[4 June 2024] Agenda Pack / Scottish Railways Policing Committee

MEETING
4 June 2024 11:00 BST

PUBLISHED
29 May 2024

Agenda

	Location	Date	Time
	Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ & Microsoft Teams	4 Jun 2024	11:00 BST

BTPA
British Transport Police
Authority

25 Camden Road
London NW1 9LN

E: btpa-enquiries@
btp.police.uk

www.btpa.police.uk

Minutes
Scottish Railways Policing Committee

Tuesday 5 March 2024 at 11.00am at the Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ and via Microsoft Teams

Present:

Iain Whyte (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 (Head of Legitimacy and Performance)
Lynsey Luthra (Risk and Assurance Manager)
Jon Newton (Analyst)
Alistair MacLellan (Board Secretary / Minutes)

British Transport Police
Lucy D'Orsi (Chief Constable)
Alistair Sutherland (Deputy Chief Constable)
Gill Murray (Chief Superintendent / D Division)
Paul Adams (Risk and Assurance Lead)
Ash Auger (Head of Analytics)
Lara Adamson (Analytical Insight and Statistics Manager)
Russell Beattie (Staff Officer / D Division)
Ian Currie (Deputy Director, Commercial & Estates Services) (Item 10)
Victoria Graham (Inspector / D Division)
Calum McNairney (External Affairs Advisor)
Mel Morton (Head of Deputy Chief Constable's Portfolio)
Adam Swallow (Chief Inspector / A Division)
Lorna White (Inspector / A Division)
Arlene Wilson (Detective Chief Inspector / A Division)

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

Police Service of Scotland
Hilary Sloan (Chief Superintendent)

External
Alastair Dalton (The Scotsman/Scotsman on Sunday)
Chris Horton (Police Superintendents' Association)
Michael Jackson (Scottish Government)
Innis Keith (Network Rail)
Mark Marshallsay (British Transport Police Federation)
Nick McGuirk (ScotRail)
Brian McInulty (His Majesty's Inspectorate of Constabulary in Scotland)

Apologies
Agenda Item 1

1. There were no apologies.

Declarations
Agenda Item 2

2. There were no declarations of interest.

Minutes
Agenda Item 3

3. **RESOLVED**, that the minutes of the meeting held on 22 November 2023 be approved.

Actions
Agenda Item 4

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

    a. **Action 23/2023: Drones**. Those present discussed the Force's ambitions to use Drones and the following points were made.

        i. The Deputy Chief Constable noted the Force had reallocated some planned capital spend for 2024/25 to enable the Force to conduct a Drones pilot.

        ii. The Chief Constable noted the Force's ambition to utilise Drones beyond the visual line of sight (BVLOS) and the potential to pilot Drones in a railways context in Scotland.

        iii. A Member highlighted Police Scotland's Remotely Piloted Aircraft Systems (RPAS) Code of Practice.

        iv. A Chief Inspector noted that the Force had reviewed a number of documents to establish how best to align with Police Scotland RPAS practice.

     v. Members noted that the emerging option regarding Force use of Drones was to align the Force's approach with the outcomes of Police Scotland's 2022 consultation, and further noted the potential sensitivities around use of Drones beyond the visual line of sight in Scotland (notwithstanding the rural setting of some railways). In light of this Members directed that Force's planned approach to a Drones pilot should be reported to the June 2024 meeting.

    b. **Action 19/2023: Chief Superintendent introductory meeting with Police Scotland Chief Constable**. Members noted the action had been open since November 2023, and welcomed the potential for an introductory meeting to take place on the margins of the Scottish Police Authority Board meeting on 23 May 2024.

    c. **Action 19/2022: Policing a cyber-attack on the railway in Scotland**. Members noted the written update provided, and a further update from the Deputy Chief Constable that cyber exercises were now part of the Force's annual calendar of activity. Members agreed the action could be closed.

    d. Members agreed that Actions 9/2023, 20/2023, 21/2023, 22/2023, 24/2023, 25/2023, 26/2023, 27/2023, 28/2023 and 29/2023 could be closed.

5. **RESOLVED**, that the report detailing actions arising be noted.

Strategic Risk
Agenda Item 5

6. Members considered a report regarding Strategic Risk and the following points be made.

    a. Members welcomed the revised format of the report, that provided Scotland-specific commentary on the Force's UK-wide risk.

    b. Members had mixed views on whether the risk scoring within the report could be made Scotland-specific. Whereas this would make the risk scoring more relevant to Scotland and D Division, it would also require the administration of tandem Scotland and UK-wide risk scoring. The Risk Assurance Lead agreed to review whether this was possible, noting meanwhile that the Force's underlying risk management software would perhaps not support such an approach (Matter Arising – Workplan).

    c. A Member suggested that some thought could be given to refining the risk product over the next two meetings of the Committee, with a view to deciding whether the product could be considered by the Committee on a lesser e.g. six-monthly tempo rather than quarterly (Matter Arising – Workplan).

    d. The Chair noted that he would welcome the Committee seeing any relevant strategic risk deep dives (Matter Arising – Workplan).

7. **RESOLVED**, that the report regarding Strategic Risk be noted.

Policing Plan Performance Q3 2023/24
Agenda Item 6

8. Members considered a narrative report and dashboard regarding Policing Plan Performance Q3 2023/24, and the following points were made.

   a. A Member remarked on the red-rated Disruption Incidents and Delay Minutes and encouraged the Force – in light of comments made earlier in the meeting regarding use of Drones – to explore ways in which to manage Disruption differently.

   b. A Chief Inspector acknowledged the impact of Disruption and noted the context that a 45% increase in post-COVID passenger journeys on the railways provided more opportunities for Disruption to occur. Overall, the Force's response and hand back rates during Disruption were positive when considered against the complexity of the railway environment. That said, the Force was revising its fatality management guidance with a view to identifying lessons learned for swifter hand back to operators.

   c. A Member congratulated the Force for its 100% solved rate for weapons-enabled crime during Q3 2023/24.

   d. In response to a question, the Chief Superintendent confirmed that it was one of her priorities to work more closely with freight operators, in light of a recent cross-border theft of high value spirits from freight containers between Mossend and Liverpool.

   e. In response to a comment, the Chief Superintendent acknowledged that the trend data for violence was on an upward trend.

   f. In response to a question, the Deputy Chief Constable replied that the Force employed an economist to assist in determining the economic value of the Force's contribution to the management of the railway network. Members requested that a note on the Force's contribution to the economic value of the railway in Scotland be provided to the Committee (Action 1/2024).

9. **RESOLVED**, that the narrative report and dashboard regarding Policing Plan Performance Q3 2023/24 be noted.

Police Scotland / British Transport Police Joint Working
Agenda Item 7

10. Members considered a report setting out Police Scotland / British Transport Police Joint Working for Q3 2023/24 and the following points were made.

    a. The Chair noted that he had undertaken a site visit to Aberdeen Rail Station on 29 February 2024 and placed on record his commendation of the Force's work on County Lines and Problem-Solving Plans at that location.

b. A Member welcomed evidence of the Force's joint working at bus and rail stations given the co-location of transport facilities in a number of towns/cities across Scotland. In light of this, the Member commented that wider transport stakeholders could be invited to a future meeting as part of the Industry Voice workstream (Matter Arising – Workplan).

c. The Risk and Assurance Manager noted from an assurance perspective the plentiful evidence for Partnership Working in Scotland.

11. **RESOLVED**, that the report setting out Police Scotland / British Transport Police Joint Working for Q3 2023/24 be noted.

Thematic / Responding to Mental Health
Agenda Item 8

12. Members received a verbal presentation from a Detective Chief Inspector regarding the Force's response to Mental Health. The presentation and associated slide deck covered current demand and demographics, partnership working, Mental Health Crisis to Care, and Strategic Direction. The following points were made.

a. The Detective Chief Inspector commented that too many children were coming to the Force's attention in a mental health context, and that it would be insightful to see equivalent Police Scotland data. She also emphasised that the Force would never prosecute anyone for e.g. Trespass if they were known to the Force's Harm Reduction Team (HaRT).

b. In response to a question, a Scottish Police Authority Corporate representative noted that the SPA had a national partnership delivery group to facilitate effective alignment of partners and resources and that the Force would be a natural member of that group.

c. An HMICS Inspector addressed the meeting to note that the Force had been referenced as an example of best practice in the HMICS Thematic inspection on policing mental health in Scotland, published in October 2023. He welcomed the Scottish Police Authority's commitment to including the Force in its national partnership delivery group.

13. **RESOLVED**, that the verbal presentation and associated slide deck regarding the Force response to Mental Health be noted.

Industry Voice
Agenda Item 9

14. Members received a verbal presentation and associated slide deck from the Health, Safety & Environment Director (and Disruption Lead) for Network Rail (Scotland's Railway) regarding Disruption and the following points were made.

a. The Network Rail representative had valued hearing direct the rich discussion on the Force's work and found it instructive. He commended the Force's work on

Disruption and Route Crime, noting that Network Rail had its own route crime strategy focusing on suicide and vulnerability, trespass and anti-social behaviour. The framework for delivering the strategy was composed of leadership, data management, collaboration, people and capability, technical and engineering, and risk management.

b. The Network Rail representative continued, noting that fatalities and trespass had the biggest impact on performance. In conclusion, there was a high level of activity designed to address disruption, but more thought could be given to how aligned industry and the Force was on disruption hotspots and effective sharing of performance information.

c. The Chief Superintendent and a Chief Inspector welcomed the Network Rail representative's comments, noting that a high degree of joint working between the Force and industry was taking place and any effort to ensure this was effective and aligned as possible was welcome. The Deputy Chief Constable added that the Force would shortly be engaging with the Network Rail Board which would be an opportunity to review joint-working.

d. The Chief Inspector noted that the Force referenced route crime in its own Control Strategy, thus enabling joined-up working with Network Rail on that issue.

e. The Chief Inspector added that, in his view, the installation of 65% front-facing CCTV on trains from Summer 2024 would be a watershed moment in efforts to combat disruption and trespass. Finally, the Force would shortly be delivering Disruption masterclasses to its officers to ensure best practice was shared and adopted as widely as possible.

f. In response to a question, the Network Rail representative commented that his organisation did discuss the issue of Violence against Women and Girls (VAWG) with ScotRail, but there was always more scope to co-ordinate more with partners such as the Force to ensure the rail network was a hostile environment for offenders.

g. Members encouraged the Force to explore ways in which a joint Disruption Strategy could be adopted by the Force and Network Rail (Action 2/2024).

15. **RESOLVED**, that the verbal presentation and associated slide deck from the Health, Safety & Environment Director (and Disruption Lead) for Network Rail (Scotland's Railway) regarding Disruption be noted.

Net Zero Carbon Strategy Update
Agenda Item 10

16. Members considered a Net Zero Carbon Update paper and associated Net Zero Carbon paper and the following points were made.

    a. The Deputy Director, Commercial & Estates Services introduced the paper and explained the three scopes against which the Force was measuring carbon emissions – direct emissions, indirect emissions, and supply chain.

    b. In response to a question, the Deputy Director, Commercial & Estates Services confirmed that the glide path for the Zet Zero Carbon Strategy over the next three to four years was consistent with the Force's Medium-Term Financial Plan.

    c. In response to a question, the Deputy Director, Commercial & Estates Services replied that the Force was focusing its supply-chain monitoring efforts on its major suppliers to ensure those suppliers were meeting their green commitments.

    d. In response to a question, the Deputy Director, Commercial & Estates Services confirmed he was confident on the Force's timeline to achieving Scope 3 (Supply Chain – Net Zero Carbon by 2035) given the focus given by major suppliers to their carbon footprints.

    e. The Risk and Assurance Manager noted the British Transport Police Authority would be considering at a forthcoming risk workshop whether it should adopt a Sustainability Strategic Risk.

    f. A Member noted that the statutory target for Net Carbon Zero in Scotland was 2045, rather than the UK Government's target of 2050.

17. **RESOLVED**, that the Net Zero Carbon Update and associated Net Zero Carbon paper be noted.

Audit and Inspections Update Q3 2023/24
Agenda Item 11

18. Members considered the Audit and Inspections Update paper for Q3 2023/24, and the following points were made.

    a. Members were pleased to note the increased number of closed Actions since the Audit and Inspections Update at the November 2023 meeting.

    b. In response to a question, the Deputy Chief Constable assured Members that the flaws within the drugs disposal process identified at the property store in Edinburgh related to gaps in recorded handling rather than criminality. The identified gaps would be addressed through a new contract.

    c. In response to a question, the Deputy Chief Constable agreed that the Authority should review the Force's assessment of the Angiolini Inquiry in due course, and that he would await a formal commission (Matter Arising – Workplan).

19. **RESOLVED**, that the Audit and Inspections Update Q3 2023/24 be noted.

Committee Workplan
Agenda Item 12

20. Members considered the Committee Workplan and noted that it would be further refreshed following the meeting.

21. The Head of Legitimacy and Performance was minded to propose the items on Transport Focus's update on their work in Scotland and Third Sector Involvement in Scotland for the next meeting (Matter Arising – Workplan).

22. **RESOLVED**, that the Committee Workplan be noted.

Evaluation Framework
Agenda item 13

23. Members considered the Evaluation Framework and noted that the Head of Legitimacy and Performance would be working with colleagues following the meeting to refresh and bring its format up to date.

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

Any Other Business
Agenda Item 14

Thanks to Inspector Victoria Graham

25. The Chair placed on record his thanks to Inspector Victoria Graham for her contribution to the work of the Committee during her time as Staff Officer to Chief Supt Gill Murray, a role she had held since August 2021. He congratulated her on her promotion to Inspector and wished her well as she embarked on her responsibility for commanding the Force's presence across Glasgow Queen Street, Motherwell and Dumbarton.

Meeting Evaluation
Agenda Item 15

26. There was no meeting evaluation.

The meeting ended at 1.20pm

SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Action/Paper	Owner	Outcome
19/2023	22 November 2023	In response to a suggestion, the Police Scotland Chief Superintendent agreed to facilitate an introductory meeting between the new Police Scotland Chief Constable and the BTP Chief Superintendent (D Division)	SPA Corporate	**Recommended for Closure** Planned introduction on margins of SPA Board Meeting 23 May 2024 was not possible. Ch Supt Murray will now liaise with Police Scotland counterparts using her own engagement channels to close this action. Given its longevity, BTPA Executive propose that this action be closed.
23/2023	22 November 2023	The Deputy Chief Constable was conscious that the Force needed to share its consultation plan for the use of drones with both the Authority and the Committee in particular	Deputy Chief Constable	**Completed** A verbal update will be provided at the June 2024 meeting.
1/2024	5 March 2024	Members requested a briefing note on the Force's contribution to the economic value of the railway in Scotland be provided to the Committee	BTP Economist	**Completed** Incorporated into commissioning for the Annual Best Value report due at Committee in November 2024.
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** BTP has reallocated Chief Officer responsibility for Disruption to ACC (Specialist Operations) who is now reviewing Force-wide approach to Disruption and how this incorporates joint working with Network Rail at a local level. In closing this action, SRPC Members may wish to seek assurance at the meeting that ACC (Specialist Operations) incorporates D Division context into the review at an early stage, and/or add an update on Disruption to the Committee Workplan.

Scotland Performance Report 2023-24: Quarter 4 (Q4)

In their annual report, Transport Scotland recently revealed that national travel habits were profoundly affected by the Covid-19 pandemic. A steady rising footfall in the years immediately prior halted as travel limitations and restrictions on daily life came into place. Commuting patterns continue to evolve as we get further away from the pandemic and from the immediate post-COVID years. As shown in Appendix 1.1, a higher volume in 2023-24 meant that crime ended 18% above '22-23. In line with previous trends, there was slight reduction in volume for Q4 overall (-9%, -49), yet there were monthly increases from January onwards towards Spring. Priority crime focus has continued in the effort to maintain a safe and reliable railway in Scotland. ScotRail footfall data (Q3) shows that crime per million passenger journeys has remained low at 17.

20.9 million passenger ScotRail journeys. 363 notifiable crimes recorded for ScotRail in Q3 **(Q3 Oct - Dec '23)**	*17 crimes per million passenger ScotRail journeys* **(Q3 Oct - Dec '23)**	*35 Crimes per million KM ScotRail journeys (10.5m)* **(Q3 Oct - Dec '23)**

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

At the end of Q4, violent crime was 6% higher than PY (+31). The increase was mainly in Common Assault (+8%, +26), and violence inflicting injury was 3% lower (-4). The last quarter saw 22% reduction overall (-33) and injuries also reduced at this time (-41%, -16). Plans for the next quarter have seasonal spikes and upcoming events which could have a potential impact. The Division has recently deployed an officer to work in Scotrail CCTV for events.

Crime patterns are continually monitored to identify and tackle areas of risk – especially in relation to instances of robbery, weapon-enabled offending, and Serious Assault. Ongoing partnership working has enabled officers to carry out patrols at key times to increase reassurance and create a hostile environment for crime. Officers continue to be vigilant in relation to weapons carriage and throughout the year there were 89 weapons seized (+9%, +7 on '22). Officers demonstrated effective use of policing powers in keeping the railway safe, with a positive find rate of 49% from Stop & Search overall and a total of 15 weapons detected. In Q4, there were no incidents of violence involving bladed articles.

Public Order offences decreased in each quarter throughout the year. Threatening or Abusive behaviour constituted 48% of all crime against rail staff (188). Regular stakeholder meetings address any concerns raised by staff, with these conversations helping to inform patrol plans. Throughout Q4, officers attended daily 'huddles' at key locations including Glasgow Central and Queen Street to provide reassurance and updates on arrests and investigations. Continued ScotRail briefings have shown the benefits of having regular input from a single point of contact. The detection rate for Less Serious Public Order improved this year to 40% (+3%) and for staff to 37% (+4%).

A concerted effort to increase detections resulted in an increase in the solve rate for high harm crime. For violence overall, 67% (+9% PY) of cases had a positive outcome. In Serious Assault, the rate was 80%. Following a report of a weapon-enabled offence on board a service in March, officers liaised with ScotRail CCTV and were able to conduct a prompt systematic search and successfully recover the offensive weapon.

Tackle the Crimes and Incidents That Most Impact on Confidence

Results from the passenger perception survey show that 71% of respondents want a focus on anti-social behaviour (ASB). ASB workstreams take place across various tasking forums. With an overarching aim to create a safer transport network in Scotland, the multi-agency Safer Transport Group (STG) covers issues from low level disorder and ASB through to the most serious crime. Meetings have focussed on the improvement of communication between partners, the advancing of data sharing practices and the exploration of the full spectrum of methods available to tackle the crimes that matter most.

As one of the most influential factors in confidence levels, the maintenance of visibility and presence has been an ongoing focus for the division. In Q4, work alongside partners continued across the sectors. Weekly tasking meetings took place with ScotRail Travel Safe Team (TST), where ScotRail and BTP data was used to inform resource deployments. CCTV resources were also tasked to monitor identified locations. There were several joint initiatives where combined targeted patrols were implemented to reach as many services as possible. Officers have sought feedback and encouraged people to report any instances where they have felt unsafe to gain better insight.

Throughout Q4, particular attention was given to Partick Interchange and the North Clyde line following an increase in ASB and other offending. The Operational Support Unit partnered with the TST to conduct patrols & increase presence. With the bus terminus and local retailers in the vicinity also affected, ongoing liaison between partners has allowed for a holistic problem-solving approach to be implemented. At Partick, total offending reduced by 39% (-9) in Q4 and ASB calls for service went down by 30% (-6). Wide-ranging collaboration with Police Scotland brought positive identifications for both forces and resulted in some offenders being remanded. ScotRail have noted a reduction in offending and the positive impact of joint working.

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

VIAWG crime was 39% lower in Q4 (-9) in line with the overall decrease in violence. At 67% detection rate, this is an improvement on last year (+6%). A monthly uplift in resources was implemented in Q4 to provide further reassurance on late night weekend services. Regular days of action saw engagement stalls continue to educate the public around VIAWG, sex offences and hate crime and the available reporting streams.

Engagement with stakeholders, colleges and universities has resulted in BTP reaching a wider audience. As a result, select universities and colleges have now supported campaigns by displaying the Railway Guardian artwork in their new student packs, as well as incorporating BTP contact details and information around keeping safe. Following a robbery of a lone female at Dumbarton Central in March, the suspect was quickly traced, searched, and arrested.

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

Calls for service relating to Concern for Welfare increased by 20% this year (+364). In Q4, 471 welfare calls, 28 mental health detentions and 1,588 Safeguarding & Vulnerability reports show the ongoing role of officers in protecting and safeguarding the most vulnerable people on the network.

The Divisional Concern Hub highlights nominals for whom there is outstanding risk of harm. During Q4, multi-agency meetings took place for individuals where there had been progression from reports of vulnerability to offending and then where risk of sexual exploitation was identified. The meetings addressed relationships between nominals and considered interventions then implemented alongside Social Services and Police Scotland. Supported accommodation staff evidenced the frequency of presentations and escalation in behaviour. BTP continue to play a key role within the Child Exploitation Matrix forum which is attended by Police Scotland and various other partners.

In Q4, days of action took place to raise awareness around County Lines and associated exploitation. Key stations were targeted for campaigns and awareness where there was engagement with staff & public around warning signs and the available reporting methods. In January and February, days of action took place in Aberdeen with approximately 200 multi-agency staff, including Police Scotland, BTP, Councils, Railway Children and NHS Grampian. As a result of enforcement work by BTPs County Lines Taskforce and Police Scotland, 12 warrants (DSWs) were executed across Aberdeen City and Aberdeenshire resulting in the recovery of over £189,000 in value of the main drug commodities.

Reducing Disruption on the Network through Collaboration

Disruption was 11% higher than '22-23, with a total of 2,837 incidents and 94,477 minutes of delay (+271). Incidents followed the same trend as crime, with monthly increases throughout Q4. However, this was lower than the same period last year (-6%, -38; Appendix 4.1).

The key drivers for disruption were Disorder on services (43%) and Trespass (39%). While Disorder incidents decreased in Q4 (-25), Trespass increased (+52). Regular multi-agency meetings are held to identify emerging locations and areas of risk for these categories. One example is the tri-partite monthly tactical meeting with ScotRail and Network Rail. Joint working with Police Scotland and the TST has continued around High St, Argyle St, Queen St and Glasgow Central to reduce disruption caused by youth ASB which is also impacting the wider West Sector. There have been several joint deployments incorporating the Glasgow Subway to assist with reducing disruption linked to youth ASB, football and events. Sector Inspectors monitor top locations for Trespass, ASB, Vandalism and Level Crossings through monthly briefings and report performance against these. A Problem-Solving Plan is currently in place to address the increase in Level Crossing incidents at key location Hospital Mill.

Communication with partners continues regarding the full spectrum of causational factors for disruption - from criminal behaviour to level crossing misuse and vulnerable persons.

Appendix

1. 2023-24 Crime Trend

1.1. Total recorded crime (all victims and crime types) compared to the last five policing years.
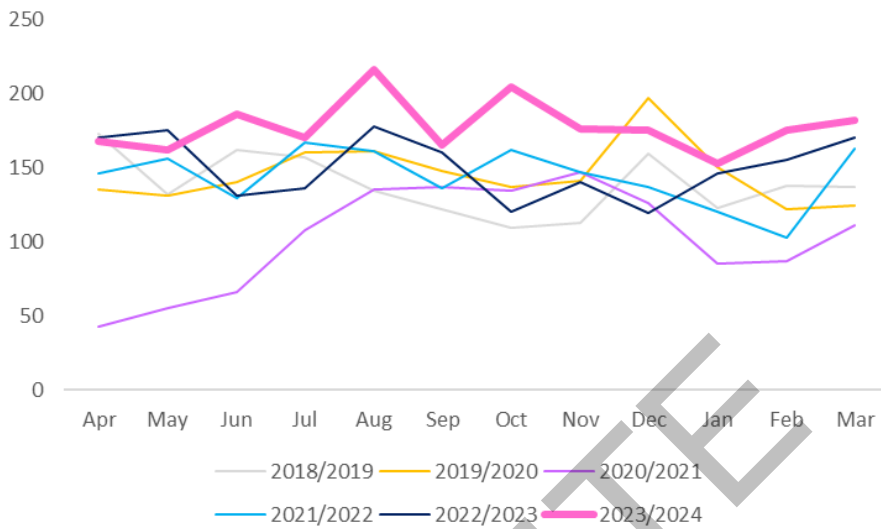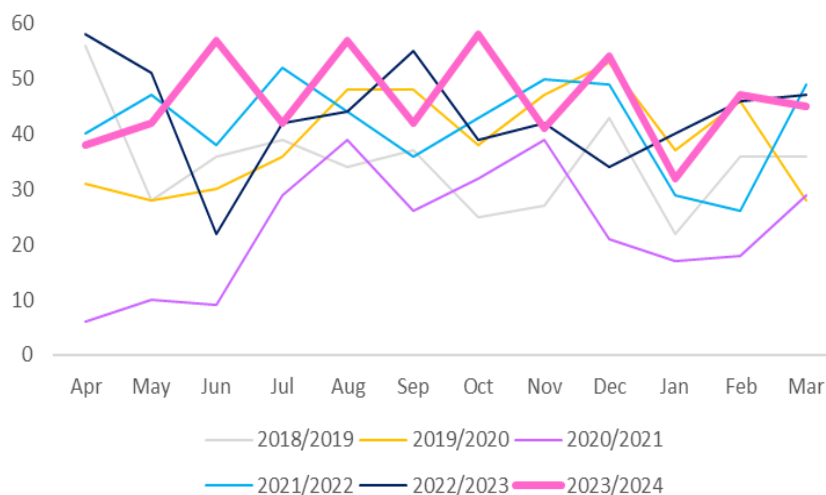

1.2 Total recorded crime (all victims and crime types) by quarter for 2018/19, 2019/20 (pre-pandemic), 2021/22, 2022/23 and 23/24.

	2018-19	2019-20	2021-22	2022-23	2023-24
Q1	467	406	428	477	518
Q2	413	468	464	475	551
Q3	381	474	441	381	555
Q4	398	397	386	489	506

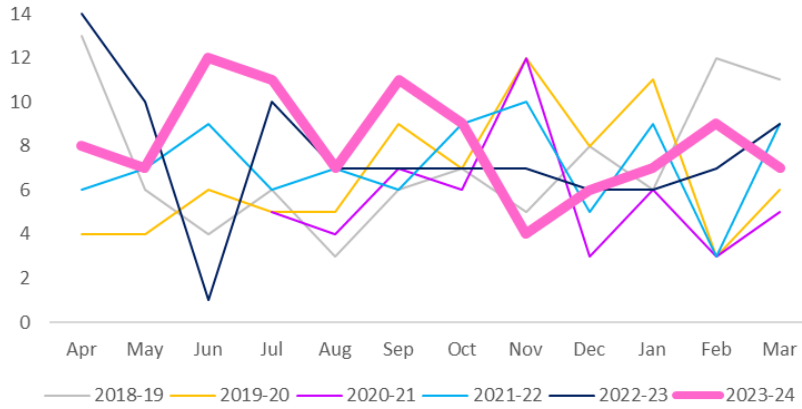**2 Violence Crime Trends**

2.1 Recorded Violence crimes (all victims) compared to the last five policing years.
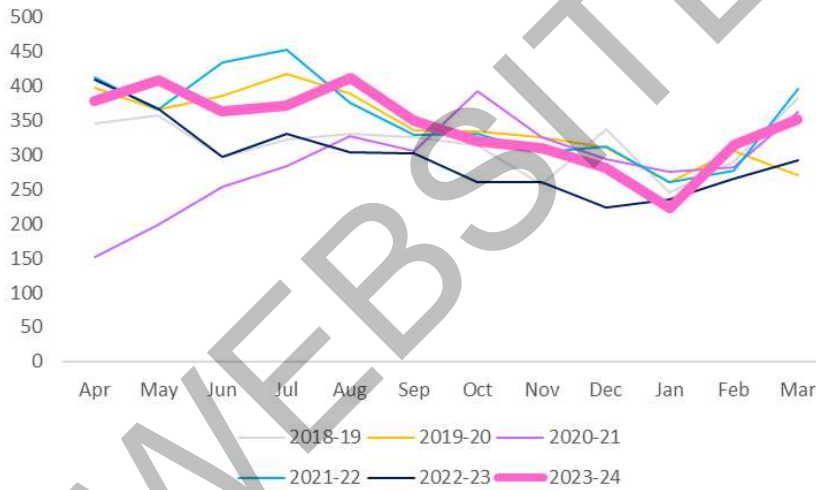

2.2 Violence Recorded crimes (rail staff)
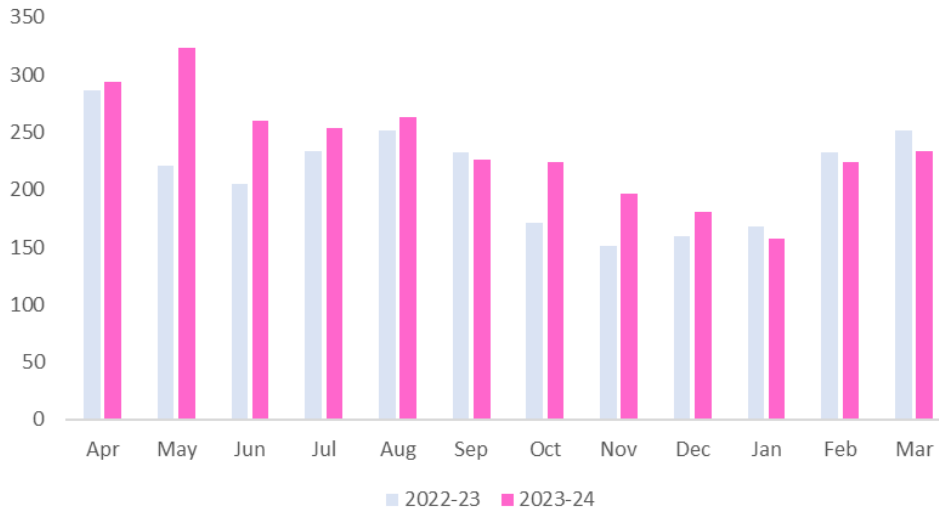
compared to the last five policing years.

3. Anti-Social Behaviour (ASB) Trends

3.1   Recorded ASB Calls for Service compared to the last five policing years (graded Immediate & Priority)

4. Disruption

4.1 Recorded disruption incidents.

Positive Improvements
End of Year

- Despite an 18% increase in crime volume in 2023-24, D Division maintained an overall solved rate of 42% (+1% PY).

- Focus on high harm detections saw several improvements, and in Q4, a total of 112 crimes were solved from these categories. For violence, there was a total of 347 solved crimes and 67% solved rate (+9% PY). In Serious Assault, the solved rate was 80% and violence enabled by bladed weapons was 100%. Sex Offences had a 70% solved rate (+18% PY).

- VIAWG crime reduced by 39% in Q4 in line with a decrease in violence. Throughout the year, the Division continued to overlay its VIAWG strategy and raise awareness around violence, sex offences & harassment and encourage reporting. Continued engagement with partners such as colleges and universities resulted in support of BTP campaigns and helped us reach a wider audience.

- Historically, Less Serious Public Order offences have had a low detection rate. This year, solved rate improved to 40% (+4%). Ongoing collaboration with partners and high visibility presence throughout Q4 resulted in several positive outcomes for BTP and Police Scotland.

- With an overall positive find rate of 49%, officers demonstrated effective use of Stop & Search to aid in the detection of crime.

- Data from the Zencity passenger perception survey indicates that 74% of respondents feel either very safe (21%) or safe (53%). This year, there has already been an improvement in the reach of rail staff survey in Scotland. The survey is still live but due to close at the end of May and analysis will follow.
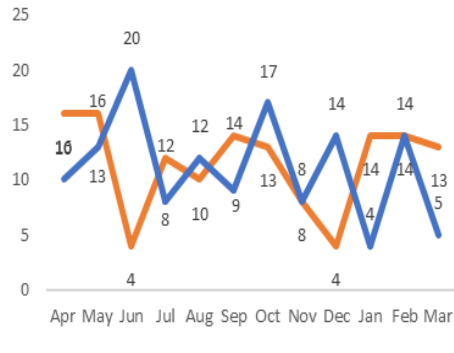
Ensure passengers and staff can work and travel free from the threat of violence
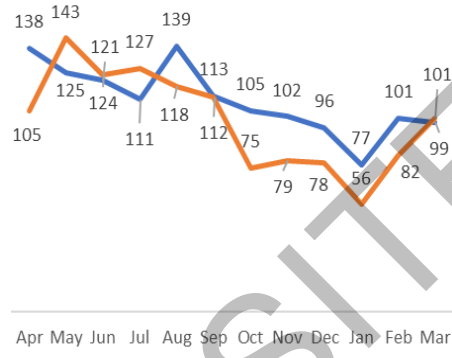
Total Violence Towards Passengers
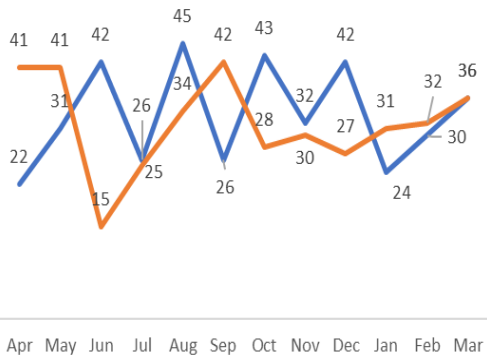
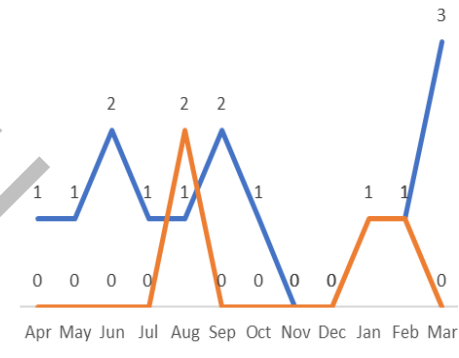**4%** from 22/23   **60%** Solved Rate, +8% PY

Serious Violence Towards Passengers

-4% from 22/23   **69%** Solved Rate, +13% PY
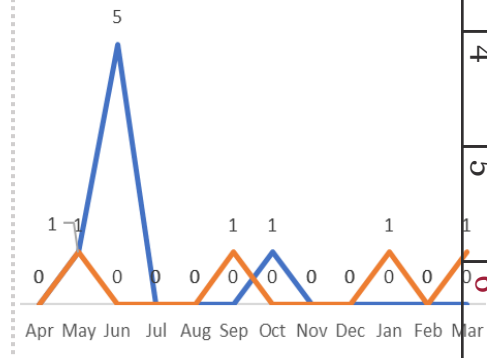
Public Order Towards Passengers (all)

13% from 22/23   **40%** Solved Rate, +3% PY
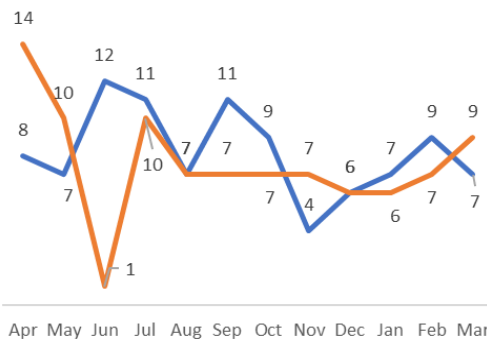
Robbery

225% from 22/23   **77%** Solved Rate, -23% PY

Weapon-enabled Violence

75% from 22/23   **100%** Solved Rate, +50% PY

Total Violence Towards Staff

8% from 22/23   **52%** Solved Rate, -13% PY

Serious Violence Towards Staff
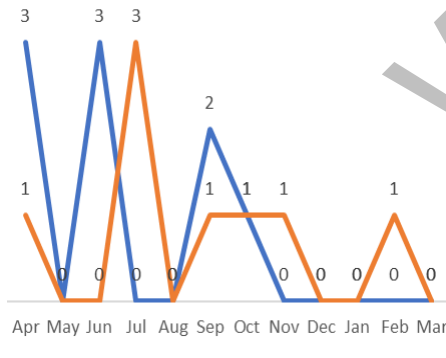
12.5% from 22/23   **44.4%** Solved Rate, -31% PY

Public Order Towards Staff (all)
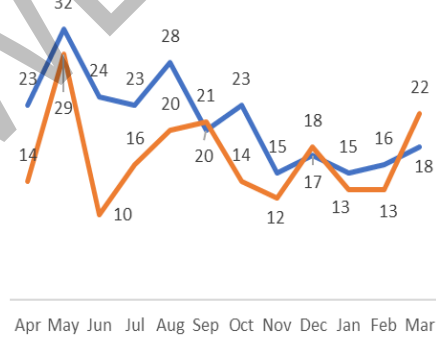
19% from 22/23   **37.1%** Solved Rate, +4% PY

Total violence towards passengers and staff increased this year (+6%, +31). The breakdown by victim is detailed in the charts. Serious violence towards passengers decreased, and while serious violence (with injury) against rail staff was 12% higher, this is a difference of one crime and there were no cases recorded in the last five months of the performance year.

*Public Order was higher this year, however improvements in solved rate were made. Serious Public Order makes up just 1% (16) of the total & **no Serious Public Order against staff victims was recorded in the whole of 2023-24.***

***Robbery increased, with a total of 13 crimes.** Instances of weapon-enabled violence remain low on Division, with 7 instances (bladed) for the year and none in Q4.*

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

Violence Against Women & Girls
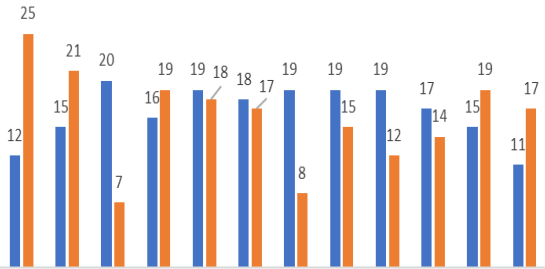
4% *from 22/23*   **67%** *Solved Rate, +6% PY*

Sexual Harassment

-47% *from 22/23*   **50%** *Solved Rate, + 15% PY*

Sex Offences
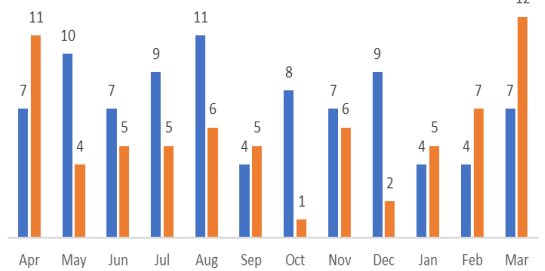
+26% *from 22/23*   **70%** *Solved Rate, +18% PY*

Hate Crime
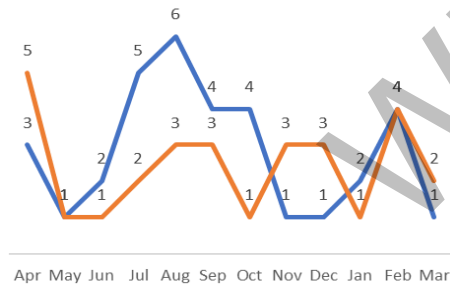
+17% *from 22/23*   **62%** *Solved Rate, + 3% PY*

VIAWG offences reduced by 24% in Q4 (-14) in line with the wider trend seen in overall violence. Sex offences were 26% higher at the end of year but less than Q4 of PY (-9). Sexual harassment was lower (-47%) and followed the same trend with fewer Q4 crimes recorded. Hate crime was 17% higher but this was only a difference of 5 crimes with the peak month of August back in Q2.
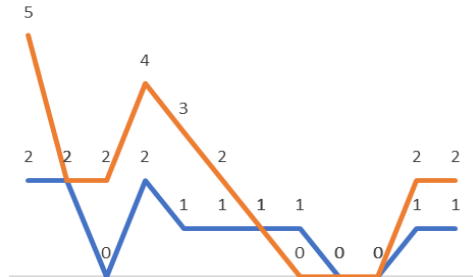
Tackle those crimes and incidents that most impact on the confidence of those who work and travel

Volume Crime at Key Locations
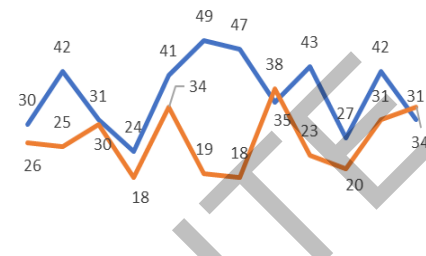
40% *from 22/23*   **51%** *Solved Rate, + 5.1% PY*

Volume Crime Glasgow Central
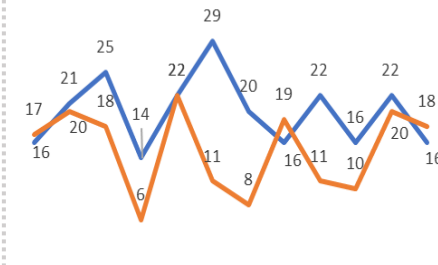
33% *from 22/23*   **54%** *Solved Rate, + 5% PY*

Volume Crime Edinburgh Waverley
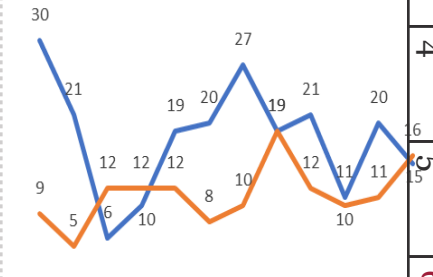
49% *from 22/23*   **47%** *Solved Rate, + 9% PY*

Volume crime increased by 41% at key locations Glasgow Central and Edinburgh Waverley. This reflects the wider trend of volume crime increasing across the Force. Top crimes were Violence (28% total), Theft Passenger Property (25%) and Shoplifting (17%).

Fotball Crime
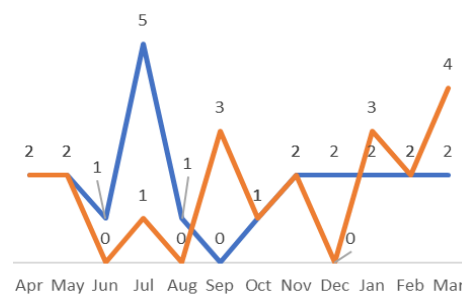
0% *from 22/23*   **30%** *Solved Rate, -25% PY*

-4% *Change from 22/23*
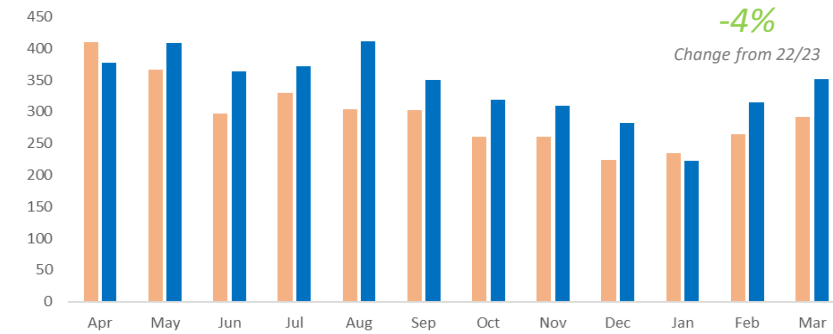
ASB calls (graded Immediate & Priority) were 4% lower this year. Peaks were in Spring and late Summer. Q4 showed month-on-month increases but this followed the same pattern as last year.

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

There was a total of 28 suspected / attempted suicides for 2023-24 (+40%, +8 on PY). Total of 25 fatalities (+67%).

Legend: 2018-19, 2019-20, 2020-21, 2021-22, 2022-23, 2023-24
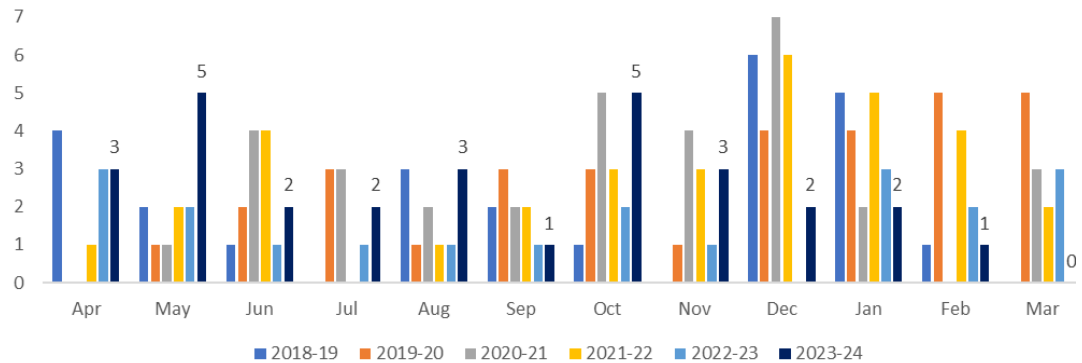
The number of Safeguarding & Vulnerability reports (SVR) for 2023-24 was 1,588 (+1% '22-23 PY). CYP, Missing Persons, Crisis Interventions and Life-saving interventions all reduced, and Adult at Risk reports were 2% higher overall (+12).

Children & Young Persons (CYP)

Adult at Risk (AAR)
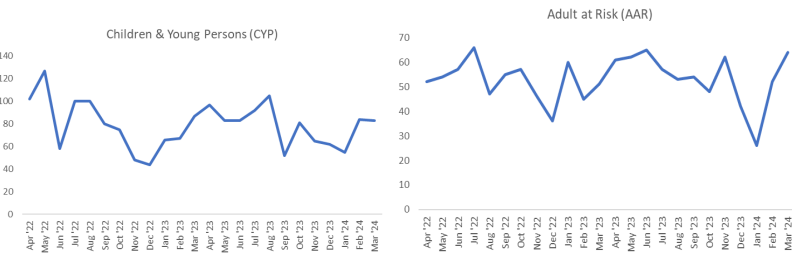
106 (-17%, -22)
Life-saving Interventions

315 (-7%, -23)
Crisis Interventions

18 (-43%, -14)
Crisis Interventions

6
County Lines Days of Action
&
Intensification Week
4th to 10th March 2024

Reduce disruption on the network through collaboration

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

Legend: No. of incidents — Average time (min)
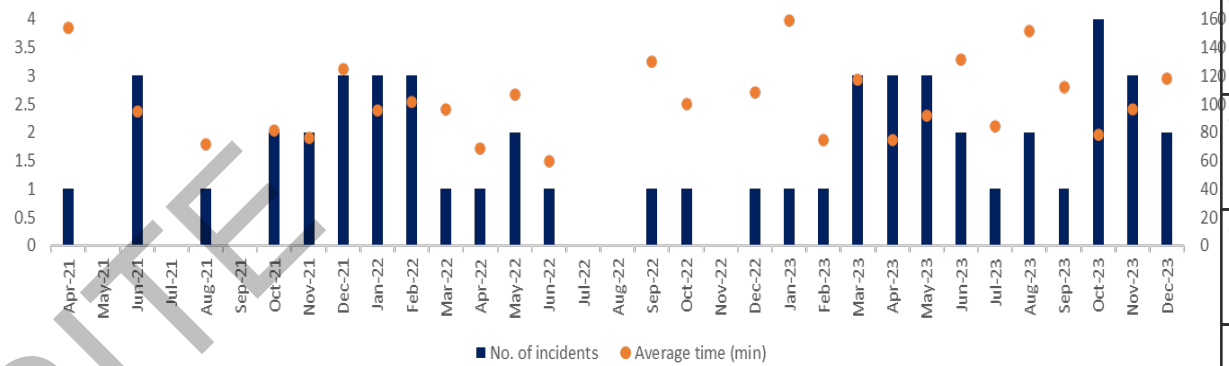
Category *Data from NDFU	YTD Incidents		Primary Minutes		Total Delay Minutes	
	23-24	% change	23-24	% change	23-24	% change
Disorder/Drunks or Trespass	1,209	0%	37	0%	21,001	12%
Trespass	1,093	19%	18,894	9%	42,894	11%
Vandalism/Theft	303	14%	4,388	97%	11,085	88%
Level Crossing Incidents	204	27%	2,457	17%	6,370	35%
Fatalities/injuries by being hit by train	25	67%	5,540	94%	12,940	66%
Cable Theft	3	0%	53	-96%	187	-93%
Total	**2,837**	**11%**	**39,859**	**16%**	**94,477**	**20%**

There were a total of 2,837 incidents that caused disruption throughout 2023-24. At 11% higher than SPLY, the top recording categories were Disorder/Drunks and Trespass. However, it was Trespass that had the bigger increase on PY (+19%).

Total delay minutes were up 20% with a total of 94,477 minutes recorded. Again, Trespass was the category incurring the highest number at 42,894 minutes; 18,894 of these Primary Delay.

Fatalities were 67% higher than last year. However, there were no non-suspicious fatalities recorded in Q4.

24

Local Policing

- ### North and East

Operations are in place within the North and East divisions designed to reduce the harm caused by Serious and Organised Crime. This includes partnership working between PSOS, BTP, Alcohol and Drugs Action (ADA), Turning Point Scotland (TPS), NHS Grampian and Aberdeen City and Aberdeenshire Councils. Operation Protector seeks to target those involved in Serious and Organised Crime and safeguard individuals and communities impacted by County Lines groups.

On 31st January and 1st February 2024, 'days of action' were undertaken in Aberdeen City and North Aberdeenshire. Approximately 200 multi-agency staff, including PSOS, BTP, the national BTP County Lines Task Force (CLTF), together with partners from Aberdeen City and Aberdeenshire Councils, ADA, TPS and NHS Grampian carried out collaborative engagement and enforcement work. Of note, 220 vulnerable individuals were visited and offered/provided with support for drug dependency and over 200 individuals were provided with advice re drug use, "cuckooing" and county lines at dedicated outreach hubs.

Enforcement work was carried out jointly by PSOS and both local and CLTF Officers from BTP. 7 warrants were executed across Aberdeen City and Aberdeenshire resulting in the recovery of 2333g of Cannabis, 169g of Cannabis Resin, 16.6g of Cocaine, 127.5g of 'Crack' Cocaine, 28.3g of Heroin, £4515 in cash and 27 mature Cannabis Plants. As a result, 12 individuals were arrested and charged for a variety of offences including drug supply, drug production and perpetrating serious and organised crime.

- ### West

PSOS annual multi-agency operation to ensure effective policing due to summer tourism in the West Dunbartonshire area commenced in Q4. Weekly meetings have begun with key stakeholders; BTP, West Dunbartonshire Council, Argyll and Bute Council, Scotrail Travel Safe Team, National Park and Scottish Fire and Rescue (SFRS). Resources are shared between the partners for the week ahead along with contact details for all involved. This allows partner agencies an instant idea of resources and who to speak to in the event of an incident. The improved cohesion between PSOS and BTP so far this year has been noticed by all involved and is allowing us to tackle this annual issue more effectively.

Officers in Lanarkshire are currently engaging with BTP regarding the creation of a joint action plan for Hamilton/Blantyre train stations/transport hubs. This will contribute to the overarching divisional violence reduction plan. Once the action plan is established, the intention is to cascade the plan further across the division.

Officers had a meeting with the BTP Sector Inspector, and as a result have entered a developmental phase of the action plan. Information has already been shared regarding the core nominals that are regularly involved in the disorder at these locations. BTP currently have an operation running with the support of PSOS to combat youth disorder on the rail network.

Learning, Training and Development

- ### Incident Command Training

BTP and Network Rail delivered online Continuous Professional Development (CPD) sessions to 200 PIOs. BTP observed the Joint on Scene Incident Command (JOSIC) course and will be afforded 2 spaces within the Police Scotland syndicate room going forward. BTP observed the Operational Command Training course at Tulliallan with a PSOS instructor later attending a BTP course to share learning.

- ### Detective Training

BTP officers attend the Domestic Abuse Investigators Course held at the Scottish Police College. This course is facilitated by PSOS Detective Training Unit (DTU) and is organised and ran by PSOS Domestic Abuse Coordination Unit (DACU) and Domestic Abuse Task Force (DATF). This course is aimed at officers who will be required to undertake the role of Domestic Abuse Investigator. It aims to enhance learners' professional knowledge of key areas surrounding domestic abuse investigations and to aid development of appropriate investigative strategies. BTP officers have access to all core and specialised Investigators Courses delivered by PSOS. They commence their skills pathway via the Investigators Development Programme. Also having access to Specialist Training Programmes such as Child Protection, Crime Scene Manager, Family Liaison Officer, and Interview Advisors.

Public Protection

- **National Human Trafficking Unit (NHTU)**

PSOS continue to work closely with British Transport Police (BTP) colleagues to raise awareness of, and tackle, trafficking and exploitation which may occur on the rail network. PSOS chair the Scottish Government's Trafficking and Exploitation Strategy, Action Area 2 (AA2), which aims to *'Identify perpetrators and disrupt their activity'*. BTP are included in the distribution list for AA2 bulletins and learning material.

PSOS support a network of Human Trafficking Champions throughout territorial and specialist policing divisions in Scotland. BTP have Human Trafficking Champions embedded, and form part of this network, sharing organisational learning and attending quarterly Champion's Meetings.

The benefits of this were clear when BTP officers in Darlington recently responded to a Bulgarian Potential Victim of Trafficking (PVoT), who presented to them. Through victim engagement, it was established that the PVoT had come from Scotland and is linked to ongoing Human Trafficking Operations. Collaborative working amongst both agencies maximised immediate investigative and safeguarding opportunities.

- **Interim Vulnerable Persons Database Access (iVPD)**

PSOS Digital Division are continuing to develop the technical infrastructure to allow BTP access to the iVPD, however progress is slow due to mobilisation challenges and other priorities. The Project Manager's immediate target is to work with the Network Enterprise Architect to raise Service Requests for some of the pre-requisite build work and thereafter re-plan the next steps.

- **Child Protection Policy**

PSOS Specialist Crime Division (SCD) 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 Inter-Agency Referral Discussion's (IRD) and access multi-agency partnerships.

BTP have an officer who has been trained in the Scottish Child Interview Model (SCIM) and in addition are continuing to work with the National SCIM training team to arrange for staff to undertake SCIM management training. BTP have offered to make their trained officer available to Police Scotland divisions to allow for them to continue to develop their skills and experience.

- **Domestic Abuse (DA)**

PSOS continue to work closely with BTP colleagues in matters relating to DA. BTP are represented at the quarterly domestic abuse working group leads meeting, which is chaired by the DCI from Domestic Abuse Coordination Unit (DACU). This meeting is attended by all 13 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.

Organised Crime, Counter Terrorism, and Intelligence (OCCTI)

- **County Lines**

Officers from Organised Crime, Counter Terrorism Unit (OCCTU) North have worked in partnership with BTP in relation to targeting offenders linked to County Lines groups who utilise the rail network in the furtherance of their criminality. The close working has allowed a more stream-lined transfer of information between PS and BTP and direct access to specialist units within BTP.

- **Multi Agency Tactical Delivery Board (MATDB)**

BTP DCI Francey attends the Bi-monthly (MATDB) chaired by ACC Freeburn. This forum provides a platform to task in for assistance on behalf of BTP and likewise, Law Enforcement partners can use this forum to access BTP assistance. BTP continue to be represented at the MATDB Comms Sub-group.

BRITISH TRANSPORT POLICE

SECURITY CLASSIFICATION - OFFICIAL

Report to: Scottish Railways Policing Committee

Date: 04/06/2024

Subject: BTP External Affairs Update

Sponsor: Kate Carr

Author: Katie Stanton / Calum McNairney

For: Noting

1. PURPOSE OF PAPER

1.1. To outline BTP's plans for External Engagement in Scotland and how this will align with the BTPA's engagement activity.

2. BACKGROUND

2.1. An External Affairs Advisor for Scotland was appointed in January 2023. This was the first time this role existed within BTP following the establishment of the forcewide External Affairs function in 2019.

2.2. Notable activity in the last year has included:

2.2.1. Dedicated BTP Parliamentary Exhibition Stall in the Scottish Parliament.

2.2.2. Chief Supt Murray met with the Cabinet Secretary for Transport.

2.2.3. Engaged with Transport Scotland and the Cabinet Secretary for Transport around the alcohol ban policy review.

2.2.4. D-Division Senior Team attended Network Rail Parliamentary Drop-in sessions in the Scottish Parliament.

2.2.5. Shadow Minister for Net Zero, Energy and Transport visited BTP to observe Operation Cala (Scotland v. England friendly match at Hampden Park) deployments at Glasgow Central.

2.2.6. Regular meetings with senior industry partners, including ScotRail Managing Director and Network Rail Scotland Managing Director.

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

3. COMMUNICATIONS REVIEW

3.1. Following the Communications Review, BTP's External Affairs team was expanded: There is now an External Affairs Lead, with a team of four External Affairs Advisors in the team.

3.2. While at time of writing three of these posts are vacant, this additional capacity will allow for more proactive engagement with Government and Industry across the force, as well as enhanced support for engagement in Scotland.

3.3. Also, as part of the Review, BTPA's Communications and Engagement function was absorbed by BTP's Communications and Engagement Team. This will facilitate more joint-working, coordinated engagement activity and alignment of messaging.

4. FORWARD LOOK

4.1. Work ongoing to arrange regular, diarised meetings between Chief Superintendent Gill Murray and the Cabinet Secretary for Transport, following their introductory meeting.

4.2. Liaise with Cabinet Secretary for Justice and Minister for Victims and Witness to arrange meetings with Chief Superintendent Gill Murray to discuss shared priorities and objectives.

4.3. Continued engagement with the Safer Strategic Transport Group (SSTG) to support completion of objectives.

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

BTPA
British Transport Police
Authority

25 Camden Road
London NW1 9LN

E: btpa-enquiries
@btp.police.uk

www.btpa.police.uk

Report to: Scottish Railways Policing Committee

Date: 4 June 2024

Subject: Annual Review of Terms of Reference and
               Memorandum of Understanding

Sponsor: Head of Legitimacy and Performance

Author: Board Secretary

For: Discussion

1.   Purpose of paper

   a. To invite Members of the Scottish Railways Policing Committee to review the
       Committee's terms of reference and associated memorandum of understanding and
       provide any reflections on how they should influence the Committee's Workplan for
       2023/24 elsewhere on today's agenda.

2.   Background

   a. Each Committee of the British Transport Police Authority generally reviews its terms
       of reference as part of its work planning for the following year.

   b. Scottish Railways Policing Committee's terms of reference have been agreed by both
       the British Transport Police Authority and the Scottish Police Authority and have
       been endorsed by Scottish Ministers.

3.   Terms of Reference and Memorandum of Understanding

   a. The Scottish Railways Policing Committee's terms of reference are provided at
       appendix 1 for Members to review.

   b. Also provided for information as a separate background paper is the Memorandum
       of Understanding between British Transport Police Authority and the Scottish Police
       Authority setting out the operation of the Scottish Railways Policing Committee.

4.   Recommendations

   a. That the Scottish Railways Policing Committee's terms of reference and associated
       memorandum of understanding regarding the Committee's operation be noted.

British Transport Police Authority
The Scottish Railways Policing Committee

Terms of Reference

Definition

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

Background

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

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

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

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

Purpose and Scope

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

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

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

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

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

Responsibilities

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

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

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

To scrutinise BTP's public and stakeholder engagement work.

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

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

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

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

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

Meetings

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

2

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

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

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

Stakeholder engagement

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

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

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

Reporting

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

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

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

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

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

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

Membership and Attendees

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

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

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

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

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

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

4

Secretariat

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

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

Governance

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

Effectiveness and evaluation

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

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

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

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

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

Dispute resolution and mediation

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

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

Report to: Scottish Railways Policing Committee

Date: 4 June 2024

Subject: Evaluation Report Card

Sponsor: Head of Legitimacy and Performance

For: Review and decision

1. Purpose of Paper

    a. To provide Members with an update on the agreed evaluation report card for the Scottish Railways Policing Committee (SRPC) and to propose an updated scorecard format, taking into account previous Member feedback on the current report card.

2. Background

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

    b. At the previous meeting in March, the BTPA Head of Legitimacy and Performance noted that the format of the evaluation report card would be refreshed to bring it up to date.

3. Proposed updates to the evaluation report card

    a. The proposed updated scorecard design has been produced in response to Member feedback highlighting that the existing scorecard consistently shows an assessment that all or nearly all of the Key Performance Indicators (KPIs) are being achieved, and as such that at each meeting it is largely graded Green.

    b. Following discussion with representatives from the Scottish Police Authority, the proposed updates would continue to be framed around the existing Design Principles, with the 'How Achieved' column being subject to slight updates. However, the updated report card would remove the 'Red, Amber, Green' ratings and most of the 'Measures' column, replacing them with a high level narrative progress report.

    c. The proposed updates aim to provide a more detailed ongoing assessment of the effectiveness of the SRPC by providing a high level narrative update against the design principles, based on the reports presented to the meeting, the discussions held and outcomes delivered by the SRPC. In order to provide this context, the updated report card would be an evaluation of the previous, rather than current, meeting.

    d.   A proposed updated scorecard design is shown at Appendix A. This has been completed to show how a review of the quarter 3 SRPC meeting on 5 March would look in practice.

4.   Current evaluation report card

    a.   The quarter 4 evaluation report card providing an assessment of this meeting using the existing format is shown at Appendix B.

5.   Recommendations

    a.   The Committee is asked to note this paper and consider approving the updated format for future Evaluation Report Cards, as shown at Appendix A.

    b.   The Committee is asked to note the current Evaluation Report Card, shown at Appendix B.

Appendix A – Proposed Updated Evaluation Report Card

Design Principle Themes*		How Achieved	Frequency	Progress at Q3 meeting (5 March 2024)
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	Unchanged: BTP's Policing Plan for Scotland was published on 1 April. It is available to download from the BTPA website. An agenda item on the development of this Plan and its consultation was circulated to the meeting in November 2023.
	1.2	Reporting against the achievement of the strategic outcomes	4 times per year	Quarterly Policing Plan update (Item 6) outlines that there has been a continued increase in crime and police related disruption, which has been in the context of higher passenger footfall and additional services. At Q3 meeting, SRPC discussed the impact of railway disruption and the potential use of drones to manage this. This resulted in BTP noting an emerging option to align its approach with the outcomes of Police Scotland's code of practice, and potential sensitivities around the use of drones beyond the visual line of sight in Scotland. Also, BTP confirmed that following a cross border theft of freight working more closely with freight operators was a priority. Also noted was the upward trend in violence and an action was raised for BTP to provide a briefing to the Committee on its contribution to the economic value of the railway in Scotland.
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	BTP/Police Scotland joint report (Item 7) outlines a number of examples of collaborative work between BTP and Police Scotland, for example to target those involved in and safeguard individuals and communities impacted by County Lines activity, and joint activity to engage with the public during the festive season. At Q3 meeting, further to an update on joint working at bus and rail stations an action was raised for wider stakeholders to be invited to a future meeting as part of the industry voice workstream.
	2.2.1	Regular public reporting to SPA and Scottish Parliament: *SRPC Secretariat note to both SPA and BTPA Chief Executives*	4 times per year	Quarterly Meeting Digest summarising the business of the Q3 meeting was circulated on 15 March. Out of Committee: On 23 May, SRPC Chair and BTP DCC and Chief Superintendent for D Division attended the SPA Board meeting, providing an input on the work of the SRPC and of BTP in Scotland and partnership work with Police Scotland.
	2.2.2	Regular public reporting to SPA and Scottish Parliament: *SRPC Chair to provide updates to the Convenor of the SP Justice Committee*	At least twice per year	Letters were sent in September 2023 and May 2024, providing progress updates on the business of the SRPC.
	2.3	Hold meetings in public	4 times per year	Meeting available to the public, with details available on the BTPA website. At Q3 meeting, seven external attendees, including from the media, Scottish Government, rail industry, HMICS, BTP Federation and BTP Superintendent's Association.
	2.4	Publish papers and minutes	4 times per year	Meeting papers available to download from BTPA website.
3. Ensure the safe and effective management and operational delivery of railway policing in	3.1	Sharing of operational good practice between Police Scotland and BTP	4 times per year	An action on who would lead the response to a cyber attack on the railway in Scotland has resulted in the approach for such a response being identified and outlined to the Committee (Item 4). This would involve the NCA's Cyber Crime Unit working in partnership with the Cyber Network which BTP and Police Scotland are a part of to help coordinate a response. BTP/Police Scotland joint report (Item 7) includes examples of good practice sharing, for example the attendance of BTP Superintendent at the Emergency Services Collaboration Group, which is Chaired by Police Scotland and in which the

Scotland				partners discuss relevant training, and around Human Trafficking through monthly briefings and quarterly meetings. At Q3 meeting, an external attendee from HMICS highlighted that BTP's approach to Mental Health had been referenced as an example of best practice in the HMICS Thematic inspection on policing mental health in Scotland.
	3.2	Regular joint planning & management engagement	4 times per year	BTP/Police Scotland joint report (Item 7) includes examples of joint planning and management engagement, for example around County Lines and Human Trafficking, and a letter from ACC smith in response to a letter from DCC Sutherland on the interim Vulnerable Persons Database, which highlighted both forces' joint commitment to reducing risk to those most vulnerable in our communities and current technical progress.
	3.3	Effective working with stakeholders to reduce disruption and protect the most vulnerable	4 times per year	Policing Plan Performance Q3 2023/24 report (Item 6) includes updates, eg. a project with the Railway Children has resulted in 15 children and their families being offered support with a number receiving welfare visits and ongoing support, work with the Network Rail, Story Rail and Bam Nuttal in relation to the new Levenmouth Project, and other engagement with rail industry and Samaritans being cited. Joint performance update (Item 7) includes updates, eg. partnership work around serious organised crime and county lines between Police Scotland, BTP, Alcohol and Drugs Action, Turning Point Scotland and Aberdeen City Council. Also, Railway Children now being active in City Centre stations working alongside local Community officers and BTP. Thematic presentation - responding to Mental Health (Item 8) refers to partnership working and engagement with Mental Health services, the rail industry and other support agencies. At Q3 meeting, the Industry Voice agenda item (9) was provided a representative from Network Rail, where it was noted that there was a high degree of joint working with the rail industry but more thought could be given to alignment at hotspots and regarding performance information. It was noted that the DCC would shortly be engaging with the Network Rail Board which would be an opportunity to review joint working. This item resulted in an action for the Force to explore ways in which a joint Disruption Strategy could be adopted by BTP and Network Rail.
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	Audit and inspections update (Item 11) provides a quarterly update. At Q3 meeting, Member discussions resulted in an action for the BTPA to review BTP's assessment of the Angiolini Inquiry in due course.
	4.2.1	Transparency and oversight of funding and delivery of best value: *Annual update on value for money*	Once per year	Annual update provided to November 2023 SRPC meeting. As a result of an action from this discussion, a further update on direct and indirect costs was provided to this meeting.
	4.2.2	Transparency and oversight of funding and delivery of best value: *Quarterly oversight of best value in updates to SRPC*	4 times per year	• Sustainability: BTP's Net Zero Carbon Strategy (10) • Vision and Leadership: Policing Plan and Joint Working updates (6, 7) • Governance and accountability: Strategic risk (Item 5), Audit and inspections update (11), and meeting and papers being made available to the public • Effective use of resources: quarterly Policing Plan and Joint Working updates (6, 7), Strategic risk (5), Audit and inspections update (11) • Partnerships and collaborative working: Policing Plan and Joint Working updates (6, 7), Industry Voice (9), Thematic responding to mental health (8) • Working with communities: Industry voice (9), Policing Plan and Joint Working updates (6, 7)

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

Appendix B - SRPC Evaluation report card

Design Principle Themes*	How Achieved	Measures		Sep-23	Nov-23	Mar-24	Jun-24	Status
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		●			Achieved
	1.2. Reporting against the achievement of the strategic outcomes	Evidence of performance reporting @ SPRC – available via the performance report	4 times per year	●	●	●	●	Achieved
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	●	●	●	●	Achieved
	2.2. Regular public reporting to SPA and Scottish Parliament	SRPC secretariat note to both SPA / BTPA - chief executives.	4 times per year	●	●	●	●	Achieved
		Report to Scottish Parliament – the SRPC chair to provide updates to the Convenor of the SP Justice Committee.	at least twice per year		●			In Progress
	2.3. Hold meetings in public	Meetings available to external attendees	4 times per year	●	●	●	●	Achieved
	2.4. Publish papers and minutes	Meeting papers and minutes published on BTPA website	4 times per year	●	●	●	●	Achieved
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	●	●	●	●	Achieved
	3.2. Regular joint planning & management engagement	Evidence of joint planning in updates to @ SRPC – this will be evidenced in papers presented @ SRPC by the divisional commander	4 times per year	●	●	●	●	Achieved
	3.3 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	●	●	●	●	Achieved
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	●	●	●	●	Achieved
	4.2 Transparency and oversight of funding and delivery of best value	Annual update on value for money	once per year		●			Achieved
		Quarterly oversight of the delivery of best value in updates to SRPC	4 times per year	●	●	●	●	Achieved

Status legend: Not Achieving (red) | In Progress (amber) | Achieved (green)

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SRPC Evaluation report card

Design Principle Themes*	How Achieved		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	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	Update required once per year. Last received to SRPC meeting in November 2023	Updated required once per year. Last received to SRPC in November 2023. Latest Policing Plan now published on BTPA website
	1.2. reporting against the achievement of the strategic outcomes	4 times per year	Agenda Item 6.1 Policing Plan Performance Q1 2023/24	Agenda Item 6.1 Policing Plan Performance Q2 2023/24	Agenda Item 6. Policing Plan Performance Q3 2023/24	Agenda item 6 Policing Plan performance
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 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	Agenda Item 7. Police Scotland / British Transport Police Joint Working. Agenda Item 3 Minutes - references that the Committee considered the joint Police Scotland / British Transport Police update to the November meeting, resulting in an action being raised.	Agenda item 7 BTP / Police Scotland Joint Working. Agenda item 3 Minutes references the Police Scotland / BTP joint working report to the Q3 SRPC meeting, noting from an assurance perspective the evidence for partnership working in Scotland, and evidence of BTP's joint working at bus and rail stations, which resulted in an action for wider transport stakeholders to be invited to a future meeting
	2.2. Regular public reporting to SPA and Scottish Parliament	4 times per year	Meeting Digest circulated	Digest summarising discussions of September meeting circulated on 19/09/2023	Meeting Digest circulated on 29/11/2023	Meeting Digest sent on 15/03/2024
		at least twice per year	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	Letters sent in April and September 2023. Next letter required following this meeting to maintain Achieved rating	Most recent letter sent in September 2023. A letter providing an update on the business of the SRPC since then has been drafted and is being reviewed prior to sending.
	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 the public to attend. Details available on the BTPA website	Hybrid meeting available to the public to attend. Details available on the 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 6.1 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	Agenda Item 7. Police Scotland / British Transport Police Joint Working	Agenda item 7 BTP / Police Scotland Joint Working
	3.2. Regular joint planning & management engagement	4 times per year	Agenda Item 6.2 Police Scotland / British Transport Police Joint Working	Agenda Item 6.2 Police Scotland / British Transport Police Joint Working	Agenda Item 7. Police Scotland / British Transport Police Joint Working	Agenda item 7 BTP / Police Scotland Joint Working
	3.3 Effective working with stakeholders to reduce disruption and protect the most vulnerable	4 times per year	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	Updates provided at Agenda Item 6. Policing Plan Performance Q3 2023/24 and Agenda Item 7. Police Scotland / British Transport Police Joint Working. Agenda Item 8 Thematic / Responding to Mental Health presentation refers to partnership working and engagement with Mental Health services and other support agencies. No paper is submitted at the time of writing for Agenda Item 9. Industry Voice, however a representative from Network Rail is due to join the meeting to share thoughts and an industry perspective on how to collaborate more effectively to reduce disruption in Scotland.	Updates provided at Agenda item 6 Policing Plan Performance, Agenda item 7 BTP / Police Scotland Joint Working. No paper submitted for Agenda item 8 Industry Voice at time of writing, however a representative from Scotrail is noted to provide an input. Also, a representative from Railway Mission is noted to provide an input at Agenda item 10. Railway Mission / Rail Pastors in Scotland
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 Inspections Update Q1 2023/24	Agenda Item 8.1 Audit and Inspections Update Q2 2023/24	Agenda Item 11. Audit and Inspections Update Q3 2023/24	Agenda item 13 Audit and Inspections Update
	4.2 Transparency and oversight of funding and delivery of best value	once per year	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	Update required once per year. Last received to SRPC meeting in November 2023	Update required once per year. Last received to SRPC in November 2023
		4 times per year	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	Evidence for a number of the 7 Best Value themes in the meeting papers. Agenda Item 10. Net Zero Carbon Strategy Update links to the cross-cutting theme Sustainability	Links to Best Value themes: - Governance and accountability: Agenda items 5, 6, 7 and 13, and meetings and papers being made available to the public - Effective use of resources: Agenda items 5, 6, 7 and 13 - Partnerships and collaboration: Agenda items 6, 7, 8, and 10 - Working with communities: Agenda item 11

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Scottish Railways Policing Committee Workplan 2024/25

[June 2024]

<table>
<tr><td colspan="2" align="center">4 June 2024</td></tr>
<tr><td>Standing / Administrative Items</td><td>Suggested Items</td></tr>
<tr><td>

1. Apologies
2. Declarations
3. Minutes
4. Actions
5. Strategic Risk[1]
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

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14. BTP Remotely Piloted Aircraft Systems Pilot[2]

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<tr><td colspan="2" align="center">19 September 2024</td></tr>
<tr><td>Standing / Administrative Items</td><td>Suggested Items</td></tr>
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1. Apologies
2. Declarations
3. Minutes
4. Actions
5. Strategic Risk[3]
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

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[1] March 2024: Consider refining Strategic Risk Product to permit local (Scotland) risk scores for UK-wide Strategic Risks

[2] March 2024: Relates to Action 23/2023 which was discussed and updated at March 2024 meeting.

[3] 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.

26 November 2024	
Standing / Administrative Items	Suggested Items
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	14. Annual Best Value Report 15. Annual Policing Plan Refresh

5 March 2025	
Standing / Administrative Items	Suggested Items
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	