

[19 September 2024] Agenda Pack / Scottish Railways Policing Committee

MEETING
19 September 2024 11:00 BST

PUBLISHED
13 September 2024

WEBSITE

Agenda

Location
Hybrid / Scottish Police Authority, 1 Pacific Quay, Glasgow, G51
1DZ & Microsoft Teams

Date
19 Sep 2024

Time
11:00 BST

	Item	Owner	Time	Page
1	Apologies	Chair	11:00	-
2	Declarations	All	11:05	-
3	Minutes	Chair	11:10	3
4	Actions	Chair	11:15	16
5	Debriefing / BTPA Dinner in Scotland / 18 September 2024	All	11:25	-
6	Strategic Risk	BTPA Risk and Assurance Manager	11:35	17
7	Policing Plan Performance	Deputy Chief Constable	11:50	30
8	British Transport Police and Police Scotland / Joint Working	Police Scotland	12:05	39
9	Industry Voice		12:10	-
9.1	Strathclyde Partnership for Transport	Richard Robinson		-
9.2	Stagecoach	Alison McCluskie		-
10	Audit and Inspections Update	Deputy Chief Constable	12:25	41
11	Evaluation Report	BTPA Analyst	12:40	47
12	Workplan	Head of Legitimacy and Performance	12:45	50
13	Any Other Business	All	12:50	-
14	Meeting Evaluation	All	12:55	-
15	Exclusion of the Public	SRPC Members		-
16	BTP Optimised Policing Model	Deputy Chief Constable	13:00	-

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Minutes

Scottish Railways Policing Committee



25 Camden Road
London NW1 9LN

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Tuesday 4 June 2024 at 11.00am via at Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 and via Microsoft Teams

Present: Iain Whyte (Chair)
Tom Halpin (SPA Co-Opted Member)
Kenna Kintrea

Attending: **British Transport Police Authority**
Hugh Ind (Chief Executive)
Kate Carr (Head of Legitimacy and Performance)
Lynsey Luthra (Risk and Assurance Manager)
Jon Newton (Analyst)
Alistair MacLellan (Board Secretary / Minutes)

British Transport Police
Alistair Sutherland (Deputy Chief Constable)
Gill Murray (Chief Superintendent / D Division)
Paul Adams (T/Head of Audit and Assurance)
Ash Auger (T/Head of Analytics and Insight)
Russell Beattie (Staff Officer / D Division)
Calum McNairney (External Affairs Advisor)
Katie Stanton (External Affairs Lead) (Item 7)

Scottish Police Authority
Lesley Carnegie (Performance and Impact Lead)

Police Scotland
Hilary Sloan (Chief Superintendent)

External
Ben Doran (ScotRail)
Liam Johnston (Railway Mission)
Graham Whitehead (Railway Mission)
Dereck Grant (Railway Mission)
Mark Hargreaves (His Majesty's Inspectorate of Constabulary in Scotland)
Chris Horton (The Superintendents' Association)
Mark Marshallsay (BTP Federation)

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Apologies:

Willie Gallagher
Mary Pitcaithly (SPA Co-Opted Member)

Apologies

Agenda Item 1

1. Apologies were received from Willie Gallagher and Mary Pitcaithly.

Declarations

Agenda Item 2

2. There were no declarations.

Minutes

Agenda Item 3

3. **RESOLVED**, that the minutes of the meeting held on 5 March 2024 be approved.

Actions

Agenda Item 4

4. Members considered the actions arising from previous meetings and the following points were made.
 - a. Members noted that Action 23/2023 featured later on the agenda.
 - b. With regards Action 2/2024, Members welcomed a suggestion from the Deputy Chief Constable that the Force's review of Disruption could be reported to the Committee in due course (Workplan).
 - c. Members agreed that Action 19/2023, Action 23/2023 and Action 1/2024 could be closed.
5. **RESOLVED**, that the actions arising from previous meetings be noted and closed.

Strategic Risk

Agenda Item 5

6. Members considered an update paper regarding the Scottish Railways Policing Committee's Strategic Risk and the following points were made.
 - a. The BTPA Risk and Assurance Manager and the BTP T/Head of Audit and Assurance introduced the paper, noting that the BTPA had convened a risk workshop on 21 May 2024 that had involved discussions regarding increasing demand and complexity, future workforce and their

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expectations, use of technology and artificial intelligence, changes to political stakeholders, financial and geopolitical challenges. The outcomes of the workshop would influence the Committee's next strategic risk paper, due in September 2024.

- b. The BTP T/Head of Audit and Assurance concluded by noting that the workshop had also seen queries raised around risk appetite and risk scoring, with some areas perceived as too risk averse. He would be liaising with risk owners to establish whether the appetite and associated scoring was realistic.
- c. A Member welcomed the comments made, noting that in his view the strategic Legitimacy risk remained steadfast in retaining its residual score despite mitigation, which made him wonder if the BTPA was being too cautious in this area. For example, the public consultation data later on the agenda did not suggest there was any lack of confidence in the Legitimacy of BTP in Scotland.
- d. Both the Chief Executive and Head of Legitimacy and Performance acknowledged the points made and explained that BTPA interpreted the strategic Legitimacy risk in the broadest sense, in its impact on the policing of communities where the disproportionality of stop and search remained too high. It was the view of the BTPA Executive that progress on Legitimacy was not being made quickly enough, given that the themes arising from BTP Independent Advisory Groups were not yet routinely communicated to BTP Chief Officer Group, nor was the external scrutiny pool available to BTP mature enough.
- e. The Deputy Chief Constable noted the level of activity undertaken by the Force over the past two years to address the strategic Legitimacy risk, and noted he felt the Force had made significant progress in this area and indeed, in his view, was leading other forces on Legitimacy oversight.
- f. In response to a question, the Risk and Assurance Manager noted that the ongoing Scottish Railways Policing Committee-specific product would include both strategic and operational context, with the latter based on BTP D Division's local risk register. Members welcome this commitment, and suggested some thought be given to how BTPs Scottish context could be annotated appropriately with regards to risks such as Legitimacy (Workplan).
- g. In response to a comment, the Risk and Assurance Manager commitment to liaising with the Chief Superintendent (D Division) to capture some D Division-specific risk around Recruitment and Retention (Matter Arising).

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7. **RESOLVED**, that the Scottish Railways Policing Committee’s Strategic Risk Update be noted.

Policing Plan Performance

Agenda Item 6

8. Members considered a Policing Plan Performance dashboard and associated Scotland Performance Report Q4 2023/24, and the following points were made.
 - a. The Deputy Chief Constable introduced the item, noting that performance was mixed, given there had been an 18% increase in crime (equating to 1 crime per day) albeit this represented 17 crimes per million journeys, which was lower than the national average.
 - b. The Deputy Chief Constable continued, noting improvements in detection rates - 67% for violence, 100% for weapons, and an 18% increase for sex offences. There had been a slight 4% reduction in calls for service for anti-social behaviour.
 - c. The Deputy Chief Constable concluded by acknowledging the increase in robbery and highlighting some positive examples of partnership working to address Disruption.
 - d. The Chief Superintendent (D Division) noted that her focus was on addressing the issue of weapons, and she had joined the Western Delivery Board due to the volume faced by BTP in that area. She welcomed the support provided to her in this space by the relevant Assistant Chief Constable (Police Scotland).
 - e. The Chief Superintendent continued, noting that Hamilton was a hotspot for Disruption at present due to anti-social behaviour – the issue was being addressed by a tactical Safer Transport Group.
 - f. The Chief Superintendent added that she was keen to reduce the level of assaults experienced by rail staff, so her team was working to identify preventative opportunities and introduce more effective support for staff.
 - g. The Chief Superintendent continued, noting that Trespass remained an issue and was difficult to manage. Handback times remained at 100mins, and the level of fatalities faced by D Division had increased albeit not to the level seen in 2018. She added that new Harm Reduction Team (HaRT) colleagues had commenced work in this area, and she looked forward to

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these roles being further enhanced, including an emphasis on the specific vulnerability context in Scotland.

- h. In response to a question, the Chief Superintendent replied that, in her view, the vulnerability context in Scotland perhaps required greater focus on youth issues, albeit more needed to be done to explore the factors underpinning vulnerability and harm. In light of the Chief Superintendent's comments, a Member suggested that the Chief Superintendent link in with the work of the SPA's Joint Research and Evidence Forum (Action 3/2024).
- i. The Chief Superintendent noted that she had served on the panel for the Rail Awards which had highlighted several opportunities for collaboration to her that she was keen to explore.
- j. The Chief Superintendent concluded by noting current property considerations relating to Glasgow Central and the potential use by BTP of a site in Argyle Street – perhaps including co-location with Police Scotland. A Member welcomed this news, noting that co-location was a key theme for SPA and Police Scotland.
- k. In response to a question regarding D Division's readiness to address any projected increases in crime and incident types seen elsewhere in the UK, the Chief Superintendent acknowledged that work was required to ensure lessons learned throughout BTP were applied in a timely manner throughout the Force.
- l. Committee Members had a brief discussion on the issues around court processes in Scotland and the opportunities for reform.
- m. The Chair noted volume crime was up, and that this was true across policing. He welcomed the positive position regarding solved rates, and queried by how much demand was being led by the urban centres of Edinburgh and Glasgow, and how confident BTP was that its application of resourcing was correct. Both the Deputy Chief Constable and Chief Superintendent replied that policing demand was a perennial issue at rail hub locations, and that the move towards the optimised policing model would see greater focus on crime prevention in areas such as theft of passenger property and shoplifting.
- n. The Deputy Chief Constable concluded by noting that BTPs tactic of applying Community Behaviour Orders was not available in Scotland, and so the Force was having conversations regarding the application of alternative approaches.

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9. **RESOLVED**, that the Policing Plan Performance dashboard and associated Scotland Performance Report Q4 2023/24 be noted.

BTP / Police Scotland Joint Working

Agenda Item 7

10. Members considered a paper providing an update on BTP / Police Scotland Joint Working and the following points were made.

- a. The Chief Superintendent (Police Scotland) introduced the paper and highlighted joint working on Op Protector in the North and East to target those involved in Serious and Organised Crime, and safeguard individuals and communities impacted by County Lines. The Chief Superintendent also made reference to joint working on the National Human Trafficking Unit, including a recent case of BTP in Darlington engaging with and establishing that a potential victim of trafficking had originated from Scotland.
- b. Committee Members discussed the Interim Vulnerable Persons Database (iVPD) and the slow progress made towards both delivery, and also enabling BTP to secure access. Committee Members were keen to be assured that delivery of the iVPD was considered a high priority by Police Scotland and agreed it would be appropriate to write to the Scottish Police Authority accordingly (Action 4/2024).
- c. The Chief Executive noted that a Committee Member had recently undertaken a Custody site visit in Scotland and suggested that their feedback report could be circulated to wider Committee Members for information (Action 5/2024).

11. **RESOLVED**, that the update on BTP / Police Scotland Joint Working be noted.

Industry Voice / ScotRail Travel Safe Team

Agenda Item 8

12. ScotRail's Head of Safety Risk and Assurance spoke to a PowerPoint presentation regarding the ScotRail Travel Safe Team and the following points were made.

- a. The Head of Safety Risk and Assurance provided an overview of the Team's origin and timeline, purpose, internal and external challenges, engagement, data driven decision making, and notable performance outputs and successes.
- b. In response to a question, the ScotRail Head of Safety Risk and Assurance replied that the Team was subject to the same wider public sector finance

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pressures as any other equivalent team. In terms of operational pressures, his sense was that anti-social behaviour had to date typically been youth-driven but was now manifesting more among adult users of the rail network.

- c. In response to a question, the ScotRail Head of Safety Risk and Assurance replied that his focus on recruiting to the Travel Safe Team had been to seek persons with good interpersonal skills. As a result, the team was a good mix of ages, genders and life experiences.
- d. In response to a question, the ScotRail Head of Safety Risk and Assurance noted that the intent for the Team in future was to base the East Team at a location that would permit them to cover the whole of the east coast.
- e. In response to a question, the ScotRail Head of Safety Risk and Assurance noted that the Team's Safeguarding Manager sat on a number of relevant local authority panels and bodies and had good networks with relevant partners.
- f. In response to a question, the ScotRail Head of Safety Risk and Assurance replied that the Team, at the outset, had to foster an understanding of their intended role with wider colleagues within ScotRail as well as external partners such as BTP and Police Scotland, and the travelling public. The Team was now at a stage where effective working relationships were in place with partners such as BTP.
- g. The Chair placed on record his thanks to both the ScotRail Head of Safety Risk and Assurance and his Travel Safe Team for their work on the railways in Scotland.

13. **RESOLVED**, that the presentation regarding the ScotRail Travel Safe Team be noted.

BTP Remotely Piloted Aircraft Systems Pilot

Agenda Item 9

14. The Deputy Chief Constable provided a verbal update regarding BTPs Remotely Piloted Aircraft Systems Pilot and the following points were made.

- a. The Deputy Chief Constable noted that the Committee had been briefed on BTPs ambitions for Remotely Piloted Aircraft Systems (RPAS) in November 2023. He had since tasked the Chief Inspector responsible with developing a bespoke consultation document. Funding for BTPs RPAS ambitions had been included in its Force Management Statement 2024.

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The Deputy Chief Constable did not foresee RPAS being used in Scotland until early 2025 at the earliest.

- b. In response to a question, the Deputy Chief Constable replied that he was keen for the consultation to be as wide as possible, and that he would welcome the support and input of the Committee to achieve that aim.
- c. A Member suggested that the BTPA could review and adopt, if appropriate, an existing memorandum of understanding between Chief Constable of Police Scotland and the Scottish Police Authority regarding engagement and communication relating to new and emerging strategy, policy or practice in areas of significant public interest (Action 6/2024).

15. **RESOLVED**, that the verbal update regarding BTPs Remotely Piloted Aircraft Systems Pilot be noted.

Railway Mission / Railway Pastors in Scotland
Agenda Item 10

16. The Chief Executive of the Railway Mission was heard regarding the role of Railway Pastors in Scotland and the following points were made.

- a. The Chief Executive (Railway Mission) explained the role of the Mission, noting they sought to supplement the care offered to users of the railway by both the BTP and other partners. Whilst the Mission was a Christian organisation, its members sought to offer assistance to all users of the railway regardless of background. Recent examples of the Mission's role included support offered at the scene of the Manchester Arena bombing, and individual interactions with persons who had been subject to physical assault on the railway. The confidential nature of the support offered by chaplains did mean it was on occasion difficult to convince stakeholders of the worth of the Mission – for that reason, he had provided as a background paper that sought to demonstrate the Mission's value to society.
- b. The Chief Superintendent (D Division) noted that she felt the Railway Mission did an amazing job supporting those on the railways in Scotland and placed on record her thanks to them.
- c. The Deputy Chief Constable welcomed the presentation and noted he would be taking steps to promote greater awareness within BTP of the Mission and its role.

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- d. In response to a question, the Chief Executive (Railway Mission) replied that, whereas the Mission did not have any direct interaction with Police Scotland’s chaplaincy network – given the Mission’s explicit links with BTP – the Mission did engage with, and were available to, Police Scotland officers and staff at the scenes of major incidents.

17. **RESOLVED**, that the verbal presentation on the role of the Railway Mission in Scotland be noted.

[Background Paper] Demonstrating the Railway Mission’s Value to Society

Agenda Item 10.1

18. **RESOLVED**, that the background paper *Demonstrating the Railway Mission’s Value to Society* be noted.

Public Consultation Survey

Agenda Item 11

19. Members considered a paper regarding BTPs Public Consultation Survey and the following points were made.

- a. The T/Head of Analytics and Insight introduced the paper, noting that BTP had moved from an annual survey model with a low response rate, to a new bimonthly pulse survey model that had seen an increase from 3000 responses in 2022, to 11,000 responses.
- b. The T/Head of Analytics and Insight continued, noting that the survey revealed a traveller pattern in D Division of 65% for leisure and 33% for work, with 35% of rail users travelling more than once a week.
- c. The T/Head of Analytics and Insight added that there was a 46% positive score for performance (positive given the large proportion of ‘Don’t Knows’), and there was a 76% positive score for confidence and safety.
- d. In response to a question, the T/Head of Analytics and Insight replied that the four target areas for the survey (Glasgow, Dumbarton, Stirling and Edinburgh) had been chosen due to volume of rail users, but future surveys could target alternative areas within Scotland. Moreover, BTP had the ambition to move down from the current local authority-area based approach, down to respondents’ home rail stations.
- e. In response to a question, the T/Head of Analytics and Insight confirmed that the digital survey had a free-form field for respondents to tailor their responses. Moreover, the survey supplier was able to offer in-person

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panels to ensure no particular groups were excluded from the opportunity to participate in surveys.

- f. The Chair welcomed the paper and noted future surveys could be addressed more widely within Scotland e.g. Aberdeen, Dumfries. He requested that reporting on BTPs future survey activity be embedded within the Committee's workplan and that future iterations provide trend comparisons, over time, with the wider UK (Workplan).

20. **RESOLVED**, that the Public Consultation Survey paper be noted.

External Affairs Update

Agenda Item 12

21. Members considered an update paper and associated PowerPoint presentation regarding External Affairs and the following points were made.

- a. The External Affairs Lead briefed Members on BTPs communications review 2023/24 and the resulting new external affairs structure within BTP.
- b. The External Affairs Advisor (D Division) then briefed Members on recent examples of his work, including working with Scottish government on the alcohol ban policy review.
- c. The Head of Legitimacy and Performance welcomed the update, noting that it went some way to meeting the Committee's terms of reference to have oversight of BTPs stakeholder engagement work.
- d. Members noted the ambition to hold a stakeholder dinner on the margins of the September 2024 meeting.

22. **RESOLVED**, that the External Affairs Update be noted.

Audit and Inspections Update

Agenda Item 13

23. Members considered a paper providing an Audit and Inspections update and the following points were made.

- a. The Deputy Chief Constable introduced the paper and highlighted,
 - i. a recent Major Incidents audit had delivered a *Moderate* rating.
 - ii. Property came up on top in terms of compliance, with positive intrusive oversight.

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- iii. One issue previously reported to Committee was haphazard drug disposal by a contractor – a new contractor had been appointed subject to vetting.
 - iv. Crime and incident audits had demonstrated high levels of compliance across sexual offences, and violence against the person.
- b. The HMICS representative welcomed the opportunity for engagement provided by BTP.
- c. In response to a question, the Deputy Chief Constable noted that many of the 42 outstanding actions arising from thematic inspections were dependent on action from other agencies and partners before they could be closed.
- d. A Member commented that internal auditors should be asked to confirm they were giving Scotland due regard during the delivery of the Internal Audit Plan 2024/25 and committed to securing that assurance in her capacity as Chair of the BTPA Audit and Risk Assurance Committee. The Deputy Chief Constable concurred and noted that all proposed inspection activity could include control samples drawn from Scotland (Matter Arising).

24. **RESOLVED**, that the Audit and Inspection Update be noted.

Annual Review / Terms of Reference

Agenda Item 14

25. Members considered a paper regarding the annual review of the Committee's terms of reference and the following points were made.

- a. The Head of Legitimacy and Performance noted the review was a standing annual item, and that the terms of reference had been agreed in consultation between the BTPA, SPA and Scottish government.
- b. A Member noted that the SPA was content with the terms of reference in their current form.

26. **RESOLVED**, that the terms of reference of the Scottish Railways Policing Committee be noted.

[Background Paper] BTPA & SPA Memorandum of Understanding for the operation of the Scottish Railways Policing Committee

Agenda Item 14.1

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27. **RESOLVED**, that the BTPA & SPA Memorandum of Understanding for the operation of the Scottish Railways Policing Committee be noted.

Evaluation Report Card

Agenda Item 15

28. Members considered a paper regarding the Evaluation Score Card that was provided to the Committee and the following points were made.
- a. The Head of Legitimacy and Performance introduced the paper, noting that alongside the existing format of report card was a proposed new format that aimed to provide an enhanced level of assessment of the Committee's performance against its design principles.

29. **RESOLVED**, that Members

- a. Approve the updated format for future Evaluation Report Cards provided at Appendix A of the paper.
- b. Note the current Evaluation Report Card at Appendix B of the paper.

Workplan

Agenda Item 16

30. Members considered the workplan and the following points were made.
- a. The Head of Legitimacy and Performance noted that a number of welcome suggestions had been made during the meeting for inclusion on the workplan.
 - b. A Member requested that the Committee receive an update on BTPs planned optimised policing model – and any implications for Scotland – at an appropriate juncture (Workplan).

31. **RESOLVED**, that the workplan be noted.

Any Other Business

Agenda Item 17

ScotRail Core Police Service Agreement Charge 2024/25 & BTPA New Cost Allocation Model

32. ScotRail's Head of Safety Risk and Assurance noted the recent near-17% increase in ScotRail's Core Police Service Agreement Charge for 2024/25, and expressed

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the hope that the BTPAs impending new Cost Allocation Model would not see Scotland penalised. The following assurances were provided.

- a. The BTPA Chief Executive noted that the new Cost Allocation Model had been consulted on during 2023 and was being submitted to Department for Transport shortly. Pending the Department's approval, stakeholders including ScotRail would have a further opportunity to review the proposals before they were adopted. The BTPA Chief Executive noted that the new Model was designed to remove the volatility in the current Model that saw stakeholders such as ScotRail subject to such increases as that referenced.
- b. The Deputy Chief Constable noted that BTP would be presenting its new optimised policing model to ScotRail on 6 June 2024.

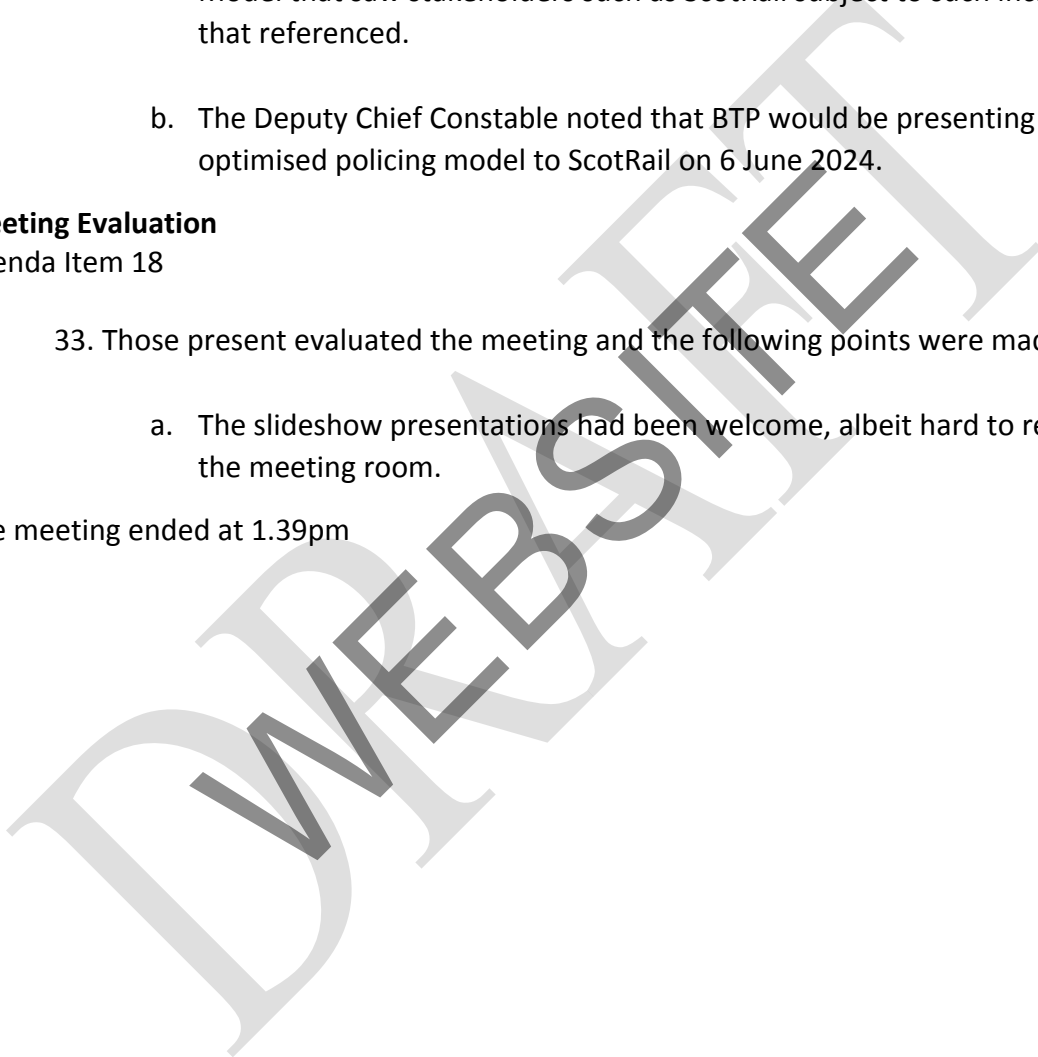
Meeting Evaluation

Agenda Item 18

33. Those present evaluated the meeting and the following points were made.

- a. The slideshow presentations had been welcome, albeit hard to read in the meeting room.

The meeting ended at 1.39pm



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OFFICIAL
SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Action/Paper	Owner	Outcome
2/2024	5 March 2024	Members encouraged the Force to explore ways in which a joint Disruption Strategy could be adopted by the Force and Network Rail	Deputy Chief Constable	Recommended for Closure Members welcomed at the June 2024 meeting the Deputy Chief Constable's offer for a specific item on a future agenda. This has been scheduled for the November 2024 meeting.
3/2024	4 June 2024	In response to a question, the Chief Superintendent replied that, in her view, the vulnerability context in Scotland perhaps required greater focus on youth issues, albeit more needed to be done to explore the factors underpinning vulnerability and harm. In light of the Chief Superintendent's comments, a Member suggested that the Chief Superintendent link in with the work of the SPA's Joint Research and Evidence Forum (JREF).	Chief Superintendent	Recommended for Closure SPA Corporate facilitated an introduction for Ch Supt D Division with SPA JREF that took place on 30 August 2024.
4/2024	4 June 2024	Committee Members discussed the Interim Vulnerable Persons Database (iVPD) and the slow progress made towards both delivery, and also enabling BTP to secure access. Committee Members were keen to be assured that delivery of the iVPD was considered a high priority by Police Scotland and agreed it would be appropriate to write to the Scottish Police Authority accordingly.	Head of Legitimacy and Performance	Closed SRPC Chair wrote to SPA Chair on 9 September 2024.
5/2024	4 June 2024	The Chief Executive noted that a Committee Member had recently undertaken a Custody site visit in Scotland and suggested that their feedback report could be circulated to wider Committee Members for information.	Board Secretary	Closed Feedback circulated to SPA Members alongside Agenda Pack on 12 September 2024. NB BTPA Members will have received this feedback in their BTPA Member Engagement Debrief dated 28 May 2024 .
6/2024	4 June 2024	A Member suggested that the BTPA could review and adopt, if appropriate, an existing memorandum of understanding between Chief Constable of Police Scotland and the Scottish Police Authority regarding engagement and communication relating to new and emerging strategy, policy or practice in areas of significant public interest	Head of Legitimacy and Performance	Update to be provided at September 2024 Meeting Deputy Chief Constable to provide a verbal update at September 2024 meeting, focusing on Remotely Piloted Aircraft Systems in particular.

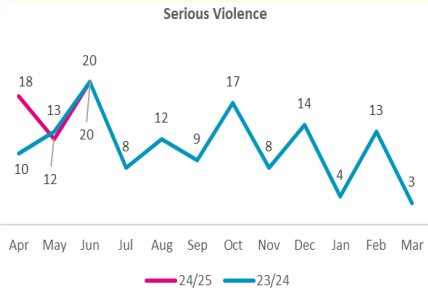
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2024-25 Quarter 1 (Q1) Key Improvements

- **Scotland's overall solved rate increased by 6% on Q1 of '23 (47%)** - despite an additional 69 recorded crimes. A 9% increase was also seen in the detection rate for less serious crime (33.9% solved rate), continuing the improvements seen at the end of last year.
- At the end of Q1, the division had solved 124 violent crimes (including 11 Serious Assaults, 1 Attempt Murder and 16 assaults with injury) - an **increase of 31%** on detections in same period '23.
- **Q1 saw improvements in the resources the division has for tackling priority areas.** Led by the BTP Workplace Violence Coordination Unit (WVCU), there is now a D Division repeat victim process for staff victims of assault. To support the most vulnerable individuals on the network, Scotland also now has a HaRT (Harm Reduction Team) Officer based on division, who will undertake intervention work for those who repeatedly present in crisis.
- **BTP has continued to develop its survey programmes for staff, public and victims of crime.** Our updated victim survey process looks at satisfaction rates - from initial contact through to investigation. 2024 Rail Staff survey concluded at the end of Q1 with results are now being analysed. The ongoing Rail Passenger Safety survey with ZenCity has provided feedback on general feelings of safety, with the most recent data showing 71% feeling safe while travelling on the network.
- **In Q1, BTP collaborated with partners to ensure successful delivery of operations, from local joint taskings to large-scale football & entertainment.** Multi-agency work to tackle youth violence & anti-social behaviour (ASB) resulted in positive change, with key offenders being moved to social work secure units and reduced offending. BTP's presence and engagement meant that events such as Taylor Swift concert ran with no associated VIAWG or safeguarding issues.
- **At the end of Q1, disruption incidents and minutes are both lower than same period last year (-18% and -19%, respectively).** Over the past 3 months, BTP worked with partners to engage and educate school children around rail safety. There was also targeted engagement with communities around level crossing safety & the dangers of misuse. Ongoing BTP project work and a continued multi-agency engagement framework ensures a holistic approach to reducing crime and disruption.

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

Total Serious Violence



+16%
Change from 23/24

64 (-8%)
Solved Rate (Change from 23/24)

Serious Violence Against Passengers



+24%
Change from 23/24

57% (-21.4%)
Solved Rate (Change from 23/24)

Serious Violence Against Staff



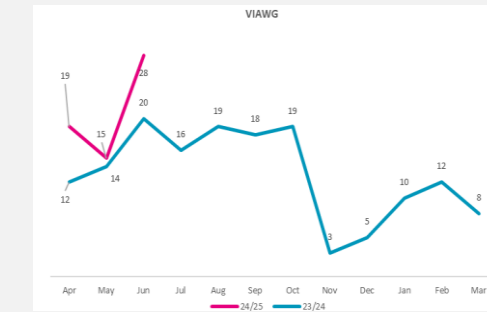
-50%
Change from 23/24

66.7% (+33%)
Solved Rate (Change from 23/24)

June was the top recording month for Q1, with 20 incidents.

In Q1, serious violence with injury was higher than '23 for passengers (+16%) but lower for staff members (-50%). There have been just 3 incidents YTD for staff.

Tackle violence against women & girls & sexual harassment



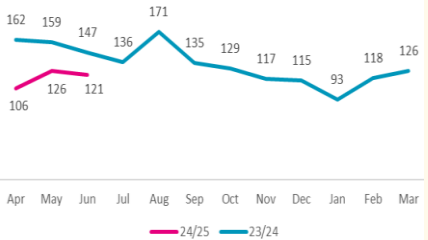
+35%
Change from 23/24

45.2% (-14%)
Solved Rate (Change from 23/24)

Violence continues to make up the biggest proportion of VIAWG offences for the division (74%).

Up 35% YTD, June was top recording month with 28 offences.

Public Order



-19%
Change from 23/24

45% (+13%)
Solved Rate (Change from 23/24)

Public Order Against Passengers



-25%
Change from 23/24

49.3% (-3%)
Solved Rate (Change from 23/24)

Public Order Against Staff

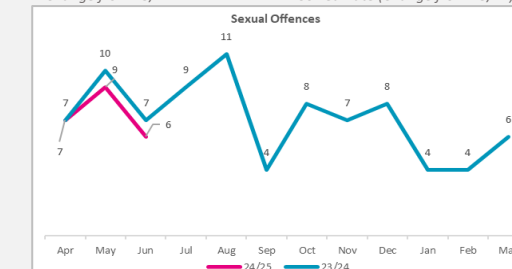


-11%
Change from 23/24

33.3% (+9%)
Solved Rate (Change from 23/24)

Threatening & Abusive Behaviour is the highest crime within Public Order (217).

In Q1, there were 6 cases of Serious Public Order (all hate-related).

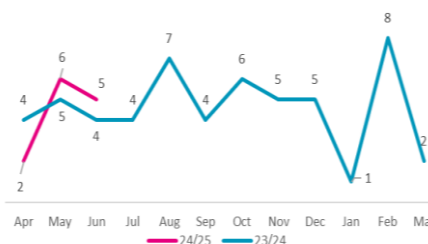


-8%
Change from 23/24

45.5% (-17%)
Solved Rate (Change from 23/24)

Q1 had 22 Sex offences recorded (-8% PY). Last year, the peak for crime was in August.

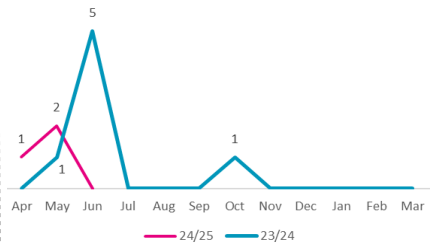
Police Assaults



0%
Change from 23/24

108% (+23.4)
Solved Rate (Change from 23/24)

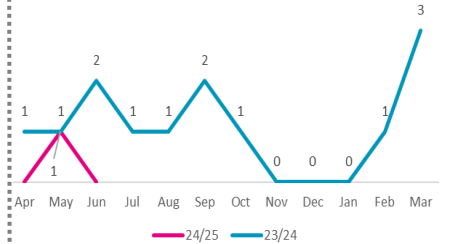
Weapon Enabled



-50%
Change from 23/24

100% (0%)
Solved Rate (Change from 23/24)

Robbery

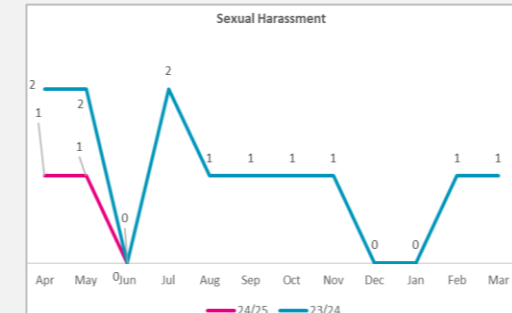


-75%
Change from 23/24

100% (+50%)
Solved Rate (Change from 23/24)

In Q1, assaults against officers stayed consistent with SPLY (13) (graph incl. physical & verbal). Improvements made in solved rate (108%).

Weapon-enabled violence & robbery was very low in Q1, both had reductions when compared with SPLY.

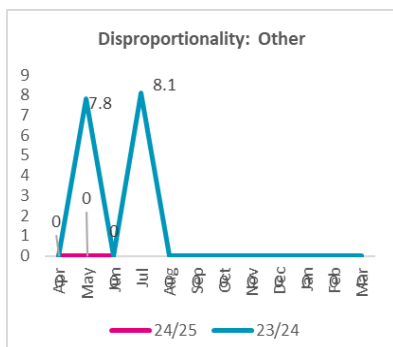
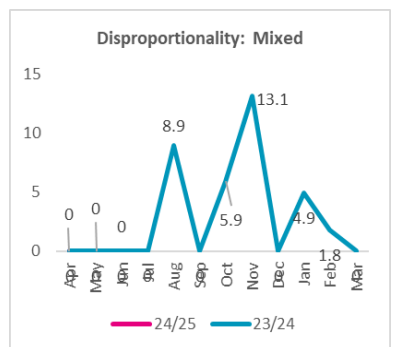
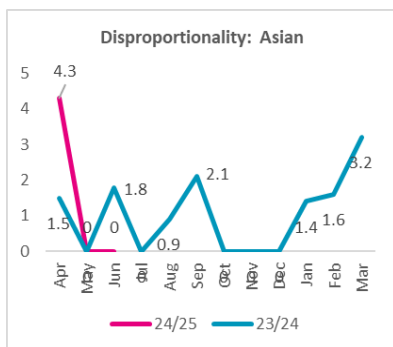
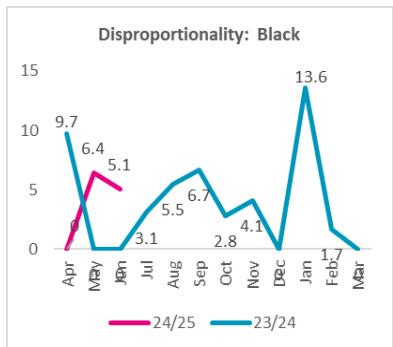
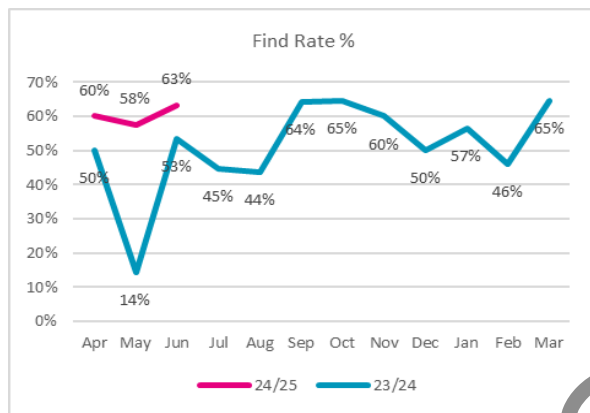
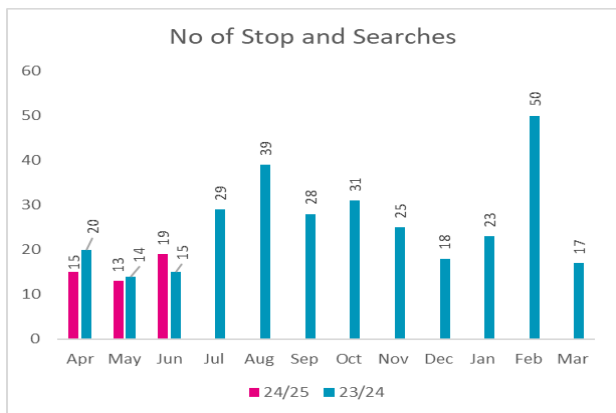


+16%
Change from 23/24

33% (-17%)
Solved Rate (Change from 23/24)

Recorded Sexual Harassment remains very low for Scotland, with just two offences since April.

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



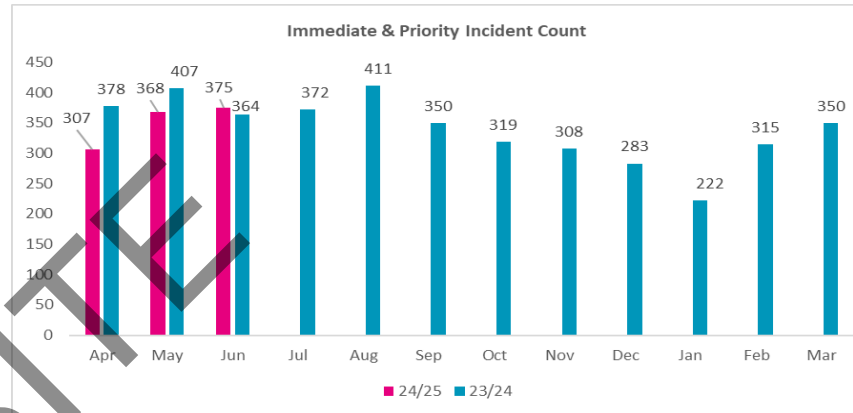
In Q1, 47 Stop Searches were conducted across the Division. This is comparative with PYTD (-2). Top reason for search has been Drugs (55%, 26), followed by Theft (23%, 11).

Overall find rate for Q1 was 57.5% (+17% PY).

New census data indicates that the disproportionality figures for all ethnic groups has decreased in Scotland. There are significant decreases for Black and Other ethnic groups every year and for Mixed in 23/24.

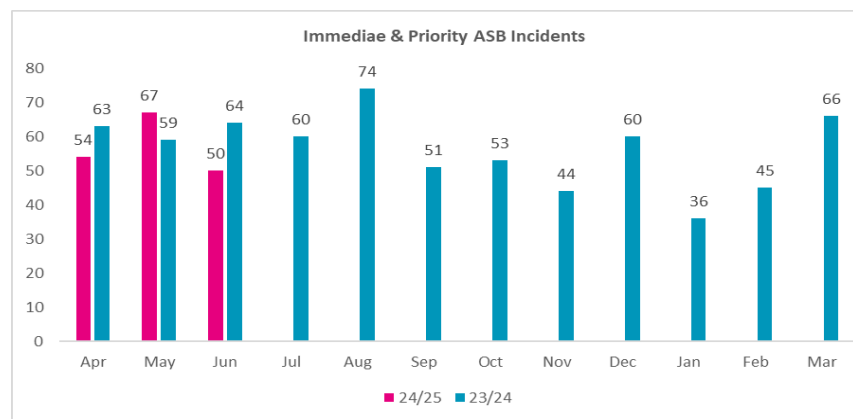
From all S&S conduct, SDE was Not Stated in just 4% (2). This is a consistent level so far in 24/25.

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



-9%
Increase from 23/24

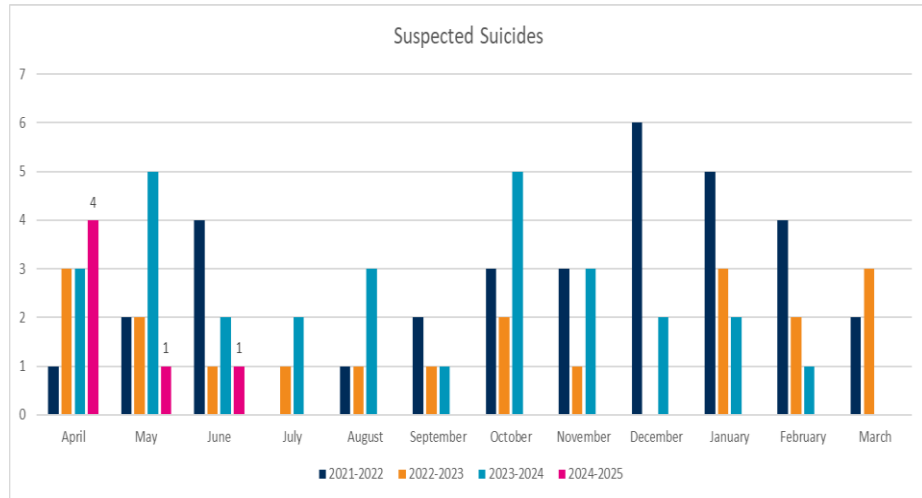
In Q1, Immediate and Priority graded incidents were 9% lower than PY (-99). Top incident types in Q1 were Concern for Welfare (over 17) (26%), followed by ASB (16%) and Trespass (15%). Last year, saw an increase in August, which is likely to be repeated.



-8%
Decrease from 23/24

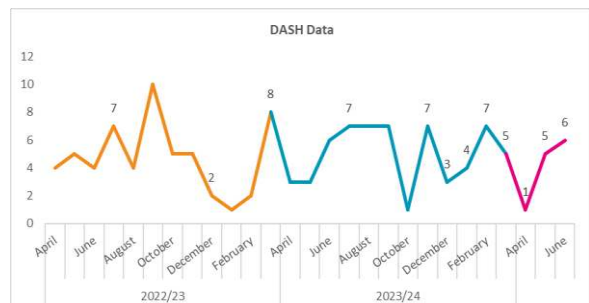
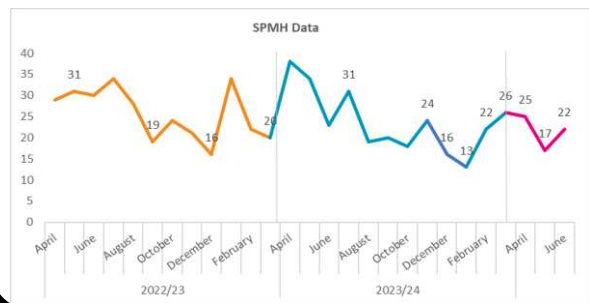
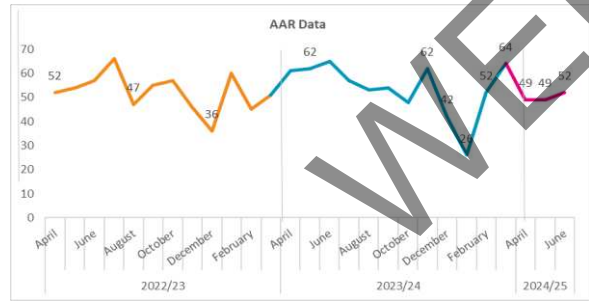
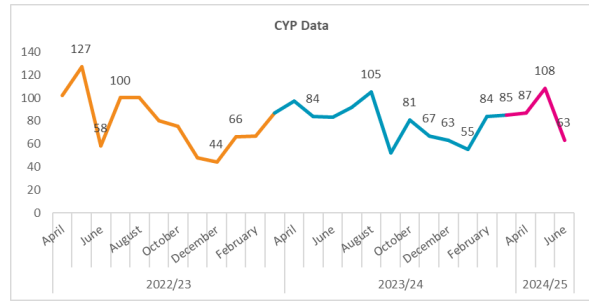
Of the Priority and Immediate grade calls received in Q1, 16% were ASB related. Compared to PYTD, incidents reduced by 8% (-15).

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

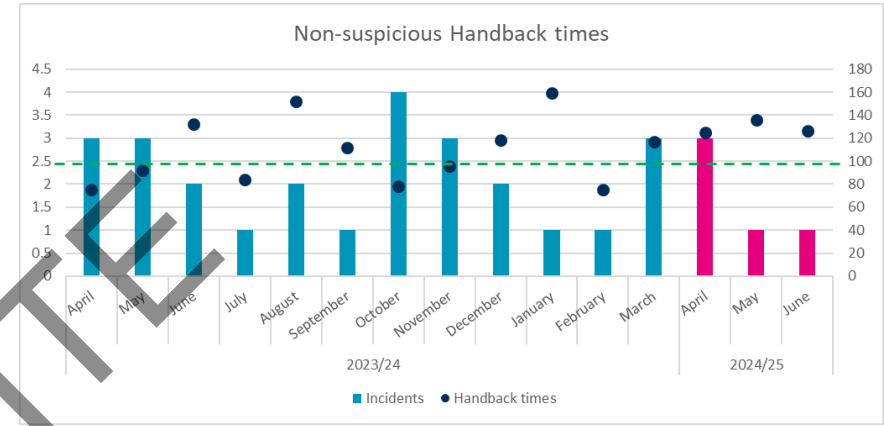


In Q1, D Division recorded 6 suspected suicides. This is lower than SPLY (-4).

There were a total of 408 Safeguarding Vulnerability Reports (SVRs) submitted in Q1. Though down 2% compared with PY, Children & Young Person reports shows increases in Q1.

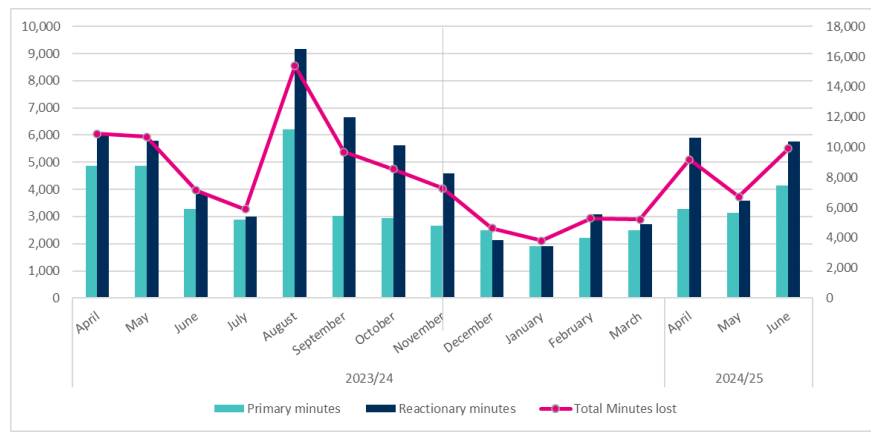


Reduce disruption on the network through collaboration



128
Avg. YTD Hand-back time 24/25

At the end of Q1, the average hand-back time for the division is 128 minutes. Geography continues to be a challenge, affecting arrival times to more remote locations.



In Q1, the total number of minutes lost to disruption incidents was 25,822. Although an increase on previous quarter, this is 10% lower than Q1 of '23. Both primary & reactionary minutes were lower than SPLY.

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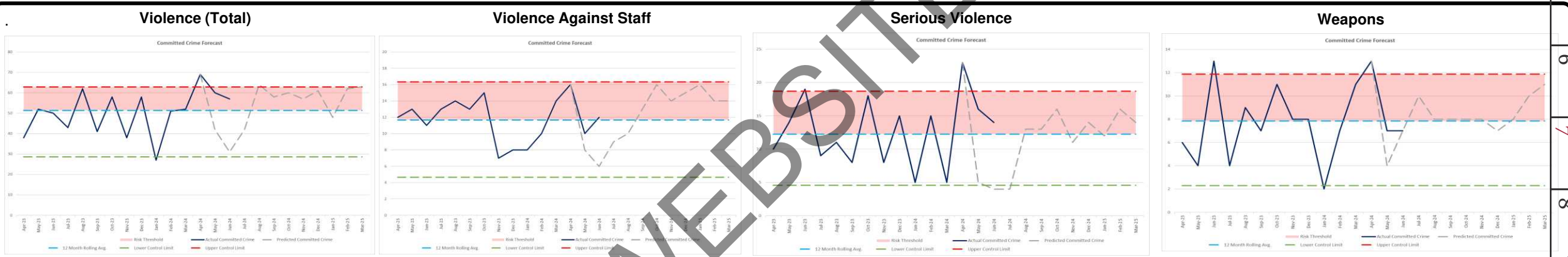
Ensure passengers and staff can work and travel free from the threat of violence

	YTD	Solved rates	VCOP
Total Violence	190 (+39%, +53)	65% (-4%)	89%
Serious Violence	50 (+16%, +7)	64% (-8%)	-
Rail Staff Assaults	35 (+30%, +8)	57% (+9%)	-
Officer Assaults	13 (0%)	108% (+23%)	-

	YTD	Solved rates	VCOP
Weapon Offences	29 (+26%, +6)	86% (+12.3%)	-
Weapon-enabled Violence (blades)	3 (-50%, -3)	100% (0%)	-
Robbery	1 (-75%, -1)	100% (+50%)	100%

	YTD	Solved rates	VCOP
Public Order (Total)	354 (-19%, -114)	45% (+13%)	100%
Public Order (Serious)	6 (+3, +100%)	17% (-49%)	100%
Public Order (Less Serious)	347 (-25%)	45% (+14%)	100%

Victim Code of Practice (VCOP) relates to compliance with victim updates within 28 days. The rate taken is the position at end July. Where ‘-’ this means that there is none applicable.



A patrol strategy designed around the prevention, early intervention and de-escalation of incidents puts a focus on the top recording locations (Glasgow Central, Queen Street and Edinburgh Waverley) at key times of offending (Friday/Saturday evenings). Partnership working with local Police, rail & community partners continues to address and respond to issues.

In Q1, collaboration between BTP, Police Scotland, COPFS, SCRA and Social Work took place in relation to a problem with youth violence and ASB across the North Clyde line. From the frequency of offending, the main subjects were moved to social work secure units, which curtailed offending overall. The Operational Support Unit (OSU) provided an extensive intelligence picture which allowed for suitable safeguarding interventions to be made. Following joint working on the 28th June, a prominent offender, responsible for serious assaults on BTP and Police Scotland jurisdiction was arrested.

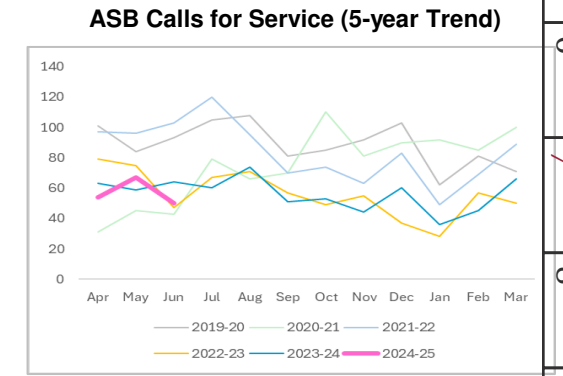
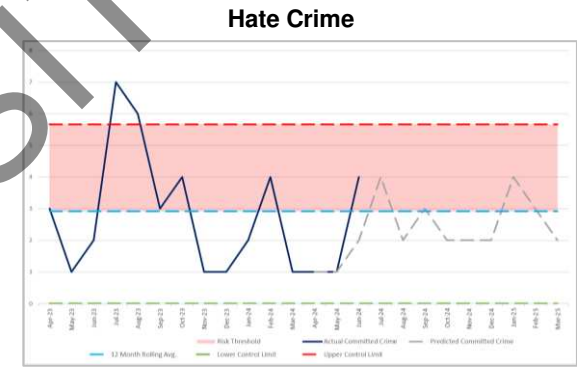
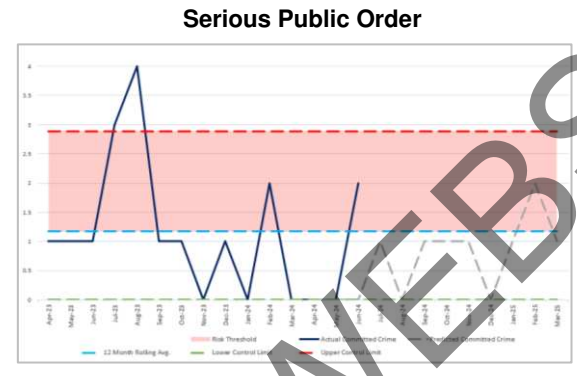
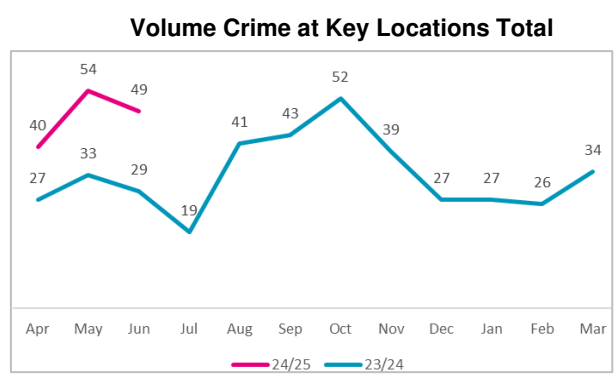
In May, BTP and the Scotrail Travel Safe Team helped a victim of robbery at Dumbarton Central. As a result, the accused was found quickly and arrested. In June, joint working with local Police in Dumbarton saw successful recovery of an offensive weapon from a suspect following reports of disorder. There will be ongoing joint working on the affected line and a weapon arch operation is planned for Q2.

Led by the BTP Workplace Violence Coordination Unit (WVCU), there is now a D Division repeat victim process for staff victims of assault.

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

	Key locations Volume Crime			Hate Crime		Incidents (Calls for Service)		Public Consultation (Apr / May data)		
	YTD	Solved Rate	Top Recording Crime Groups	YTD	Solved Rate	YTD	Pass Rate		% Positive	
Total Volume (Division)	368 (+5%, +18)	37% (+10%)	Burglary & Theft Railway (71), TPP (69)	40 (-7%, -3)	45% (+1%)	Total Incidents (Immediate & Priority)	1,050 (-9%, -99)	88% (+1%)	Feeling of Safety	71%
Glasgow Central	61 (+22%, +11)	56% (+14%)	Burglary & Theft Railway (22), Other (Serious) (15)	Football Crime		ASB Incidents	171 (-8%, -15)	87% (+3%)	Police Performance	66%
Edinburgh Waverley	38 (-3%, -1%)	40% (-7%)	TPP (18), Burglary & Theft Railway (15)	YTD	Solved Rate				Confidence in Police	65%
				11 (-42%, -8)	9% (-54%)					



Q1 saw the introduction of joint tactical and strategic meetings between partners in respect of youth violence and ASB (Police Scotland, COPFS, SCRA and Social Work). These meetings have informed the sharing of intelligence & risk and will continue to improve upon communication between partners.

Preparation for the Summer operations for ASB on the Partick – Balloch and Ayr lines took place in Q1. These well-established operations have been improved upon again this year, with even more communication and partnership working between Balloch National Park, Dunbartonshire Council, Scottish Fire & Rescue service, Police Scotland and Scottish Ambulance Service.

In Q1, joint patrols were conducted regularly around the station footprints of Waverley and Glasgow Central station at key times of demand. Utilising both plain clothes and high visibility tactics to police the stations and immediate vicinity, officers have provided reassurance & made positive detections for crimes such as Shoplifting.

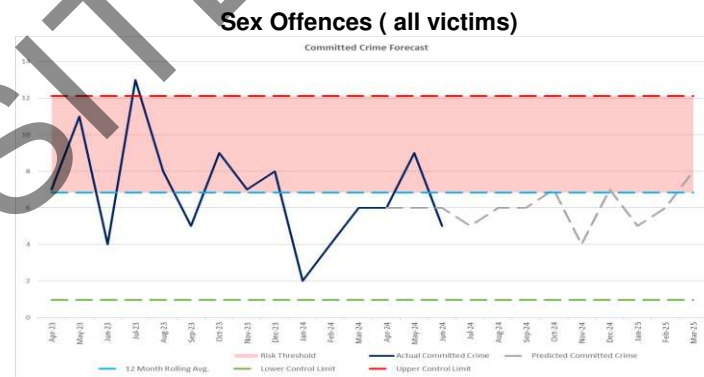
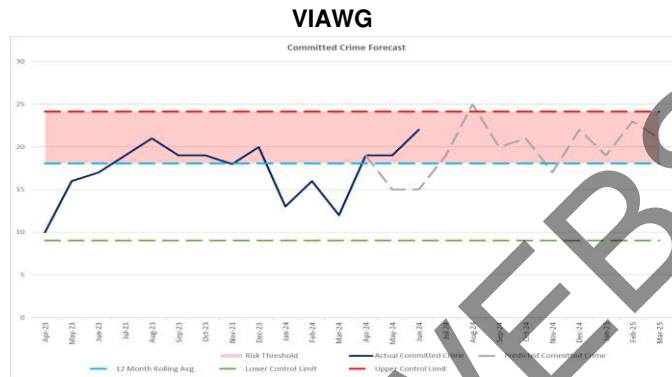
May saw the conclusion of the football season with several high-profile fixtures, including the Scottish Cup Final between Rangers and Celtic. **BTP had a full public order deployment for this fixture and engaged with Scotrail, Network Rail and Police Scotland at all phases of planning & delivery.** As a result of joint working, the event was a success and there was just one arrest made when a fan assaulted a Police officer at Glasgow Central Station.

Tackle violence against women, and girls (VIAWG) & sexual harassment

VIAWG			
	YTD	Solved rates	VCOP
Total VIAWG	62 (+35%, +16)	45% (-14%)	97%
Violence	46 (+70%, +19)	48% (-12%)	92%
Sex Offences	16 (-11%, -2)	38% (-18%)	100%

VIAWG (Staff)			
	YTD	Solved rates	VCOP
Rail Staff VIAWG	10 (+66%, +4)	60% (+27%)	-
Violence	8 (+100%, +4)	63% (+13%)	-
Sex Offences	2 (0%)	50% (+50%)	-

Sex Offences (All Victims)			
	YTD	Solved rates	VCOP
Total Sex Offences (all victims)	22 (-8%, -2)	46% (-17%)	100%



Through high visibility targeted patrols, officers have continued to create a hostile environment for violence and intimidation against women and girls. Monthly uplift deployments continued in Q1, with office-based and Senior officers working operationally for one shift per month. On the 19th April, officers responded to a domestic incident at Stewarton Station. Quick time enquiries led to victim and suspect being located on a train and arrest of the suspect. The proactivity of the officers and joint working with the rail industry protected the victim from further violence and the team ensured the appropriate safeguarding measures were in place for the victim by making referrals for ongoing support.

There were several large-scale events in Q1. Joint working through all stages meant that events ran successfully with very little event-related crime. Taylor Swift concert in June saw over 61,000 fans travel through Haymarket Station and had just one associated Public Order offence and no VIAWG or safeguarding incidents. Officers engaged with fans throughout the weekend, including the campaigns around swapping friendship bracelets to promote 61016 service and with Crimestoppers. Late-night train patrols and work with the Travel Safe teams and a general uplift in resources enhanced uniform train patrols at this time.

Other events in Q1 included Pink at Hampden, which saw approximately 38,000 through Central. Working together with Police Scotland, Hampden Park, Scotrail and Glasgow City Council, BTP were able to ensure the safe transit of crowds returning from the event. At Ayr Races Ladies Day, officers continued their engagement around BTP VIAWG campaign materials, promoting 61016, the Railway Guardian and BTP Sexual Harassment information cards.

Safeguarding Vulnerability Report	YTD		Total Crisis Interventions	Life-Saving
Adult At Risk (AAR)	150 (-20%, -38)	April	34 (-3%, 1)	13 (-13%, -2)
Child & Young Person (CYP)	258 (-2%, -6)	May	26 (-21%, -7)	6 (-68%, -13)
DASH	12 (0%)	June	30 (+50%, +10)	7 (+40%, +2)
SPMH	65 (-32%, -31)	Total	86 (-2%, -2)	26 (-13%, -33%)
Total	408 (-9%, -44)			

Forecasted Operations

The next County Lines Operation week of action which will take place in July at Aberdeen.

A vulnerable female who has caused significant disruption in the past 18 months at Livingston North came to BTP attention again during Q1. She was referred to the BTP Harm Reduction Team (HaRT), as Individuals who present in crisis three times in a rolling 8 week-period will be offered engagement. The HaRT team work with partner agencies to identify the best agency for ongoing support where required. **Scotland now has a full-time HaRT Officer based in Edinburgh with Division-wide remit.** This will help to provide localised support & make management of resources easier.

The Concern Hub continues to highlight nominals most at risk from exploitation. In Q1 a group of young individuals linked to multiple offences were reviewed by Social Services, Police Scotland and BTP. Supported accommodation staff were able to evidence the frequency of the presentations and the escalation in behaviour. In June, representatives from the BTP County Lines Taskforce attended a Scottish Government Criminal Exploitation awareness-raising event with a Police Scotland County Lines Co-ordinator. A joint workshop was delivered to attendees - including practitioners and leaders - promoting partnership working and information sharing to ensure the best outcomes are achieved for young people at risk of being criminally exploited. From this workshop there was positive feedback and engagement across all different organisations involved.

In Q1, work took place to raise awareness around County Lines and associated exploitation. On 16th and 17th of April, the D Division County Lines Task Force coordinator attended the Scottish Police College and delivered County Lines exploitation awareness plenary sessions as part of the Chief Constable's *GoBig-GoWide* School engagement programme. This immersive learning included a live critical thinking exercise and was delivered in the form of Hydra training to over 50 young people from schools across Scotland.

In May, BTP assisted Police Scotland in targeting drug-related activity from a key nominal of a County Lines group operating in Aberdeen. BTP provided support and specialist knowledge around use of the railway network to facilitate criminality. As a result, the nominal was apprehended by Police Scotland, found in possession of a significant number of controlled drugs, and was remanded in custody.

Reduce disruption on the network through collaboration

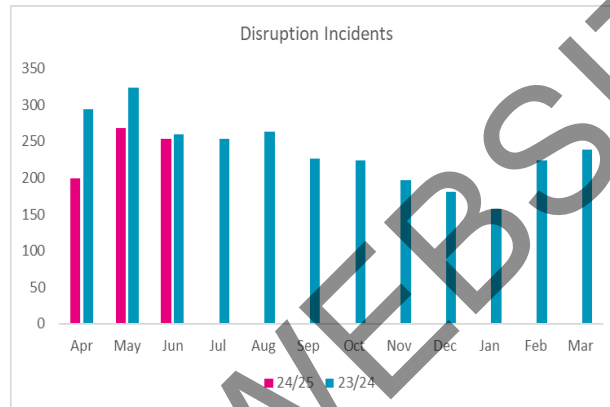
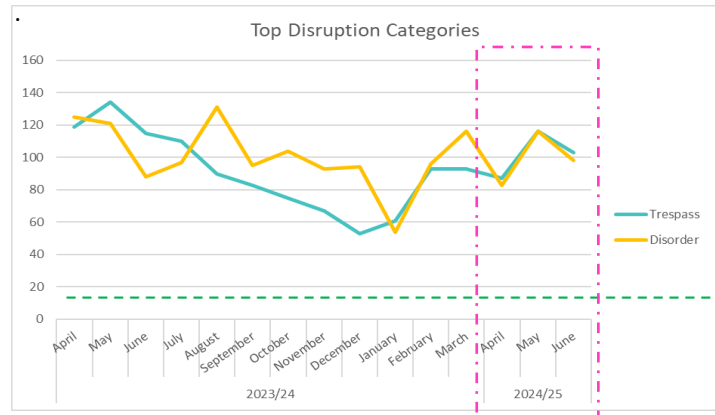
OFFICIAL

	YTD	Delay Minutes
Trespass	306 (-17%)	-25%
Disorder/Drunks or Trespass	297 (-11%)	-15%
Vandalism/Theft	73 (-38%)	-45%
Level Crossing Incidents	38 (-24%)	-30%
Fatalities/injuries by being hit by train	7 (-13%)	+25%
Total	721 (-18%)	-19%

128 minutes

Avg. YTD Hand-back time 24/25

	Fatalities	
	Incidents	Avg. Hand Back
April	3	125
May	1	136
June	1	126



Forecasting of Hotspots

The Safer Transport Group (STG) puts strategic and tactical focus on **emerging locations of concern for ASB, disruption and Violence**. In Q1, site visits were carried out at Partick and Hamilton Central. A Design Out Crime Unit (DOCU) Site Visit report is also in the process of being completed for Hamilton Central.

Weekly tasking with Scotrail's Travel Safe Team (TST) ensures resources are present at the highest harm locations. Patrol cards for any emerging locations are shared with industry (e.g. Irvine, shared with the NWR Route Performance Improvement Co-Ordinator in June).

In Q1, D Division officers worked with partners to engage with communities around rail safety. In May, hundreds of local Primary 6 pupils from local schools in the Paisley sector attended at Hampden Park Stadium to learn from BTP, Renfrewshire council, Police Scotland and Scottish Fire Service about staying safe on the network. **With Level Crossing misuse is predominant in the North Sector, officers have been working with the local level crossing managers and having days of action to provide a presence and educate residents & community groups** (Inverness (Dunrobin crossing) and Perth). There will be at least one liaison visit per month for hotspot locations at Level Crossings and problem-solving options are currently being explored.

A new and collaborative approach has been taken in relation to the management of the queue and any associated disorder at Mount Florida following events at Hampden Park. A 'Zone X' group has been established and new plans installed to support the safe passage of attendees through the station after events. Debriefs have been held following the events of Q1 to ascertain strengths & weaknesses of the plan allowing for it to be adapted and improved upon.

BTP worked with industry throughout the Levenmouth project, delivering it safely and with minimal disruption. Work with partner agencies also ensured a seamless opening event at the end of May, which included community days covering education at local schools (partnership with ScotRail).

North and East

As part of an effort to both tackle County Lines/Serious and Organised crime groups and raise awareness of this problem in the Highlands, Police Scotland (N Division) and BTP have run multiple joint operations. These operations have included resources from the local PS Preventions and Interventions team, Organised Crime team, PS Dog branch and BTP officers.

Based at Inverness train station, Partnerships and Interventions officers and BTP resources have engaged with users of the rail network as well as Scotrail staff, employees from ancillary businesses and taxi drivers to highlight the problem of County lines groups and Child Criminal Exploitation (CCE). Alongside this education work, the DOCT and Police dog have been conducting overt and plain clothes patrols, carrying out stop searches and developing intelligence.

As part of Falkirk's ASB Operation, PS worked closely with BTP counterparts to ensure a joined-up approach between the rail network which youths were using to travel across the local area. During this period there was a marked drop off in reports of ASB in comparison with previous year, due in part, to this holistic approach.

Dates for the next County Lines Intensification Week (CLIW) have been confirmed by the National County Lines Coordination Centre to take place in Q3. PIP will also seek to support this.

PIP also conduct joint working with BTP to coincide with several workstreams, including Women's Safety on Public Transport, Public Safety and general crime prevention.

West

Within PS L Division (Argyll and West Dunbartonshire) BTP are now sitting in on the VAWG group to consider preventative working opportunities on the rail network. As we approach the conclusion of this year's Summer Safety Operation in Balloch area, the communication between BTP and PSOS during this operation has continued to improve in its effectiveness. This has been achieved in no small part thanks to the visibility and cooperation of BTP local Inspector who has remained a consistent point of contact for PSOS throughout the operation. Despite a wet summer, numbers of visitors to the Balloch area have remained high with reported incidents remaining low, indicating a collective success by all contributing partner agencies.

Within Greater Glasgow Division (G Division) GP subdivision (City Centre) and GU (North-West area), PS continue to work with BTP. GP Local Area Command and BTP meet every week with Glasgow City Council to discuss issues and challenges in the City Centre. PS also attend operations meetings with BTP colleagues chaired by the PS DCI from Public Protection in Lanarkshire. This is to discuss the ongoing issue of a group of young people, who are involved in theft by shoplifting across the West of Scotland and using the rail network to commit these crimes. PS also regularly liaise about ongoing incidents and enquiries which have a locus in or near the train stations and subway network.

On 26th June 2024, the PS Local Problem Solving Team based at Greenock Police Office, coordinated a joint operation with BTP at Wemyss Bay and Gourock Ferry Terminals. This location had been identified as being at risk of the movement of controlled drugs between Dunoon and the Inverclyde area. This joint work aimed to provide reassurance and education to local communities. Officers from PS, including the Dog Unit, along with officers from BTP, carried out stop and search of identified members of the public with the aim of disrupting drug related activity.

Inverclyde Performance Hub, based within Greenock Police Office has a close working relationship with colleagues in BTP. PS K Division host Partnership meetings with essential partners three times a week of which a member from BTP attends. Relevant information is passed between PS and BTP regarding instances of youth disorder moving from one area to another via trains, such as the hotspot of Inverkip and Wemyss Bay beaches, and any other relevant nominals involved in incidents of relevance in or around the trains and their stations.

A weekly Anti-Disorder Action Plan is compiled by Officers within the Inverclyde Performance Hub which is collated based on information from incidents that have occurred within the area over the previous week. This allows for directed patrols to be carried out by police and partners agencies, including BTP who are also sent this plan each week.

BTP provide the Performance Hub with their plans and details of officers on duty for each weekend to ensure a joint approach with PS. Further to this, BTP works alongside PS during any Greenock Morton FC game. A joint approach is always adopted, with BTP engaging with those attending the game via train and liaising with Police Scotland Officers in the pre and post-match phases to ensure safe passage of opposing fans.

Learning, Training and Development

BTP continue to have a PC embedded within the Probationer Training team at the Scottish Police College, Tulliallan. BTP officers continue to be trained alongside Police Scotland officers. BTP Inspectors have been attending JOSIC. The exercises involved have a link to the rail network, so they are well suited to BTP attending. BTP instructing staff are now assisting with the delivery of lessons on JOSIC.

BTP officers have access to all core and specialised Investigators Courses delivered by PS. They commence their skills pathway via the Investigators Development Programme and also having access to Specialist Training Programmes such as Child Protection, Domestic Abuse, Crime Scene Manager, Family Liaison Officer, and Interview Advisors. This quarter, 1 BTP Officer attended a Detective Training course running between April and September 2024.

Public Protection

Interim Vulnerable Persons Database Access (iVPD)

Following confirmation of the technical solution to be deployed for allowing BTP staff access to iVPD, Part 2 of the associated DPIA has been completed and is with Police Scotland's Information Assurance for review. In addition, a required Security Operating Procedures (SyOPS) document has been created and is with Police Scotland's Information Security team for review. During a recent Police Scotland Technical Steering Group, the alternative design deviation to the purchased commercial product being used to facilitate the connection was given approval to proceed. It was agreed that the build prerequisite work will take place from the 24 September 2024, with a view to getting the commercial supplier (Cybit) on site during October 2024, if possible, to progress the build. The current Project Manager will prepare an updated timeline which will be provided to BTP as an update.

Child Protection Policy

PS SCD Child Protection Policy (CP) team continue to provide support to BTP in the implementation of the Child Protection Guidance to ensure there is a pathway for the service to raise concerns about children at IRD and access multi agency partnerships.

An IRD guidance document was written by CP Policy in conjunction with the Scottish Child Interview Model (SCIM) training team to support BTP officers in an area of business they are not often sighted on, despite their part in raising CP concerns to local areas. This will support BTP officers with initial actions when attending CP incidents.

Domestic Abuse (DA)

PS continue to work closely with BTP colleagues in matters relating to DA. BTP are represented at the quarterly Domestic Abuse Working Group (DAWG) leads meeting, which is chaired by the DCI from Domestic Abuse Coordination Unit (DACU). This meeting is attended by all 13 PS territorial divisions, as well as BTP and enables the sharing of any new emerging threats or trends, updates regarding training and good practice as well as enabling networking.

National Sexual Offences Policy & National Rape Review Team

SCD Public Protection (NSOP & NRRT) have been working with BTP Public Protection staff to share knowledge and learning from a recent project where an existing Information Sharing Agreement (ISA) was adapted and enhanced to incorporate 17x local Rape Crisis centres to ensure increased partnership working and ultimately provide greater levels of support to victim/survivors through improved levels of coordination between Sexual Offence Liaison Officers (SOLOs) and Advocacy Workers who provide vital support as well as practical guidance on the criminal justice system. Feedback on this enhanced process has been extremely positive with some initial technical learning cascaded to BTP to ensure their draft ISA is also able to provide excellent service to victims of rape and sexual crime.

Scottish Railways Policing Committee – Evaluation Report
19 September 2024

Design Principle Themes*	How Achieved	Frequency	Progress at Q4 meeting (4 June 2024)	Achieving: ● / In Progress: ● / Not Achieving: ●			
				Sep-23	Nov-23	Mar-24	Jun-24
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	<p>The current Policing Plan for Scotland is published and available to download from the BTPA website. An agenda item on its development and consultation was provided at the November 2023 SRPC meeting.</p> <p>Since the June 2024 meeting, development of the 2025/26 and 2026/27 Policing Plan has begun. The Scotland stakeholder consultation meeting took place on 3 September. Attendees included representatives from ScotRail, Transport for Scotland, SPA and Transport Focus. The SRPC Workplan shows a suggested agenda item on the Annual Policing Plan Refresh for the November meeting.</p>		●		
	1.2 Reporting against the achievement of the strategic outcomes	4 times per year	<p>Quarterly update on progress against the Policing Plan at Agenda Item 6. This provided an overview of BTP efforts around tackling crime and rail disruption and safeguarding in Scotland, including that BTP in Scotland saw an 18% increase in crime in 2023/24 compared to 2022/23, albeit that in Q3 crimes per million journeys remained low at 17. It also noted that there had been an 11% increase in police related rail disruption in 2023/24 compared to the previous year.</p> <p>In the meeting, Members noted improvements in solved rates for violence, weapons and sexual offences, and that trespass remained a perennial issue which was being addressed by a tactical Safer Transport Group. Also noted was that non-suspicious fatality handback times remained at 100 minutes.</p>	●	●	●	●
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	<p>The BTP / Police Scotland Joint Working report was introduced by the Police Scotland Chief Superintendent at Agenda Item 7. This outlined a number of examples of joint operational work between BTP and Police Scotland. In the meeting, the Chief Superintendent (Police Scotland) highlighted joint working on Op Protector in the North and East to target those involved in serious and organised crime and safeguard individuals and communities impacted by County Lines, and made reference to joint working on the National Human Trafficking Unit.</p> <p>This agenda item resulted in Committee Members discussing the Interim Vulnerable Persons Database, including the slow progress made toward delivery and enabling BTP to secure access, leading to an action for BTPA to write to the SPA accordingly. It also resulted in an action for a feedback report to be circulated to Committee Members following a recent Member visit to a custody suite in Scotland.</p>	●	●	●	●
	2.2.1 Regular public reporting to SPA and Scottish Parliament: <i>SRPC Secretariat note to both SPA and BTPA Chief Executives</i>	4 times per year	Quarterly Meeting Digest summarising the business of the 4 June meeting was sent to the Chief Executives of BTPA and SPA on 5 June 2025.	●	●	●	●
	2.2.2 Regular public reporting to SPA and Scottish Parliament: <i>SRPC Chair to provide updates</i>	At least twice per year	At the time of the June meeting, one letter had been sent in the previous year. A letter had been drafted at this time and was sent on 27 June 2024, providing a progress update on the business of the SRPC. Prior to June, the most recent letters were in April and September 2023.	●			●

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Design Principle Themes*	How Achieved	Frequency	Progress at Q4 meeting (4 June 2024)	Achieving: ● / In Progress: ● / Not Achieving: ●			
				Sep-23	Nov-23	Mar-24	Jun-24
	<i>to the Convenor of the SP Justice Committee</i>						
	2.3 Hold meetings in public	4 times per year	Meeting available to the public, with details available on the BTPA website. The June meeting had seven external attendees, including from ScotRail, Railway Mission, HMICS, BTP Federation and The Superintendent's Association.	●	●	●	●
	2.4 Publish papers and minutes	4 times per year	The June SRPC meeting papers were made available to download from BTPA website prior to the meeting taking place.	●	●	●	●
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	The BTP / Police Scotland Joint Working report at Item 7 included examples of the sharing of operational good practice between the two forces, for example BTP and Network Rail delivering Police Scotland online Continuous Professional Development sessions, BTP observing the Joint on Scene Incident Command course and Operational Command Training Course, with a PSOS instructor later attending a BTP course to share learning, and PSOS supporting BTP in the implementation of Child Protection Guidance. In response to a question at Agenda Item 6, the BTP Chief Superintendent noted that in her view the vulnerability context in Scotland perhaps required greater focus on youth issues, with more needed to explore factors underpinning vulnerability and harm. This resulted in the SRPC raising an action for the BTP Chief Superintendent link in with the work of SPA's Joint Research and Evidence Forum.	●	●	●	●
	3.2 Regular joint planning & management engagement	4 times per year	The Quarterly BTP/Police Scotland joint report on operational performance (Item 7) included examples of joint planning and management engagement, for example around the development of a joint action plan for Hamilton/Blantyre train stations/transport hubs, for a multi-agency operation to ensure effective policing due to summer tourism, and also around areas including human trafficking, child protection and domestic abuse. Further to an update at the previous SRPC meeting in November, the Committee received a verbal update on BTP's Remotely Piloted Systems (RPAS) Pilot at Agenda Item 9, where it was noted that BTP did not foresee the use of RPAS until at least early 2025. Committee Members encouraged the Force to consult as widely as possible and this Agenda Item resulted in an action for BTPA to review and adopt, if appropriate, an existing MOU between the Chief Constable of Police Scotland and the SPA. As noted above (at 2.1 and 3.1), the Committee raised actions in the June meeting for BTPA to write to the SPA regarding BTP access to the Interim Vulnerable Persons Database and for the BTP Chief Superintendent to link in with the work of SPA's Joint Research and Evidence Forum. In the meeting a Member also welcomed information that BTP was considering co-location with Police Scotland at a site in Glasgow, noting that this was a key theme for the SPA and Police Scotland.	●	●	●	●
	3.3 Effective working with stakeholders to reduce disruption and protect the most vulnerable	4 times per year	The Policing Plan Performance report (Item 6) included a number of updates, for example tasking meetings with the ScotRail Travel Safe Team, a tri-partite monthly meeting with ScotRail and Network Rail to identify emerging locations and areas of risk for disruption, and multi-agency days of action in January and February to raise awareness of and tackle County Lines activity in Aberdeen with Police Scotland, BTP, Councils, Railway Children and NHS Grampian. The Quarterly BTP/Police Scotland Joint Working report (Item 7) also noted County Lines days of action in January and February. At the Industry Voice Agenda Item (8) a representative from ScotRail briefed the Committee on the establishment and development of ScotRail's Travel Safe Team. They noted that the team was now at a stage where effective working relationships were in place with partners such as BTP.	●	●	●	●

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Design Principle Themes*	How Achieved	Frequency	Progress at Q4 meeting (4 June 2024)	Achieving: ● / In Progress: ● / Not Achieving: ●			
				Sep-23	Nov-23	Mar-24	Jun-24
			At the Railway Mission / Rail Pastors in Scotland Agenda Item (10) the Committee was briefed on the role of Railway Pastors in Scotland in supplementing the care offered to users of the railway by both the BTP and other partners. In response, the BTP Deputy Chief Constable noted that he would be taking steps to promote greater awareness within BTP of the Mission and its role.				
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	At least twice per year	<p>The Audit and Inspections Update at Agenda Item 13 provided a quarterly update on BTP's audit and inspection activities, including reference to those in Scotland, and quarterly meetings with HMICS to share updates on inspection activity and identify where there are opportunities for BTP to participate in HMICS inspections.</p> <p>In the June meeting, an HMICS representative welcomed the opportunity for engagement provided by BTP. Also, a Committee Member commented that internal auditors should be asked to confirm they were giving Scotland due regard during the delivery of the Internal Audit Plan 2024/25 and committed to securing that assurance in their capacity as Chair of BTPA's Audit and Risk Assurance Committee. The BTP Deputy Chief Constable noted that all proposed inspection activity could include control samples drawn from Scotland.</p>	●	●	●	●
	4.2 Transparency and oversight of funding and delivery of best value: <i>Annual update on value for money</i>	Once per year	Annual update was provided to the November 2023 SRPC meeting. As a result of an action from this discussion, a further update on direct and indirect costs was provided to the March 2024 meeting.		●		
	4.3 Transparency and oversight of funding and delivery of best value: <i>Quarterly oversight of best value in updates to SRPC</i>	4 times per year	<p>Items from the June meeting that linked to the Best Value themes included:</p> <ul style="list-style-type: none"> - Vision and leadership: Policing Plan Performance (Item 6), BTP / Police Scotland Joint Working (Item 7) - Governance and accountability: Strategic Risk (Item 5), Audit and Inspections Update (Item 13), Policing Plan Performance (Item 6) and BTP / Police Scotland Joint Working (Item 7). Also, Secretariat note to SPA and BTPA Chief Executives, and SRPC meeting and papers being made available to the public. - Effective use of resources: Policing Plan Performance (Item 6), BTP / Police Scotland Joint Working (Item 7), and Audit and Inspections Update (Item 13) - Partnerships and collaboration: Policing Plan Performance (Item 6), BTP / Police Scotland Joint Working (Item 7), Industry Voice (Item 8), and Railway Mission / Rail Pastors in Scotland (Item 10) - Working with communities: Policing Plan Performance (Item 6) - Fairness and equality: Strategic Risk (Item 5) - update and discussion on the Legitimacy risk. 	●	●	●	●

*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

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Scottish Railways Policing Committee Workplan 2024/25

[September 2024]

19 September 2024	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Strategic Risk¹ 6. Policing Plan Performance 7. Joint Working 8. Industry Voice 9. Audit and Inspections Update 10. Workplan 11. Evaluation Framework 12. Any Other Business 13. Meeting Evaluation 	<ol style="list-style-type: none"> 14. BTP Optimised Policing Model² 15. Debriefing / BTPA Industry Dinner

26 November 2024	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Strategic Risk 6. Policing Plan Performance 7. Joint Working 8. Industry Voice 9. Audit and Inspections Update 10. Workplan 11. Evaluation Framework 12. Any Other Business 13. Meeting Evaluation 	<ol style="list-style-type: none"> 14. Thematic: Disruption³ 15. Annual Best Value Report 16. Annual Policing Plan Refresh 17. Staff/Passenger Survey

¹ March 2024: Mary Pitcaithly suggested that, in September 2024, SRPC could take stock on whether it should review a Strategic Risk product at each meeting or move to a six-monthly tempo.

² June 2024: Requested by Chair

³ June 2024: DCC suggested ACC O’Callaghan provide an update on the Force’s review of Disruption.

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5 March 2025	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Strategic Risk 6. Policing Plan Performance 7. Joint Working 8. Industry Voice 9. Audit and Inspections Update 10. Workplan 11. Evaluation Framework 12. Any Other Business 13. Meeting Evaluation 	

4 June 2025	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Strategic Risk 6. Policing Plan Performance 7. Joint Working 8. Industry Voice 9. Audit and Inspections Update 10. Workplan 11. Evaluation Framework 12. Any Other Business 13. Meeting Evaluation 	

Suggested items for inclusion on future agendas

Relevant Strategic Risk Deep Dives

Thematic / Transport Focus in Scotland

Thematic / Operational issues e.g. Stop and Search

Industry Voice / wider transport stakeholders to be invited e.g. bus companies co-located at rail hubs

Public Consultation Data – including UK-wide trends, focus on areas outside of central belt.

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