterly performance updates against the current Policing Plan and joint operational policing updates from Police Scotland and BTP, providing an overview of partnership working. Performance updates also include updates on joint work between BTP and wider stakeholders.

- A rail industry input, first taken in December 2022 is now embedded as an ongoing quarterly update. This seeks feedback from rail industry partners in Scotland and provides an input on how BTP is working with the industry on matters relating to the railways in Scotland. This aims to ensure partners are aware of and can contribute to matters being considered by the Committee.

**Future plans under this scheme**

- Ongoing quarterly updates from BTP on delivery of the Policing Plan for Scotland and the work with Police Scotland and wider stakeholders, including the rail industry.

- Annual refresh of the Scottish Policing Plan, including an overview of consultation with stakeholders in Scotland.

- Quarterly deep-dives on thematic topics to provide detailed updates on performance for specific areas relevant to the delivery of BTP services in Scotland.

## 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 2023**

- The Committee received the proposals to refresh the Scotland Policing Plan for 2022-25 to this meeting for scrutiny and BTPA has overseen consultation with stakeholders in Scotland.

- The Committee receives to each meeting quarterly performance updates against the current Policing Plan and joint operational policing updates from Police Scotland and BTP, which provide an overview of partnership working. A quarterly rail industry input which is now embedded as an ongoing quarterly update seeks feedback from rail industry partners in Scotland and provides an input on how BTP is working with the industry on matters relating to the railways in Scotland.

- This has been supported by thematics, including on the following topics:
    - Force Crime Assessment and Allocation Policy – and how applied in Scotland and impact of improved compliance on crime performance. Crime assessment/decision making process at operational level.
    - BTP Crime Prevention Strategy – an update on the launch of BTP's 2022-27 Crime Prevention Strategy.
    - Trespass in Scotland – a thematic to be provided to this meeting setting out trespass issues, challenges and what BTP is doing in response.

- All meetings have included a quarterly strategic risk update and updates on audit and inspection activities, setting out work with the relevant audit and inspection bodies and findings from relevant audit and inspection activity.

- Updates on 'A Force on the Move' (AFOTM) at the March and September 2023 meetings have provided an overview of the Force's transformation portfolio, which has included a summary of investment in estates and wider capability benefits in Scotland.

- This annual value for money and best value report.

- All Committee meetings have been made available to the public and papers are published on the BTPA website. Each quarter there is an evaluation of the Committee's business via:
    - an evaluation report card which outlines whether it has achieved a series of measures and
    - a verbal Member evaluation of the meeting.

**Future plans under this scheme**

- Continue work to develop a bespoke strategic risk register for BTP Scotland in partnership with the Scottish Police Authority and PSOS
- Ongoing quarterly updates from BTP on delivery of the Policing Plan for Scotland and the work with Police Scotland and wider stakeholders, including the rail industry.
- Quarterly deep-dives on thematic topics to provide detailed updates on performance for specific areas relevant to the delivery of BTP services in Scotland
- Updates on strategies/plans relevant to service delivery in Scotland (for example on the BTP Inclusion and Diversity Strategy, Crime Prevention Strategy and the Net Zero Carbon Strategy)
- Annual refresh of the Scottish Policing Plan, including consultation with stakeholders in Scotland and Committee scrutiny of draft proposals ahead of publication.

**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 2023**

- The Committee received the proposals to refresh the Scotland Policing Plan for 2022-25 to this meeting for scrutiny and has overseen consultation with stakeholders in Scotland. The published version of the Policing Plan includes an outline of BTP's resources, including budget and employee numbers broken down by Division including for Scotland.

- The Committee receives to each meeting quarterly performance updates against the Policing Plan and joint operational policing updates from Police Scotland and BTP, which provide an overview of partnership working. A quarterly rail industry input which is now embedded as an ongoing quarterly update seeks feedback from rail industry partners in Scotland and provides an input on how BTP is working with the industry on matters relating to the railways in Scotland.

- The Committee has received thematic items on the following topics to understand how BTP delivers services and capability for Scotland:
    - BTP Crime Prevention Strategy – an update on the launch of BTP's 2022-27 Crime Prevention Strategy, which will enable the Force to make better use of its resources and will require more engagement and activity from stakeholders.
    - Force Crime Assessment and Allocation Policy – and how applied in Scotland and impact of improved compliance on crime performance. Crime assessment/decision making process at operational level.

- Updates on 'A Force on the Move' (AFOTM) at the March and September 2023 meetings, providing an overview of the Force's transformation portfolio which includes a summary of investment in estates and wider capability benefits in Scotland.

- All meetings have included a quarterly strategic risk update and updates on audit and inspection activities, setting out work with the relevant audit and inspection bodies and findings from relevant audit and inspection activity.

- This annual value for money and best value report.

**Future plans under this scheme**

- Six-monthly updates on delivery of the transformation plan via updates on A Force On The Move.
- Further to an action from the June 2023 meeting, an assessment is to be provided on stakeholder working and third sector involvement
- Updates on strategies/plans relevant to service delivery in Scotland (for example on the BTP's Inclusion and Diversity Strategy, Crime Prevention Strategy, Net Zero Carbon Strategy and technology transformation)
- Committee oversight of the annual Policing Plan refresh, including consultation with stakeholders in Scotland.
- Ongoing quarterly updates from BTP on delivery of the Policing Plan for Scotland and work with Police Scotland and wider stakeholders.
- Ongoing quarterly updates on strategic risk, and audits and inspections.

**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 2023**

- A quarterly rail industry input which is now embedded as a quarterly standing item. This seeks feedback from rail industry partners in Scotland and an input is provided on how BTP is working with the industry on matters relating to the railways in Scotland.

- The Committee receives to each meeting quarterly performance updates on joint operational work involving Police Scotland and BTP, providing joint updates on how the Forces are working together on operational matters. Policing Plan performance updates also include updates on how BTP is working with wider stakeholders, such as other police forces, the rail industry and other sectors.

- The proposals to refresh the Scotland Policing Plan for 2022-25 received to this meeting for scrutiny have involved consultation with stakeholders, including Transport Focus, the rail industry in Scotland, Scottish Police Authority, Scottish Government and the Office of Rail and Road (ORR).

- BTP Crime Prevention Strategy – an update on the launch of BTP's 2022-27 Crime Prevention Strategy, which will enable the Force to make better use of its resources and will require more engagement and activity from stakeholders.

**Future plans under this scheme**

- Ongoing quarterly performance updates on joint operational working involving BTP with Police Scotland, the rail industry and other stakeholders.

- A continuation of the quarterly rail industry input to Committee meetings on a quarterly basis.

- Annual refresh of the Scottish Policing Plan, including oversight of consultation with stakeholders in Scotland.

**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 2023**

- The June 2023 meeting received an update on BTP's public and rail staff survey results, and a thematic input by Transport Focus in Scotland providing an overview of research into factors affecting rail user satisfaction.

- The proposals to refresh the Scotland Policing Plan for 2022-25 received to this meeting for scrutiny have involved consultation with stakeholders, including Transport Focus, the rail industry in Scotland, Scottish Police Authority, Scottish Government and the Office of Rail and Road (ORR).

- Rail industry input now embedded as an ongoing quarterly update. This seeks feedback from rail industry partners in Scotland and provides an input on how BTP is working with the industry on matters relating to the railways in Scotland.

- BTP Crime Prevention Strategy – an update on the launch of BTP's 2022-27 Crime Prevention Strategy, which will enable the Force to make better use of its resources and will require more engagement and activity from stakeholder.

- Legitimacy report on Stop and search / use of powers on young persons, which included an update on disproportionality

- BTPA Executive and Committee members attended D Division Independent Advisory Group (IAG) discussion on policing culture. Open invitation to future IAG meetings

**Future plans under this scheme**

- Input from Transport Focus on the findings from passenger research in Scotland and an update on BTP's passenger and staff survey results.

- Further to an action from the June 2023 meeting, an assessment is to be provided on stakeholder working and third sector involvement

- Update on BTP's Inclusion and Diversity Strategy, including service delivery via the Police Race Action Plan and recruitment/retention/progression plans.

- Annual refresh of the Policing Plans including, including oversight of consultation with stakeholders in Scotland.

**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 2023 and plans for 2024**

No thematic updates were received to the Committee in the last year. The previous thematics were on BTP's emerging sustainability plans in May 2022, and items on Fleet and Estates in February 2022.

In 2024 there is a planned update on BTP's Net Zero Carbon strategy

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

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

**Relevant work completed by SRPC in 2023**

- Legitimacy is recorded as a strategic risk for BTP/A and is included in the strategic risk summary that is reported to each Committee meeting. At the September meeting, an update was provided on this Red-rated risk which included an outline of risk causes, controls and further actions, and a summary update on progress.

- The Committee has received legitimacy reports on;
    - Professionalism
    - Stop and search / use of powers on young persons, including an update on disproportionality

- BTPA Executive and Committee members attended D Division Independent Advisory Group (IAG) discussion on policing culture. Open invitation to future IAG meetings.

**Future plans under this scheme**

- Update on BTP's Inclusion and Diversity Strategy, including service delivery via the Police Race Action Plan and recruitment/retention/progression plans.

- Continued oversight of strategic risks which include Legitimacy and work to develop a bespoke strategic risk register for BTP Scotland in partnership with the Scottish Police Authority and PSOS.

- Annual operational thematic on stop and search/use of powers, including a focus on use of powers on young people.

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

# Scottish Railways Policing Committee Workplan 2023/24

| Meeting | Standing Items | Special Focus Items |
|---|---|---|
| **22 November 2023 (longlist for discussion)** | • Conflict declaration<br>• Minutes of previous meeting<br>• Matters arising/actions outstanding<br>• Updated risk profile – for information and discussion for SRPC purposes<br>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability response<br>• Industry voice<br>• Audit and Inspection update – HMICFRS reports (awaiting publication – action 14/2023)<br>• Committee evaluation framework<br>• Meeting reflection<br>• Committee workplan for information<br>• Decisions/matters taken in private | • Policing plan refresh – feedback from local engagement (BV theme 1 vision and leadership, theme 4 partnerships and collaborative working and theme 5 working with communities)<br>• Evidencing value for money annual update – including progress against a Best Value framework and BTP cost realisation exercise (action 10/2023)<br><br>Choice of items from;<br>• Update on trespass thematic – in response to NR request – partnership strategy |
| **5 March 2024 (longlist for discussion)** | • Conflict declaration<br>• Minutes of previous meeting<br>• Matters arising/actions outstanding<br>• Risk profile – for information<br>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability response (update on joint working on prosecutions – action 11/2023)<br>• Industry voice<br>• Audit and Inspection update – update on vetting (action 13/2023)<br>• Committee evaluation dashboard for information – new style report-build in third section engagement measures (action 15/2023)<br>• Annual report on professionalism (**deferred from November 2023**)<br>• Meeting reflection<br>• Committee workplan for information<br>• Decisions/matters taken in private | • 6 monthly detailed update on delivery of 2022-27 strategic plan/transformation plan – offer of update on impact of BWV on ASB/other prosecution results (from June 2023) supports strategic objectives reduce harm/improve confidence<br>• Annual EDI Strategy update including service delivery (PRAP) and recruitment/retention/progression plans (requested March 23 meeting)<br>• Strategic support services thematic - technology transformation (BV theme 3 effective use of resources, theme 4 partnership and collaborative working)<br>• Net carbon zero strategy review and refresh<br>• Thematic item – major incident planning – learning from MAI (action 17/2022) or via a pre-committee briefing (**deferred from November 2023**)<br>• SPMH thematic update (include MH Crisis to Care) – Arlene Wilson  (**deferred from November 2023**) |
| **4 June 2024 (longlist for discussion)** | • Matters arising/actions outstanding<br>• Risk profile – for information<br>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability | • Thematic item – input from Transport Focus – their work in Scotland (action 22/2022) and BTP update on passenger and staff survey activity |

| Meeting | Standing Items | Special Focus Items |
|---|---|---|
| | • Industry voice<br>• Audit and Inspection update – including update on GIAA workplan<br>• Committee evaluation dashboard for information<br>• Meeting reflection<br>• Committee workplan for information<br>• Decisions/matters taken in private | • 3rd sector engagement in Scotland (input from BTP/A and SPA/PSOS) (action 15 2023)<br>• BTP Crime Prevention Strategy<br>• 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)<br>• Formal confirmation of publication of refresh and roll forward of 2023-6 railways policing plan for Scotland highlighting any further updates [for information] |
| **19 September 2024** | • Matters arising/actions outstanding<br>• Risk profile – for information<br>• Performance against the Strategy and Scottish Policing Plan and updates on interoperability<br>• Industry voice<br>• Audit and Inspection update<br>• Committee evaluation dashboard for information<br>• Meeting reflection<br>• Committee workplan for information<br>• Decisions/matters taken in private (cyber briefing – action 18/2022) | • 6 monthly detailed update on progress with Strategic Plan and AFOTM –focus on benefits identification as per action 21/2022 and DCC offer to share vfm assessments from 1st June 2023 (BV theme 3 effective use of resources and 4 partnerships and collaborative working<br>• Annual operational thematic – Stop & Search/use of powers (including focus on use of powers on young people)<br>• Horizon scanning 6 month update – out of committee briefing |

# SRPC Evaluation report card

| Design Principle Themes* | How Achieved | Measures | | Feb-23 | Jun-23 | Sep-23 | Nov-23 | Not Achieving | In Progress | 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 | 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 @ SPRC – 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 | 🟢 | 🟡 | 🟢 | 🟢 | | | |
| 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 @ SPRC – this should be included in the audit and inspection updates paper, as per the SRPC agenda | twice per year | 🟢 | 🟢 | 🟢 | 🟢 | | | |
| | 4.2 Transparency and oversight of funding and delivery of best value | Annual update on value for money | once per year | | | | 🟢 | | | |
| | | Quarterly oversight of the delivery of best value in updates to SRPC | 4 times per year | 🟢 | 🟡 | 🟢 | 🟢 | | | |

*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-23 | Jun-23 | Sep-23 | Nov-23 |
|---|---|---|---|---|---|---|
| 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 | Updates received to SRPC meetings in May and December 2022. | Update required once per year. Last received to SRPC meeting in December 2022. | Update required once per year. Last received to SRPC meeting in December 2022. | Agenda Item 7.1 D (Scotland) Division Policing Plan 2022/25 Annual Review |
| | 1.2. reporting against the achievement of the strategic outcomes | 4 times per year | Agenda Item 6.1 Policing Plan Performance Q3 2022/23 | Agenda Item 6.1 Policing Plan Performance Q4 2022/23 | Agenda Item 6.1 Policing Plan Performance Q1 2023/24 | Agenda Item 6.1 Policing Plan Performance Q2 2023/24 |
| 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 6.2 Joint Working - Police Scotland and British Transport Police. Minutes of previous meeting reflect discussions in Dec 22 SRPC meeting | Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police. Minutes of previous meeting reflect that the report for that meeting Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police was noted | Agenda Item 6.2 Police Scotland / British Transport Police Joint Working. Agenda Item 3 Minutes of previous meeting reflects the report for that meeting: Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police | Agenda Item 6.2 Police Scotland / British Transport Police Joint Working. Agenda Item 3 Minutes reflects discussions on joint working at item 6.2 for that meeting - Police Scotland / British Transport Police Joint Working |
| | 2.2. Regular public reporting to SPA and Scottish Parliament | 4 times per year | Sent by Board Secretary on 14/12/2022 | BTPA Board Secretary circulated meeting Digest by email on 13/03/2023 | Meeting Digest circulated | Digest summarising discussions of September meeting circulated on 19/09/2023 |
| | | at least twice per year | Previous letters sent in January and September 2022. Consideration being given to the timings for future letters | As noted at Agenda Item 4 Actions (Action 7/2023), letter sent on 12 April | Letters sent 20/09/2022 and 12/04/2023 | Update letter sent on 22/09/2023. This follows the previous update on 12/04/2023 |
| | 2.3. Hold meetings in public | 4 times per year | Hybrid meeting available to public to attend. 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 | 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 - Police Scotland and British Transport Police | Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police | Agenda Item 6.1 Policing Plan Performance Q1 2023/24. Agenda Item 6.2 Police Scotland / British Transport Police Joint Working | Agenda Item 6.2 Police Scotland / British Transport Police Joint Working |
| | 3.2. Regular joint planning & management engagement | 4 times per year | 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 Police Scotland / British Transport Police Joint Working | Agenda Item 6.2 Police Scotland / British Transport Police Joint Working |
| | 3.3 Effective working with stakeholders to reduce disruption and protect the most vulnerable | 4 times per year | Agenda Item 6.1 Policing Plan Performance Q3 2022/23. Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police. Agenda item 7.3 Industry Voice | Joint BTP and industry related update provided as part of Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police. Also, planned Agenda Item 7.1 Thematic: Tansport Focus in Scotland. However, no input on joint working / engagement with rail industry provided for this meeting at Agenda Item 7.4 Industry Voice | Agenda Item 7.3 Industry Voice no rail industry input received for this meeting. However, updates provided at Agenda Item 6.1 Policing Plan Performance Q1 2023/24 and Agenda Item 6.2 Police Scotland / British Transport Police Joint Working. BTP Scotland Policing Plan consultation meeting scheduled for 05/10/2023 | No paper for Agenda Item 7.4 Industry Voice. However updates provided at Agenda Item 6.1 Policing Plan Performance Q2 2023/24, Agenda Item 6.2 Police Scotland / British Transport Police Joint Working and Agenda Item 7.2 Thematic: Trespass |
| 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 Report Q3 2022/23 | Agenda item 8.1 Audit and Inspection Report Q4 2022/23. Agenda item 8.2 GIAA Workplan 2023/24 | Agenda Item 8.1 Audit and Inspections Update Q1 2023/24 | Agenda Item 8.1 Audit and Inspections Update Q2 2023/24 |
| | 4.2 Transparency and oversight of funding and delivery of best value | once per year | Report to December 2022 SRPC meeting | Update required once per year. Last received to SRPC meeting in December 2022. | Update required once per year. Last received to SRPC meeting in December 2022. | Agenda Item 7.3 Annual Report / Providing VfM (Best Value) for Scotland |
| | | 4 times per year | Agenda item 7.2 A Force on the Move Programme Update | Evidence for a number of Best Value themes in the meeting Agenda/papers, however no specific Agenda Item on a Best Value Theme | Evidence for a number of the 7 Best Value themes in the meeting papers | Agenda Item 7.3 Annual Report / Providing VfM (Best Value) for Scotland. Best Value themes also reflected across other Agenda Items |

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