

[4 June 2025] Agenda Pack / Scottish Railways Policing Committee

MEETING
4 June 2025 11:00 BST

PUBLISHED
9 May 2025

WEBSITE

Agenda

Location
COSLA Conference Centre, Verity House, 19 Haymarket Yards,
Edinburgh, EH12 5BH / Teams

Date
4 Jun 2025

Time
11:00 BST

Item	Time	Page
1 Apologies	11:00	-
2 Declarations		-
3 Minutes		3
4 Actions		11
5 Operational Update / British Transport Police in Scotland	11:15	12
6 Policing Plan Performance Q4	11:35	18
7 Joint Working / Police Scotland and British Transport Police		31
8 Thematic / Retail Crime	11:55	-
9 Audit and Inspections Update Q4 2024/25	12:15	33
10 Annual Review / Workplan & Terms of Reference	12:30	42
11 Any Other Business in Public Session		-
12 Exclusion of the Public		-
13 Non-Public Minutes		54
14 Any Other Business in Non-Public Session		-

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Minutes

Scottish Railways Policing Committee

Wednesday 5 March 2025 at 11.00am at the Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 and via Microsoft Teams

Present:

Iain Whyte (Chair)
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)
Fiona Mackie (Head of Chief Executive's Office)
Jon Newton (Analyst)
Alistair MacLellan (Board Secretary / Minutes)

Scottish Police Authority Corporate

Amanda Coulthard (Head of Strategy and Performance)
Lesley Carnegie (Performance and Impact Lead)
Jenny Galbraith (Interim Operational Policing Policy Lead)

British Transport Police

Alistair Sutherland (Deputy Chief Constable)
Lorna McEwan (T/Chief Superintendent)
Lara Adamson (T/Head of Analytics and Insight)
Adrian Atherley (Head of Audit and Assurance)
Russell Beattie (Staff Officer / D Division)
Keith Davidson (Emergency Planning Officer)
Rebecca MacMillan (Insight Analyst)
Penny Shaw (Staff Officer / A Division)
Johnny Shilton (Head of External Affairs)

Police Service of Scotland

Hilary Sloan (Chief Superintendent)

External

Ryan Griffiths (British Transport Police Federation)
Pete Kingham (British Transport Police Federation)

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Brian McNulty (His Majesty's Inspectorate of Constabulary in Scotland)
Kirstin McPhee (Head of Police Sponsorship and Governance, Scottish Government)
John O'Neill (ScotRail) (Item 8)
Don Roberts (Network Rail) (Item 8)

Apologies

Agenda Item 1

1. There were no apologies.

Declarations

Agenda Item 2

2. Iain Whyte noted that he was an elected City of Edinburgh councillor. He made that declaration given there were references at Item 7 (BTP/Police Scotland Joint Working) to a number of events hosted or co-hosted by City of Edinburgh Council.
3. There were no other declarations.

Minutes

Agenda Item 3

4. **RESOLVED**, that the minutes of the meeting held on 26 November 2024 be approved.
5. **Matter Arising – Interim Vulnerable Persons Database (iVPD)**. In response to a question, the T/Chief Superintendent confirmed that the Force had access to Police Scotland's iVPD, with full access expected by end-March 2025 (i.e. officer training / device installation completed).
6. **Matter Arising – Remotely Piloted Aircraft Systems (RPAS) (Drones) in Scotland**. In response to a question the Deputy Chief Constable agreed to provide a briefing note on the Force's use of beyond-visual line of sight (BVLOS) drones in Scotland outside of the meeting (Action 1/2025).

Actions

Agenda Item 4

7. Members considered actions arising from previous meetings and the following points were made.
 - a. Members had some reservations regarding the proposed closure of Action 6/2024 (Proposed BTP/A Memo of Understanding regarding matters of public interest). Whereas they noted the BTPA Code of Governance obliged the Chief Constable and Chief Executive to brief the BTPA Chair on matters that would likely prompt public interest, Members remained of the view that there was some merit in the adoption of a BTP/A Memo of Understanding comparable to that in operation between Police Scotland and the SPA. The Chief Executive agreed to keep the proposal under review – likely as part of the BTPAs wider

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Board Effectiveness Review - and report back to the Committee at an appropriate juncture.

- b. Members agreed that Action 8/2024 (Passenger and Staff Survey detail) could be closed.

8. **RESOLVED**, that the actions arising from previous meetings be noted.

Strategic Risk

Agenda Item 5

- 9. Members considered the Scottish Railways Policing Committee's Strategic Risk Update and the following points were made.
 - a. The Risk and Assurance Manager introduced the update and noted the addition of a new BTPA Strategic Risk for Estates. In response to a question, the Deputy Chief Constable replied that the way in which this new risk manifested in D Division's risk position would be better understood once the Force had drawn up its five-year Estates Plan. The SPA Head of Strategy and Performance noted a potential synergy with Police Scotland's Estates Masterplan.
 - b. The Deputy Chief Constable suggested the Force's Estates Plan could feature as an agenda item at the June 2025 meeting of the Committee (Workplan).
 - c. In response to a comment, an SPA Co-Opted Committee Member agreed that the Scottish Parliament's Police (Ethics, Conduct and Scrutiny) Bill would likely have implications for BTP, and that SPA Corporate would be able to provide a briefing note accordingly (Action 2/2025).

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

Policing Plan Performance Q3 2024/25

Agenda Item 6

- 11. Members considered a paper detailing Policing Plan Performance for Q3 2024/25, and the following points were made.
 - a. The Deputy Chief Constable introduced the paper and highlighted,
 - i. D Division continued to lead on BTP performance, with a 8% reduction in crimes recorded in Q3 compared to Q1.
 - ii. At the end of Q2, there were 15 crimes per million passengers, which was the lowest rate of crime per passenger across the UK.
 - iii. D Division's solved rate was, at 45.7%, 5.4% higher than 2023/24 and 34% higher than the Force average.
 - iv. The Force's Victim Code of Practice (VCOP) compliance rate was 100%, albeit he recognised each statistic represented an individual victim impacted by crime.

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- b. The T/Chief Superintendent continued the introduction to the paper and highlighted,
 - i. Violence represented the main driver of volume crime during Q3, followed by theft of passenger property.
 - ii. The Force was focusing on shoplifting, with planned activity across Glasgow Queen Street, Glasgow Central and Edinburgh Waverley.
 - iii. The Force's approach to Glasgow Central in particular – which included working with partners to increase visibility and reduce violence – had proved fruitful.
 - iv. The Force was working with Barnardos to establish a safe space hub for youths on Network Rail estate – an update on the progression of this initiative could be provided to a future meeting (Workplan).
 - v. One area of required focus was violence against rail staff.
 - vi. The Force was building on positive delivery of recent football policing in partnership with Police Scotland and Network Rail by reaching out to football clubs to further improve the Force's response.
 - vii. Disruption handback time had been reduced to 113mins, with six fatalities in the last quarter.
- c. In response to a question regarding football policing, the T/Chief Superintendent replied that the effectiveness of the Force's approach to football policing was contingent on early engagement with partners, specifically Police Scotland and ScotRail.
- d. In response to a question regarding assaults of rail staff, the T/Chief Superintendent agreed that the levels reported were concerning, and the work of the Force's violence reduction team was key to address the issue. She committed to reporting on activity in this area at the next meeting (Workplan). The Deputy Chief Constable, commenting on assaults against officers, noted that each assault was flagged on the Force's overnight log and followed up on by both the Force's wellbeing team, and the BTP Federation.
- e. Members agreed it would be appropriate to undertake a thematic item on retail crime at a future meeting (Workplan). The observer from the Scottish Government noted that both the Scottish Parliament's Criminal Justice Committee and the Scottish Government were taking a focus in this area.
- f. In response to a question, the T/Chief Superintendent confirmed that she was able to use internal dashboards to monitor D Division's levels of disproportionality against other elements of the Force. Whereas D Division generally had lower levels of disproportionality, the low numbers involved meant that one search had the potential to translate into a statistical spike in the Division's disproportionality. The T/Chief Superintendent noted that she had a dedicated Inspector whose role it was to review each stop and search.

12. **RESOLVED**, that paper detailing Policing Plan Performance for Q3 2024/25 be noted.

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British Transport Police and Police Scotland / Joint Working

Agenda Item 7

13. Members considered a paper regarding Joint Working between British Transport Police and Police Scotland, and the following points were made.

- a. The Chief Superintendent (Police Scotland) introduced the paper, highlighting the partnership working on the annual Young Drivers event held at the O2 Academy Edinburgh in September 2024, and joint working during County Lines Intensification Week 2024.
- b. In response to a question, the T/Chief Superintendent confirmed that the opening and operation of the Safer Drug Consumption Facility in Glasgow was having no impact on British Transport Police to date.

14. **RESOLVED**, that the paper regarding Joint Working between British Transport Police and Police Scotland be noted.

Industry Voice / Joint Planning for Extreme Weather Events

Agenda Item 8

15. Members received presentations from both Network Rail & ScotRail and British Transport Police representatives regarding planning for extreme weather events and the following points were made.

- a. The Network Rail representative and ScotRail representative were heard, and highlighted,
 - i. Climate change impact was perhaps more extreme in Scotland than elsewhere in the UK, which was reflected in Network Rail's Climate Ready Plan, and the creation of a Head of Operational Weather Strategy role to deliver an Adverse and Integrated Weather Management Plan.
 - ii. Network Rail had three seasonal plans in place for Winter, Autumn and Summer, with weather alerts including a Double Red classification where an extreme weather event affected two or more rail routes.
 - iii. Network Rail's Integrated Weather Management Plan included the establishment when required of an Extreme Weather Action Team (EWAT) who followed a five-step process of Awareness, Preparation, Response, Recovery and Review to extreme weather events.
 - iv. Weather Operations Delivery Managers had been introduced in 2022, following the Carmont rail crash. Operational meteorologists had also been employed on the network for the first time.
 - v. January 2025 had seen the first nationwide suspension of rail services due to weather (Storm Eowyn).
- b. The BTP Force Preparedness Manager (Scotland) was heard and highlighted the following,

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- i. There was a national Memorandum of Understanding between the Force and the national fire service that allowed the Force to deploy a National Inter-Agency Liaison Officer (NILO) into Network Rail during times of crisis.
 - ii. The Force could provide a number of examples of joint collaboration, including attendance at Network Rail EWAT meetings, a embedded Inspector within Network Rail Route Control (Scotland) and attendance at Transport Scotland tactical meetings.
 - iii. The Force was alive to lessons learned from major incidents and not just those relating to extreme weather. For example, lessons had been learned around early engagement with partners as a result of a bomb scare at Glasgow Buchanan Street bus station in November 2024, that had impacted on rail services through the Killermont Street tunnel.
- c. In response to a question regarding the involvement of wider industry partners, the Network Rail representative confirmed that relevant representatives from peer Train Operating Companies – both passenger and freight - were invited into EWAT planning and delivery.
- d. In response to a question, the Network Rail representative confirmed that the review into the impact of Storm Eowyn had almost been completed and would be shared with partners shortly.

16. **RESOLVED**, that the presentations from both Network Rail & ScotRail and British Transport Police representatives regarding planning for extreme weather events be noted.

Verbal Update / Optimised Policing Model in Scotland
Agenda Item 9

17. The Deputy Chief Constable provided a verbal update on the British Transport Police's Optimised Policing Model (OPM) in Scotland and the following points were made.
- a. The Force had embarked on OPM twelve months previously, but its planned delivery had been impacted by the Budget awarded to the Force by the British Transport Police Authority at its December 2024 meeting. Force leadership was due to start consulting officer and staff associations shortly, as well as industry stakeholders. A more substantive update could be provided at the Committee's next meeting (Workplan).
 - b. In response to a question, the Chief Executive committed to providing a response on the evidence of cost of Police Community Support Officers and relevance to direct costs in Scotland (Workplan).
 - c. The Deputy Chief Constable agreed to provide a more detailed update in non-public session at the end of the meeting.

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18. **RESOLVED**, that the verbal update on the British Transport Police's Optimised Policing Model (OPM) in Scotland be noted.

Audit and Inspections Update

Agenda Item 10

19. Members considered the Audit and Inspections Update for Q3 2024/25, and the following points were made.
- a. In response to a question, the Deputy Chief Constable noted that the Chief Constable had invited Dame Elish Angiolini's team to visit the Force. There was a draft embargoed report that involved elements of British Transport Police. The Deputy Chief Constable committed to briefing the Committee on when the report might be published (Action 3/2025).
 - b. Members noted that the Force's engagement with His Majesty's Inspectorate of Constabulary, Fire and Rescue Services (HMICFRS) was on a positive trend, but dates for forthcoming HMICFRS activity were yet to be confirmed. Members were pleased to hear that the Force's relationship with His Majesty's Inspectorate of Constabulary in Scotland (HMICS) was uniformly positive.
 - c. The SPA Head of Strategy and Performance noted that Audit Scotland and HMICS were conducting a Best Value inspection of Police Scotland.

20. **RESOLVED**, that the Audit and Inspections Update for Q3 2024/25 be noted.

Evaluation Framework

Agenda Item 11

21. Members considered a paper regarding the Scottish Railways Policing Committee Evaluation Framework and the following points were made.
- a. Members welcomed the paper and the options put forward within it, and were minded to support the option set out within Appendix B. Given that option saw the inclusion of Best Value measures, the Chair suggested and wider Members supported a proposal that the Committee evaluate its performance on an annual basis (Workplan).

22. **RESOLVED**, that Members,

- a. Approve that future Evaluation Framework reporting be based on both (1) the Design Principles and (2) a framework set out at Appendix B based on the Committee's Annual Workplan, that supported an Annual Best Value assessment.
- b. Note the Evaluation Report as at 5 March 2025 provided at Appendix C.

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Workplan
Agenda Item 12

23. Members discussed the Workplan and the following points were made.

- a. Those present acknowledged the issues put forward for inclusion on the workplan during the course of the meeting:
 - i. BTP Estates Masterplan
 - ii. Development and delivery of Safeguarding Hub(s)
 - iii. Thematic / Legitimacy – Stop and Search
 - iv. BTP response to rail staff and police officer assaults
 - v. Thematic / Retail Crime
 - vi. Optimised Policing Model in Scotland
 - vii. The Angiolini Inquiry
 - viii. Horizon Scan / Scottish Government Legislation

24. **RESOLVED**, that the Workplan be noted.

Any Other Business
Agenda Item 13

Farewell to Deputy Chief Constable Alistair Sutherland

25. The Chair noted that this was the Deputy Chief Constable's final meeting of the Committee prior to his retirement from policing. On behalf of the Committee, the Chair thanked the Deputy Chief Constable for his support for the work of the Committee, and his keen professional interest in Scotland in particular. The Chair and his fellow Committee Members wished him a long and happy retirement.

Exclusion of the Public
Agenda Item 13.1

26. **RESOLVED**, that the public be excluded from the meeting as per paragraph 39, Annex 2 (Procedural Standing Orders) of the British Transport Police Authority's Code of Governance (December 2024).

Non-Public Update / Optimised Policing Model in Scotland
Agenda Item 13.2

27. The Deputy Chief Constable was heard in non-public session regarding the Optimised Policing Model in Scotland¹.

The meeting ended at 1.24pm.

¹ The full minute for this item is available in the Non-Public Minutes.

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SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Action/Paper	Owner	Outcome
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	Recommended for Closure SRPC Members were minded to keep this action open when they last considered it in March 2025. To close and progress the action, BTPA Executive propose incorporating the action into the forthcoming BTPA Board Effectiveness Review 2025 Report, scheduled for consideration by BTPA Full Authority on 25 June 2025.
1/2025	5 March 2025	In response to a question the Deputy Chief Constable agreed to provide a briefing note on the Force's use of beyond-visual line of sight (BVLOS) drones in Scotland outside of the meeting.	Deputy Chief Constable	In Progress To be dealt with as a matter arising at the June 2025 meeting. BTPA Members will note a presentation on BTP Drones was provided to the Strategy and Planning Committee on 19 May 2025 (Item 11) .
2/2025	5 March 2025	When discussing the Strategic Risk Update, an SPA Co-Opted Committee Member agreed that the Scottish Parliament's Police (Ethics, Conduct and Scrutiny) Bill would likely have implications for BTP, and that SPA Corporate would be able to provide a briefing note accordingly.	Head of Legitimacy and Performance	In Progress To be dealt with as a matter arising at the June 2025 meeting.
3/2025	5 March 2025	In response to a question, the Deputy Chief Constable noted that the Chief Constable had invited Dame Elish Angiolini's team to visit the Force. There was a draft embargoed report that involved elements of British Transport Police. The Deputy Chief Constable committed to briefing the Committee on when the report might be published.	Deputy Chief Constable	Recommended for Closure No publication date is currently available. In the meantime, Members can review the List of Issues that was embargoed at the time of the March 2025 meeting.

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SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - Personal

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes



Report

Report to: Scottish Railway Policing Committee
Date: 23/05/2025
Subject: Operational Update / BTP in Scotland
Sponsor: ACC Ian Drummond-Smith
Author: ACC Ian Drummond-Smith
For: Discussion

1. INTRODUCTION

1.1. Dear members,

I'd like to thank you all for the invite to this Scottish Railways Policing Committee (SRPC) session which is the first I have had the opportunity to join you at since joining BTP in November 2024.

1.2. I have already met some of you but to give you some professional background I arrived at BTP after 26 years at Devon and Cornwall Police, where I served in a variety of uniform and Detective roles. I am an experienced public order and Specialist Firearms commander. Immediately before joining BTP I was seconded to the National Police Chiefs' Council as an Assistant Chief Constable, where I led on the England & Wales response to the prison crisis, and later the UK wide investigation into last summer's disorder. My association with Scotland is not new. My father is Scottish and hails from Montrose, where I have been able to trace my family lineage back to the 16th century.

1.3. Since my appointment at BTP I've been struck by the professionalism and dedication that our Scottish officers and staff have to deter criminality on the railway and keep the public safe. Scotland is the best performing division of BTP: indeed, last year we

Security Classification and Handling Instructions of document are detailed on page 1 recorded only eleven robberies in Scotland and solved ten. In our performance year 24/25 we recorded 5,107 crimes, solving 38% compared with the force-wide solved rate of 14%. This is against an annual c.81 million passenger journeys on ScotRail. The chance of being a victim of crime on the Scottish rail network sits at around 0.0063%.

1.4. The division solved 71% of sexual offences and 65% across all VIAWG tagged offences. I'm also pleased to report that the Scotland Division regularly returns above average performance in respect of staff aggravated offences solving 65% of rail staff assaults.

1.5. As you will be aware in December, we received our yearly budget settlement from the British Transport Police Authority (BTPA) and a significant amount of work has been undertaken since then to understand how our resources can align with our 25/26 budget. Over the last few weeks these plans have been shared with key stakeholders in Scotland as we begin to move towards our implementation phase.

1.6. Whilst this is my first SRPC this is not the first time I have been in Scotland since my appointment. In December 2024 I visited Edinburgh and Glasgow and was able to meet officers and get out on patrol with them, seeing first-hand the differences between Scotland and England & Wales by assisting with an arrest in Glasgow. I also met Valerie Davidson, Strathclyde Passenger Transport CEO and Iain Whyte, your chair, and I would like to record my thanks to them for their time. I'm looking forward to meeting colleagues in the North sector this week as I continue visiting stations across our estate throughout Scotland and I am keen to continue the excellent working relationships fostered by DCC Sutherland, who has since retired from the force.

1.7. On the topic of estates, I would like to provide you a short update on the current position in Scotland. As you will be aware we have recently had to initialise plans to relocate our estate in Edinburgh after being given notice to vacate our current premises. The aim is to be in the new replacement premises for Edinburgh by early 2026, this is subject to planning and governance. Furthermore, we occupy four sites in Glasgow and we're anxious to re-establish an operational presence at Glasgow Central, which is currently policed from Cowcaddens Road. [REDACTED]

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Scottish Railways Policing Committee

Quarter 4 Performance Paper

AUTHOR: Rebecca MacMillan – D Division Insight Analyst
Analytics & Insight

2024/25 End of Year Picture

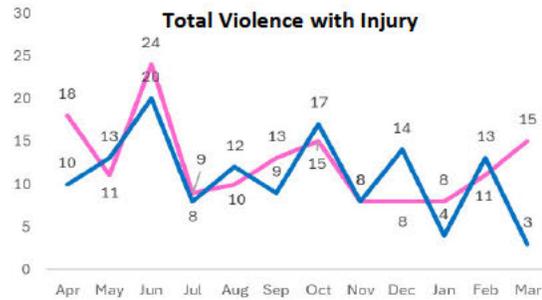
(against 2023/24)

Key Points

- D Division finished the performance year **3.4% up on last year**. This equates to an additional 73 crimes.
- The final solved rate was **45.1%**; a 3.4% increase on 2023/24.
- **High Harm crime rose by 18.2%** (+121 crimes). While smaller volume increases were seen in Serious Public Order (+27) and Sex Offences (+13), it was in the category of Violence where the largest volume rise took place (+88).
- **Violence continued to be the main driver in offence totals**, making up 81% of high harm offences and 29% of the total crime profile.
- Violence with Injury was **14.5%** higher than PY, with increases for both passengers and staff. However, levels of the most serious violence remained low, with no Serious Assaults against rail staff, less weapon-enabled violence on Division and a decrease in Robbery, despite increases in other Divisions.
- There were just 6 High Harm crimes per million passenger journeys in CPMJ and 16 total CPMJ (Q3).
- Volume crime reduced by **3.3%** (- 48 crimes), with Criminal Damage 31.9% lower than in 2023/24 (-76).
- A 17% decrease in non-notifiable crime (-608) saw reductions in Less Serious Public Order (-19%), hate crimes (-3%) and football-related incidents (-60%).
- **D Division solved more crime in 2024/25** (+105) despite the additional volume recorded.
- There was a 14.5% increase in crimes with staff victims this year, with Violence (59.5% S.R.), Sex Offences (89.5% S.R.) and Public Order (85.7% S.R.) all having more solved crime and a higher solved rate.
- In 2024-25, D Division had a **9% reduction in recorded incidents of disruption** (-281) and a **15% reduction in total minutes lost** (-13,976).
- Disorder/Drunks made up highest proportion of incidents in 24-25. Yet, it was Trespass incidents that caused the highest amount of primary delay minutes.
- D Division's non-suspicious fatality hand-back time was **104 minutes**.

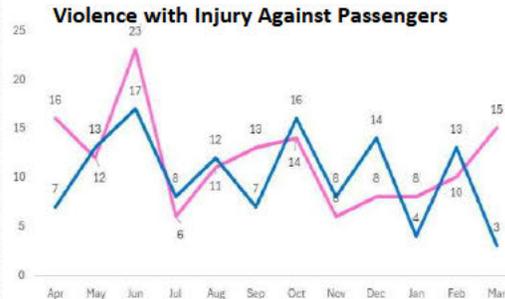
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Ensure passengers and staff can work and travel free from the threat of violence



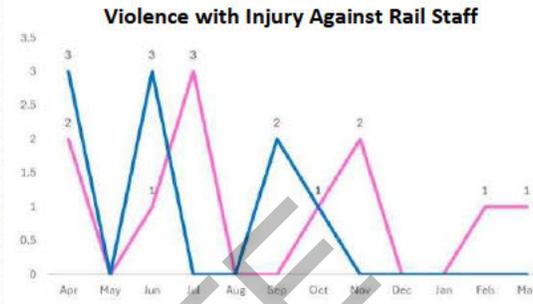
14.5% **62.9% (0.7%)**

Change from 23/24 Solved Rate (Change from 23/24)



16% **62.7% (-7%)**

Change from 23/24 Solved Rate (Change from 23/24)



22.2% **63.6% (+19.2%)**

Change from 23/24 Solved Rate (Change from 23/24)

Crimes of violence resulting in injury were 14.5% higher in 2024-25 than PY, with 19 additional offences across the year.

At an average of 13 recorded per month, injury cases made up 23% of total violence, and of this, 22 incidents were Serious Assault and a further 2 Attempted Murder (1 in Q4 (Jan)). 62% of Violent incidents were Common Assault.

As with previous years, serious violence against staff remains rare, with 11 in total for 2024/25. Where injury was sustained, these were recorded as lesser 'Assault to Injury' crimes and there were no Serious Assaults on staff members.

There were 44 more solved crimes for Serious Violence, giving an overall solved rate of 62.9% (+0.7%). Solved rate for staff increased by 19.2% (63.6%).

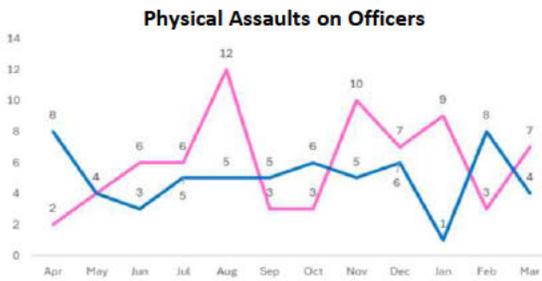
Physical assaults on officers increased by 25%, which equates to 16 additional crimes. In Q4, there was a decrease in incidents involving Officers (-7).

There were no further weapon-enabled Violence crimes (blade) in Q4. With a total of 3 crimes in the year, this is a reduction of 100%.

Similarly, Robbery remained low in D Division, not reflecting the increases seen elsewhere in Force. Overall, there was a decrease of 15% (-2 crimes). However, Q4 saw 4 robberies recorded. Solved rate at the end of March '25 was 91%, an increase of 14% on LY.

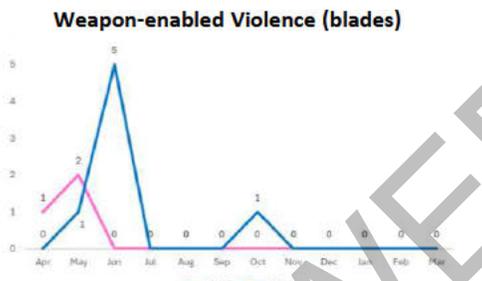
Public Order was highest in Q1 and the beginning of Q2, with lower totals in the second half of the year. Overall, crimes were 17% lower (-281), and this reduction was the same for both passengers (-19%) and staff (-10.9%).

Increases in the solved rate for total Public Order were seen, with a 5.2% improvement and 44.4% overall solved rate.



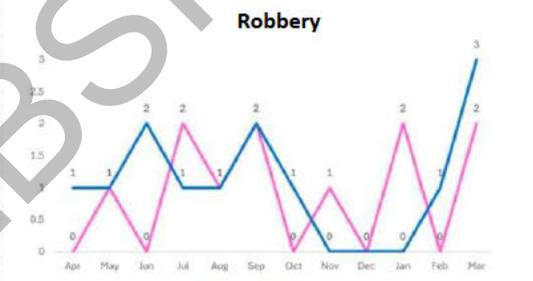
25% **98.7% (+3.4%)**

Change from 23/24 Solved Rate (Change from 23/24)



-100% **100% (0%)**

Change from 23/24 Solved Rate (Change from 23/24)



-15% **90.9% (14%)**

Change from 23/24 Solved Rate (Change from 23/24)



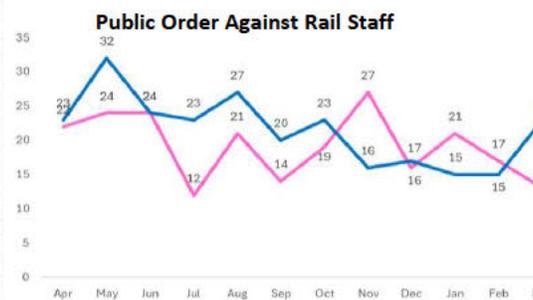
-17% **44.4% (+5.2%)**

Change from 23/24 Solved Rate (Change from 23/24)



-19% **44.3% (+4.7%)**

Change from 23/24 Solved Rate (Change from 23/24)



-10.9% **41.3% (+5.6%)**

Change from 23/24 Solved Rate (Change from 23/24)

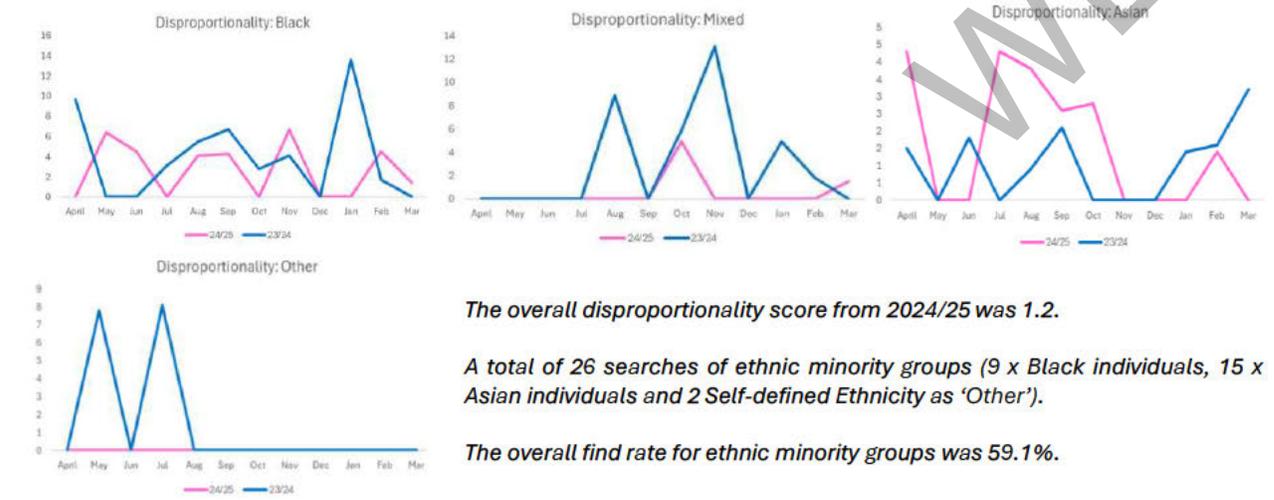
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Ensure passengers and staff can work and travel free from the threat of violence

24/25 Search Count	23/24 Search Count	Change from 23/24	Object Found (YTD) 117 (37.7%)	Object Found (PYTD) 158 (51.3%)
310	308	+0.6%		



There were 310 stop searches carried out in 24-25. The number of searches increased from January-March, with Q4 having 123 in total. The YTD find rate for Division was 47.8% and was highest in relation to searches for Drugs (53.5%) and Theft (50%). Most searches were carried out under Scotland Powers (61.9% of total, 192), followed by S23 Drugs (37.4%, 116).

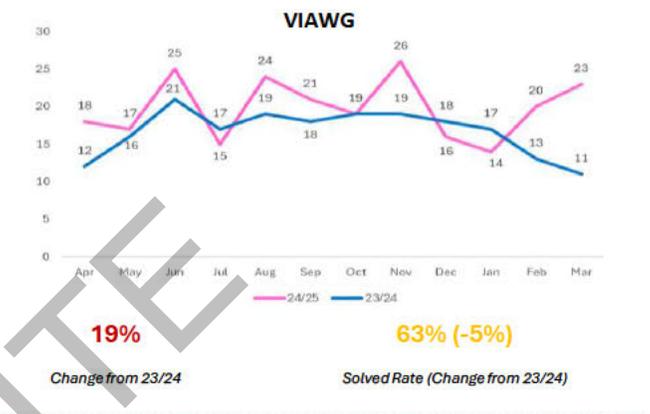


The overall disproportionality score from 2024/25 was 1.2.

A total of 26 searches of ethnic minority groups (9 x Black individuals, 15 x Asian individuals and 2 Self-defined Ethnicity as 'Other').

The overall find rate for ethnic minority groups was 59.1%.

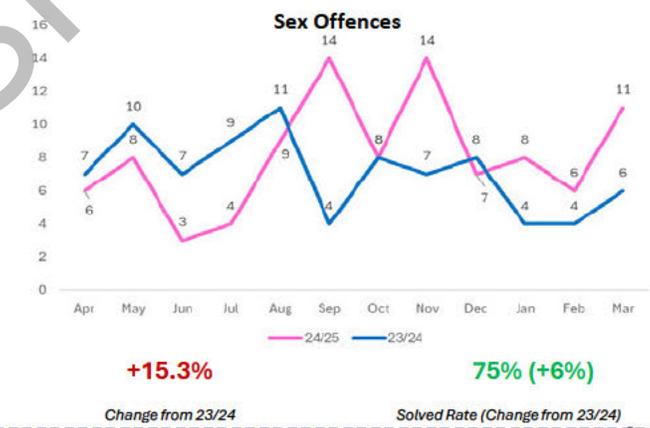
Tackle violence against women & girls (VIAWG) & sexual harassment



Violence & Intimidation Against Women and Girls (VIAWG) increased by 19% in 24-25 (+38 crimes).

In Q4, there was an increasing monthly trend, peaking in March (23). This corresponds to the wider increase in total violence; January – March.

69.7% of VIAWG crimes were Violence (168) and 30.3% Sex Offences (68). 59.5% of Violence cases and 72.5% Sex Offence cases were solved in 24.25.

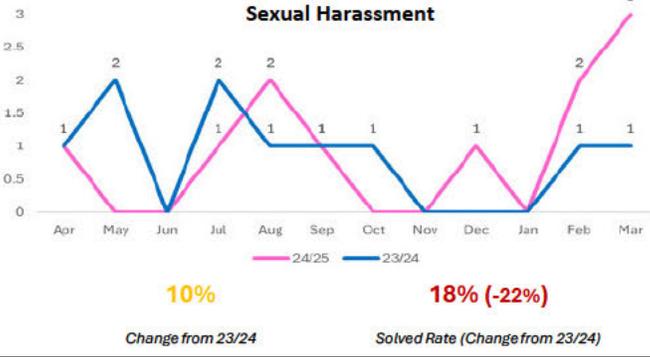


Sex Offences were 15.3% higher than in 23/24 (+13).

Q4 saw a 5-crime reduction on Q3, with a total of 25 crimes recorded (of which 13 Sexual Assaults).

YTD, 50% (49) of Sex Offences were recorded as Sexual Assaults, 45% classed as 'Other' (communicating indecently, coercing to be present) (44) and 5% (5) Exposure/Voyeurism.

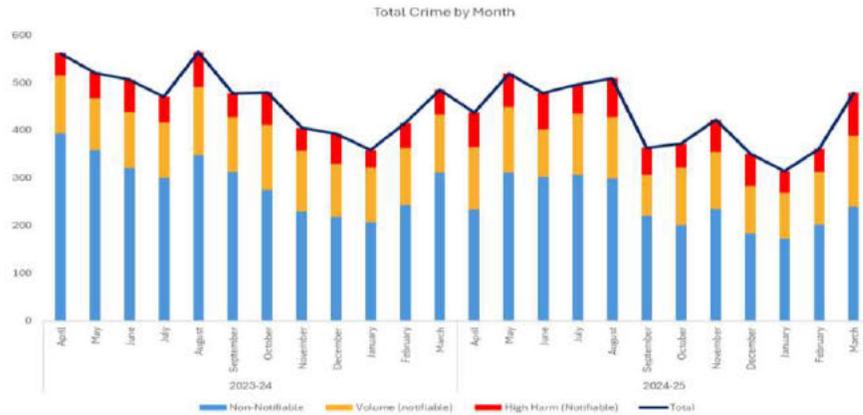
24/25 has seen a 6% improvement in solved rate (75%).



Incidents of recorded harassment are still very low with a total of 11 in 24-25. Although a 10% increase, this is a difference of just one recorded crime.

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



High harm crime was higher in 2024/25 (+18.2%, +121), while volume crime was slightly lower (-3.3%, -48) than PY. In Q4, crime totals increased from January through to March, in contrast to the decreasing trend of Q3 and overall, Q4 was 2.5% higher (+13). The increase of Q4 was also seen in 2023-24.

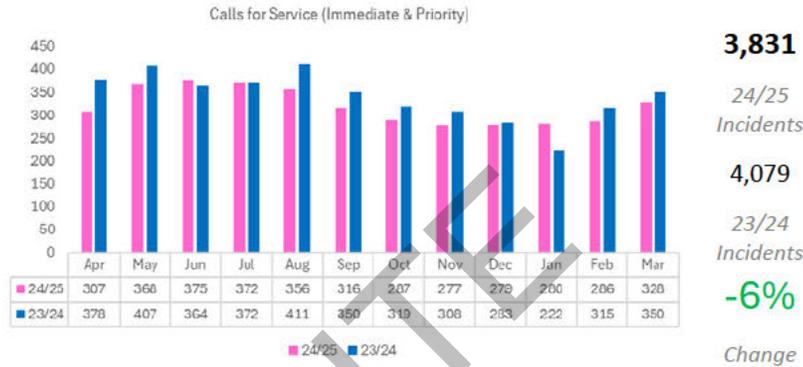
With a total of 160 crimes recorded in 24/25, Hate crime made up just 3% of total crimes (incl. non-notifiable) recorded on Division in 24/25 (5,009). 29% (46) 'notifiable' (35 x Serious Public Order, 9 x Violence, 2 x Graffiti).



Serious Public Order offences are 146.7% (+22 crimes) higher than LY. The rise has come due to changes in crime recording related to new legislation.

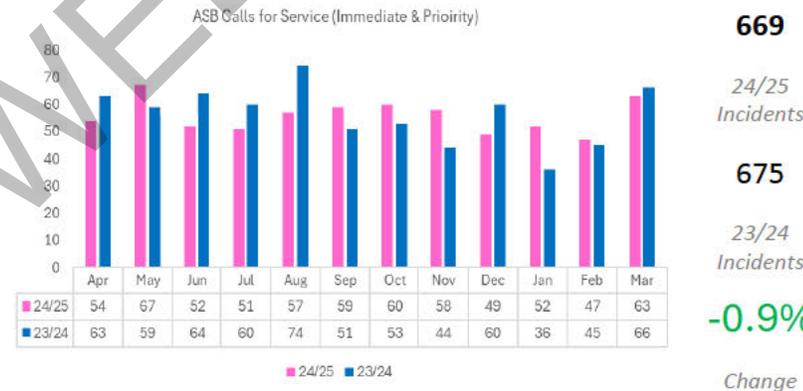


YTD, football crime is 62% lower than SPLY (-33).



3,831
24/25 Incidents
4,079
23/24 Incidents
-6%
Change

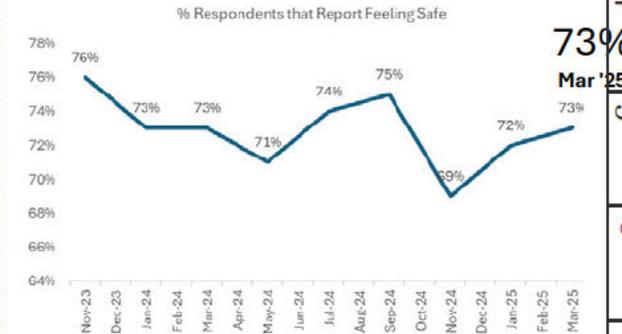
A total of 3,831 incidents graded Immediate or Priority were recorded in 24/25 (-6% PY). The top incident types were Concern for Welfare >17 (27%), followed by ASB Nuisance (16%) & Trespass (12%). In January '25, monthly totals were higher than in 23/24. However, despite step up into February and then March, totals in these months were lower than PY.



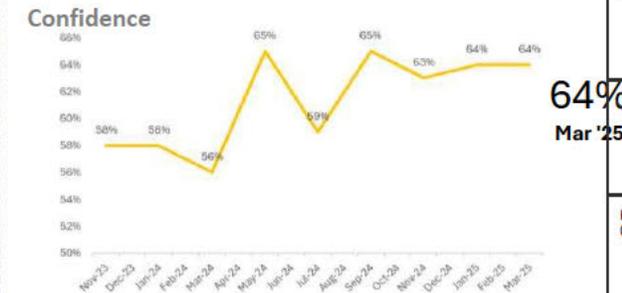
669
24/25 Incidents
675
23/24 Incidents
-0.9%
Change

17% of all Immediate and Priority calls were closed as ASB incidents. This is consistent with the proportion reported throughout the performance year. Compared to PYTD, incidents have reduced by 0.9% overall (-6). In Q4, there were 162 ASB calls, and this is slightly higher than Q4 of PY (+15 overall), due to the difference in January totals (+16).

The Public Consultation survey for Feb-Mar '25 shows that 73% of respondents indicated they felt safe when travelling on the railway network (in relation to personal safety). The most recent rating from end of Q4 is in line with the average score since Nov '23 of 73%.

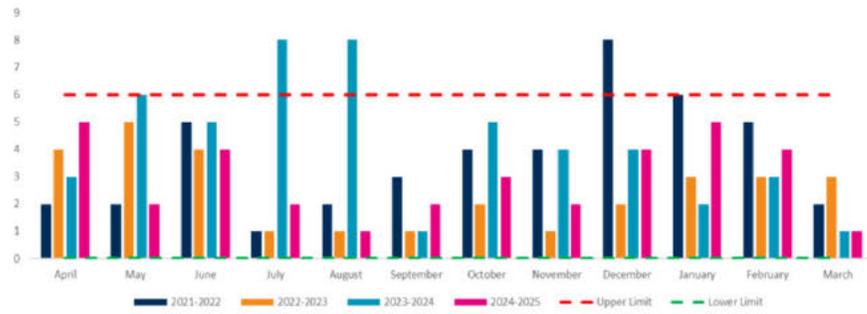


In the recent survey, 64% of respondents have confidence in police (no change from prev. cycle). 66% feel that overall, Officers do a good job policing the railway (-2%).



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

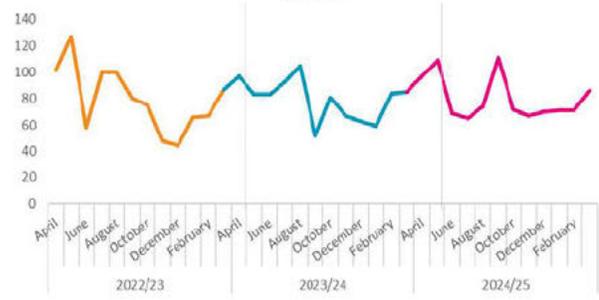
Suspected Suicides



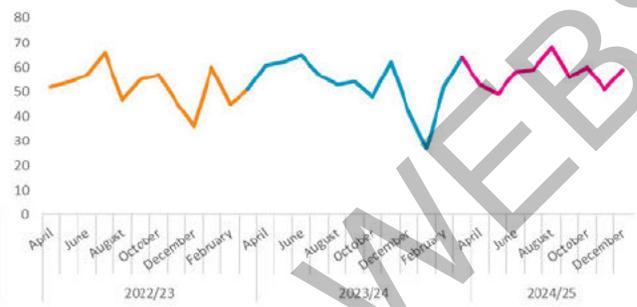
D Division recorded 35 suspected suicides in 24/25. This is lower than SPLY (-15). YTD monthly average was also lower than PY (YTD 3; PY 4).

A total of 1,630 Safeguarding Vulnerability Reports (SVRs) were submitted throughout 24/25 (+2% SPLY, +32).

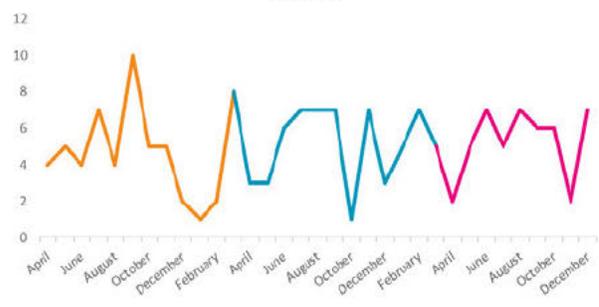
CYP Data



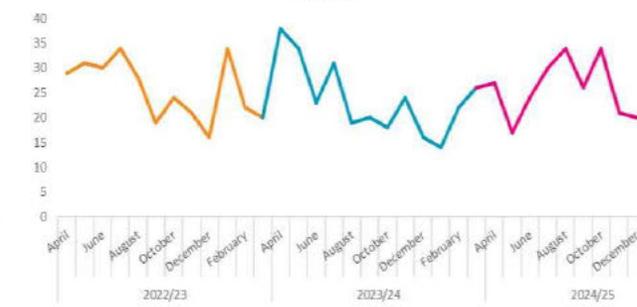
AAR Data



DASH Data

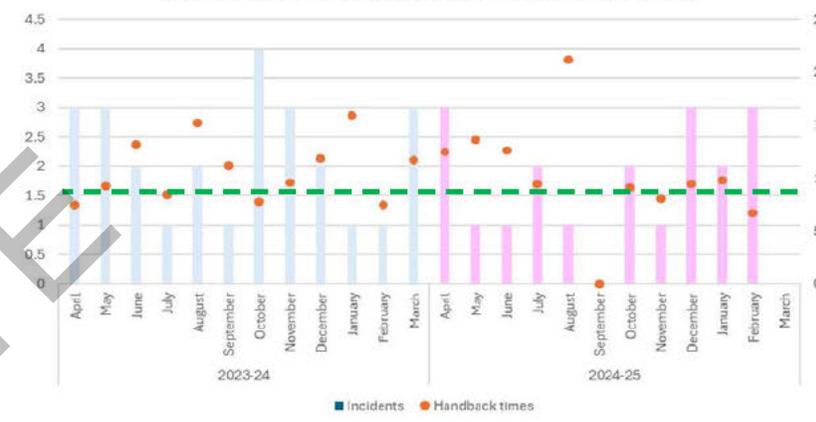


SPMH Data



Reduce disruption on the network through collaboration

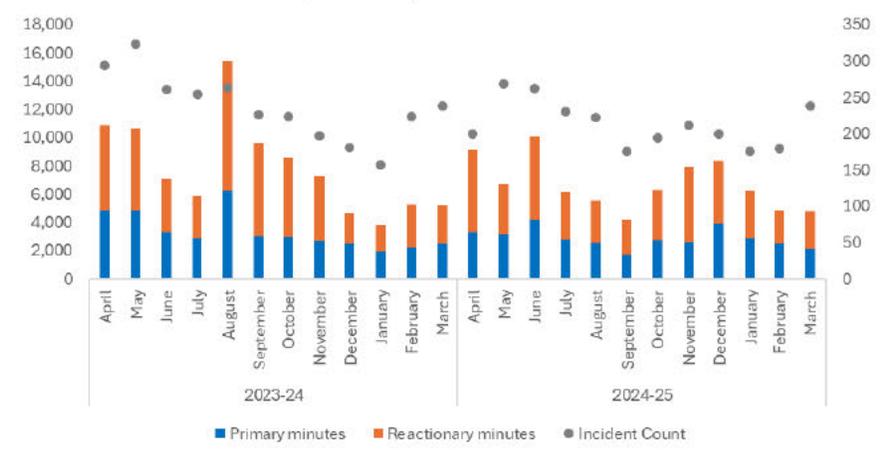
Non-Suspicious Fatalities: Incidents and Average Hand-back Time



104
Avg. YTD Hand-back time 24/25

At the end of Q4, the average hand-back time for the Division was 104 minutes. In 10 out of the 19 non-suspicious fatalities for 24-25, the line was handed back in under 90 minutes (52%). In Q4 there were 5 non-suspicious fatalities recorded (same as Q4 23/24). Average hand-back time was lower in Q3 and Q4 compared with start of the year.

Disruption Data: April 2023 - December 2024



The total number of minutes lost to disruption incidents for the year was 80,553. This is 14.8% lower (-13,976) than SPLY. Overall, Primary Minutes (34,533; -13.4%) & Reactionary Minutes (46,020; -15.8%) were also lower than in 23/24, a differing trend from Forcwide rises recorded.

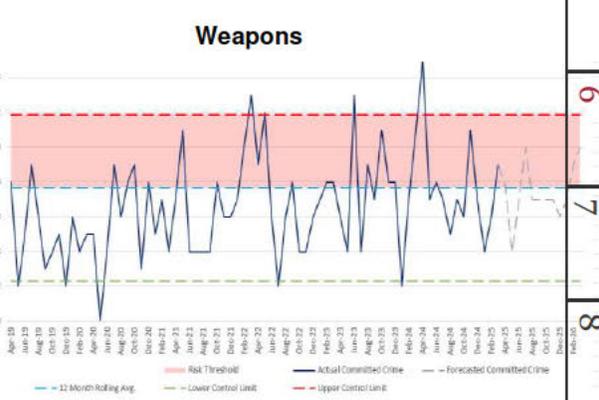
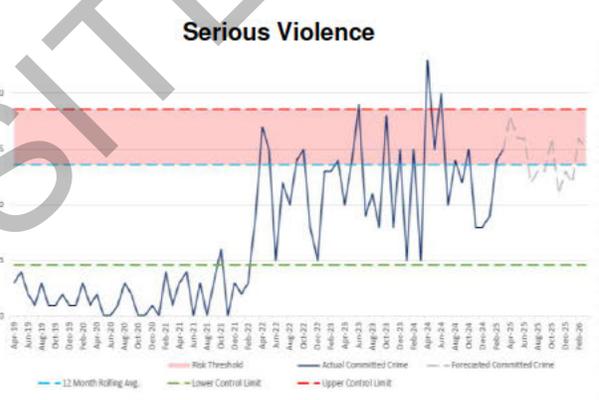
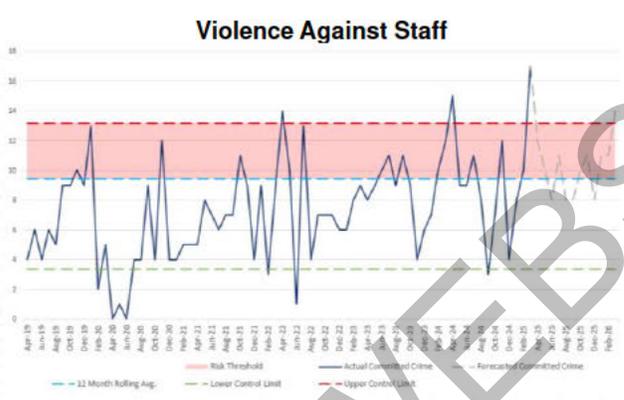
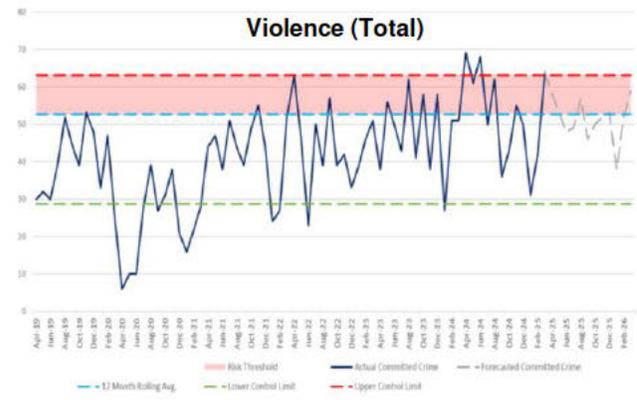
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Ensure passengers and staff can work and travel free from the threat of violence

	YTD	Solved rates	VCOP
Total Violence	640 (15.9%, +88)	63.4% (+1.1%)	100%
Serious Violence	150 (+14.5%, +19)	63.3% (-4.6%)	100%
Violence (Rail Staff)	116 (+16%, +16)	59.5% (+8.5%)	100%
Violence (Officer)	76 (+25%, +16)	98.7% (+0.4%)	-

	YTD	Solved rates	VCOP
Weapon Offences	95 (+6.7% +6)	85.3% (+2.1%)	-
Robbery	11 (-15.4%, -2)	90.9% (+14%)	-
Weapon-enabled Violence (blades)	3 (-100%, -3)	100% (0%)	-

	YTD	Solved rates	VCOP
Public Order (Total)	1,327 (-17%, -281)	44.4% (+5.2%)	100%
Public Order (Serious)	37 (+146.7%, +22)	54.1% (-12.6%)	100%
Public Order (Less Serious)	1,290 (-19%, -303)	44.1% (+5.2%)	100%
Public Order Staff	230 (-10.9%, -28)	41.3% (+5.6)	100%



A Problem-Solving Plan was introduced at the start of January 2025 to reduce violent crime at Glasgow Central Station. This saw BTP working with Police Scotland, NWR, Scotrail and their Travel Safe Team to focus on reducing violence. Joint high visibility reassurance patrols were carried out and since the start of the plan at the beginning of Q4, there has been a reduction in Violence at the location of 27%. Integrated Security Policing is being introduced in Glasgow Central and other Glasgow Stations with rail staff towards the middle of April 2025.

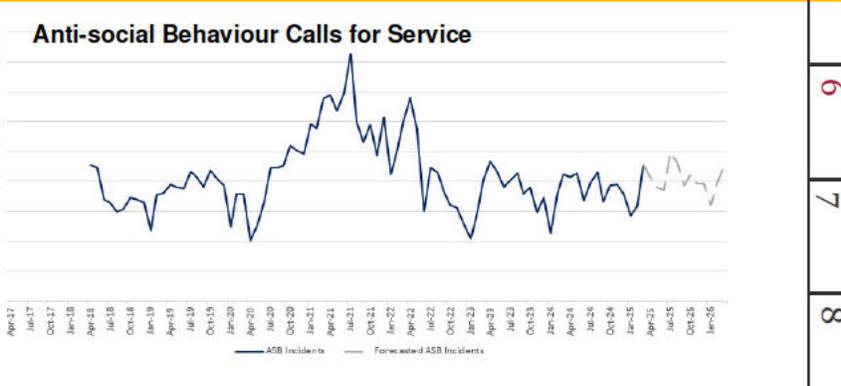
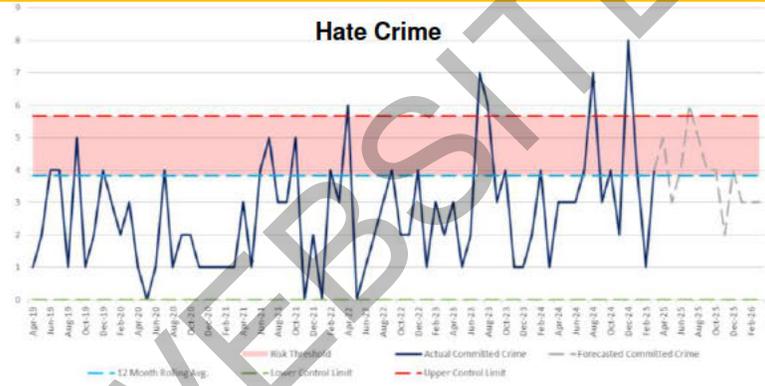
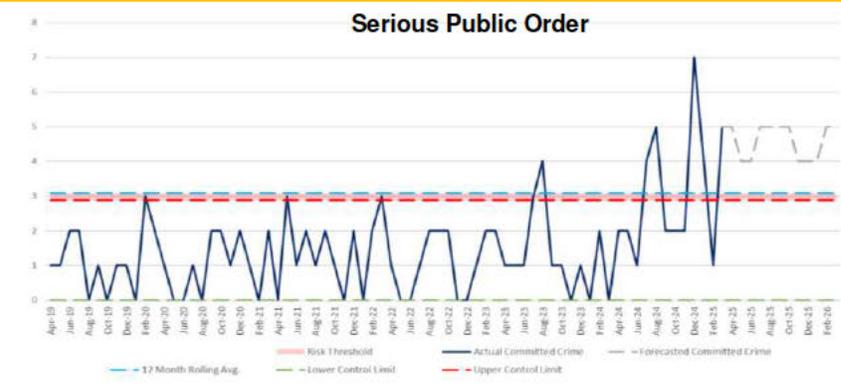
Throughout Q4, officers in the West (Outer) posts of Dumbarton, Paisley, Kilwinning, and Motherwell, conducted visibility patrols on train and in stations to reassure staff & passengers. Positive feedback has been received by station staff in the Paisley area as they have witnessed a significant decrease in disorder and disruption at Paisley Gilmour Street Station.

With potential for violence in the busier period of summer, the Tactical Safer Transport Group continued to meet throughout Q4 and discuss priority locations. Hamilton Central is one such location and during 2024-25 there was a reduction of crimes at the location. Local partnerships with the Council, Police Scotland, ASB officers, Scottish Fire and Rescue Service, Scottish Ambulance service and other unique partners to the area (such as coastguard and Loch Lomond Parks) create a multi-agency response for keeping people safe.

In Q4, officers worked to secure the arrest of a key nominal responsible for several crimes in the past 12months. The male involved has now been sentenced to 22 months imprisonment for an offence involving a firearm at Dalmuir in 2022. On the 26th of March, two Category A warrants were processed in quick succession, with the offenders wanted for charges of 'assault to severe injury' and 'assault to injury and attempt robbery'.

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

Crime Profile			Hate Crime (incl. non-notifiable)		Incidents (Calls for Service)		Public Consultation (Feb/Mar data) compared to prev. report		
	YTD	Solved Rate	Top Crime Groups (% of total)		YTD	Solved Rate	YTD	Pass Rate	% Positive
High Harm	786 (+18.2%, +121)	64.4% (+0.5%)	Violence (81%), Sex (12.5%)		160 (-3%, -5)	44.4% (+1.4%)			
Volume	1,407 (-3.3%, -48)	34.3% (+2.8%)	TPP (20.1%), Burglary/Theft Railway (16.1%)				3,831 (-6%, -248)	88.1% (+0.5%)	73% (+1%)
Non-notifiable Offences	2,906 (-17.3%, -608)	33.2% (+2.4%)	Public Order (44.4%), Line of Route (41.2%)						66% (-2%)
Total Crime	5,009 (-9.5%, -533)	38.3% (+3.4%)			11 (-45%, -9)	36.4% (-3.6%)	669 (-0.9%, -6)	88.8% (+2.6%)	64% (0%)



The partnership approach to tackling anti-social behaviour continued in Q4. BTP have an excellent working relationship ScotRail's Travel Safe Team (TST) and will regularly carry out joint working on routes identified within the weekly TST meeting. Partnership working has taken place every weekend in Inverclyde with the long-running Inverclyde Community Hub, allowing for the sharing of information and intelligence, of best working practices and resources.

BTP officers at Inverkeithing have been working in partnership with Police Scotland and the new Travel Safe Team based at Haymarket to target locations in the East of the country. 'Improving Leven Together' management meetings with partners from Fife Council and Police Scotland are held monthly, where current trends and deployments are discussed, particularly for Inverkeithing (and the wider Fife circle) following on from recent disorder. BTP Officers are deployed on a weekly basis in conjunction with the TST for on-train and static visibility. In Q4, two main youth offenders for Inverkeithing were identified. Engagement with social work is leading to a partnership meeting which can assess behaviour, provide support and ensure the necessary interventions are in place to further enhance staff safety at Inverkeithing.

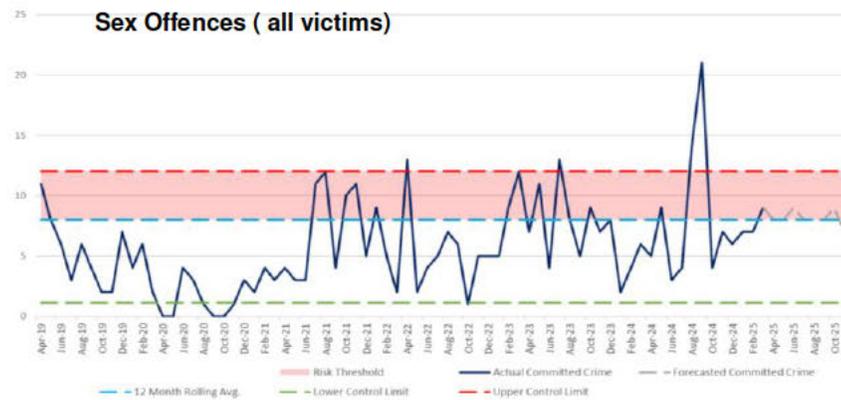
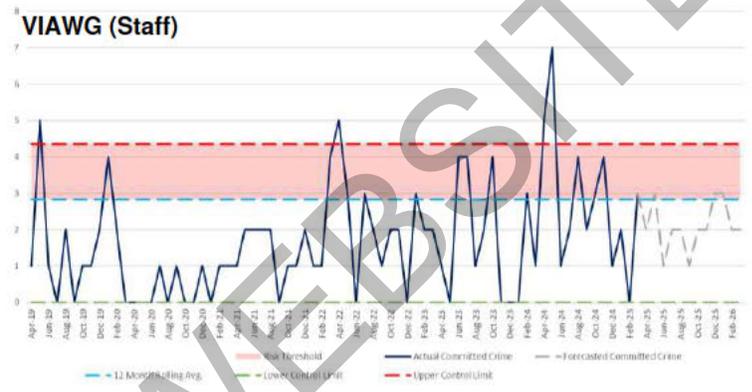
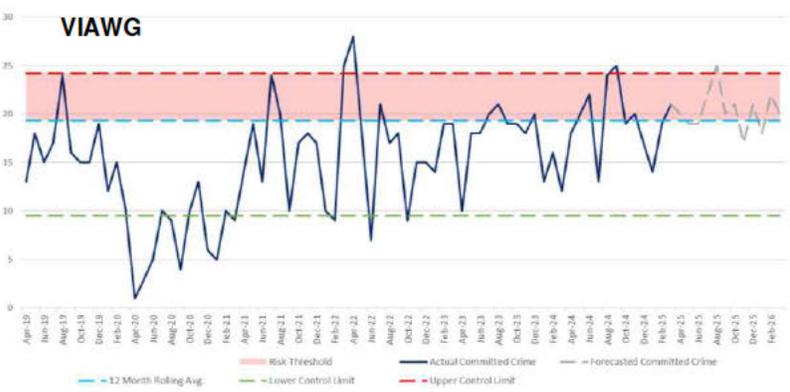
The 13th March 2025 saw Rangers v Fenerbahce in a Europa League match at Ibrox Stadium, with a large group of traveling away supporters. BTP had a Command Structure in place and worked alongside colleagues in Police Scotland to provide support to the fan march from Cessnock Subway station to Ibrox. BTP also worked with SPT staff to ensure a safe event and there were no significant issues for the Rail or Subway Network. There continues to be a dedicated policing plan around Glasgow Subway to support home matches at Ibrox. On Friday 14th March, officers deployed to the Raith Rovers v Dunfermline fixture and successfully identified travelling fans, keeping rival groups apart. A letter was subsequently received from the local Police Scotland Commander praising the actions of the officers in preventing disorder. In Q4 there were three Six Nations fixtures in Edinburgh. BTP attend the Zone Ex and SAG meetings for events at Murrayfield and this process starts months in advance.

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

VIAWG (Total)			
	YTD	Solved rates	VCOP
Total VIAWG	238 (+19%, +38)	63% (-5%)	100%
Of total VIAWG - Violence	166 (+19.4%, +27)	60.2% (-6.7%)	100%
Of total VIAWG - Sex Offences	70 (+14.8%, +9)	71.4% (+0.9%)	100%

VIAWG (Staff)			
	YTD	Solved rates	VCOP
Rail Staff VIAWG	34 (+61.9%, 13)	70.6% (+13.5%)	100%
Of total VIAWG - Violence	23 (+35%, +6)	56.5% (+3.6%)	100%
Of total VIAWG - Sex Offences	23 (+175%, +7)	100% (+25%)	100%

Sex Offences			
	YTD	Solved rates	VCOP
Total Sex Offences (all victims)	98 (+15.3%, +13)	71.4% (-0.3%)	100%
Sexual Harassment	11(+10%, +1)	18.2% (-21.8%)	-



In Q4, Officers carried out several Days of Action for Violence and Intimidation Against Women and Girls (VIAWG), which involved high-profile patrols of top location, Glasgow Central Station, and an on-train presence on services to district posts such as Motherwell. Engagement with the public and dissemination of campaign leaflets has continued the work of previous quarters, to provide education and reassurance that the railway is a safe place to travel.

As part of the force priority to tackle VIAWG, sexual offences and sexual harassment on the rail network, officers from each sector have attended several events to promote reporting channels. In March, officers disseminated BTP cards for the 61016-texting service at key locations such as Partick Interchange.

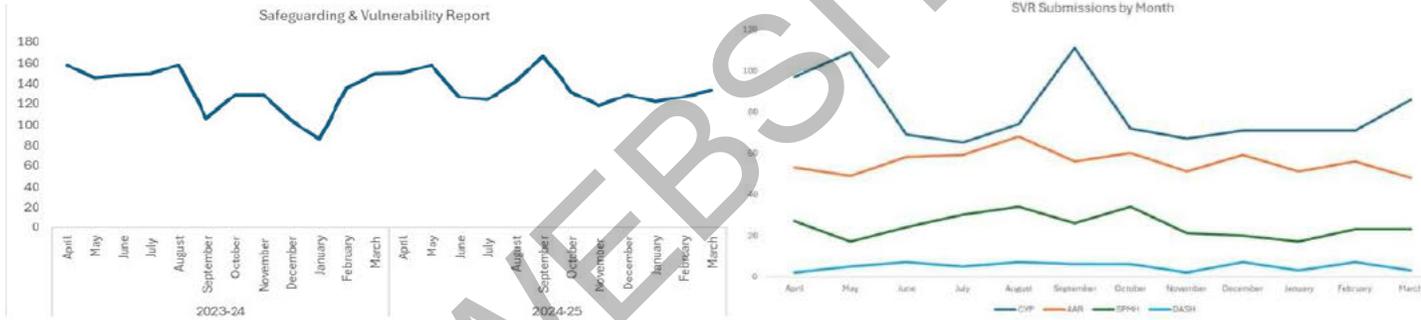
Supervisors attend various VIAWG meetings and in Q4, '16 Days of Action' meetings started with East Ayrshire Council and Dumbartonshire council to set plans in place and events for the campaign later this year.

In Q4, a male was sentenced to 145 hours Community Payback Order after pleading guilty at Glasgow Sheriff Court to Sexual Assault. This conviction was the first use by BTP in Scotland of the Lord's Advocate Reference, where a recent statement made by victim can corroborate alongside other evidence.

Safeguarding Vulnerability Report

YTD

Adult At Risk (AAR)	668 (+3.2%, +27)
Child & Young Person (CYP)	963 (+1.3%, +12)
DASH	60 (-1.6%, -1)
SPMH	296 (+3.9%, +11)
Total	1,630 (+2%, +32)



Discussions are taking place in relation to the placement of a *Breathing Space Bench* at Milliken Park Station, previously been identified as a key location for suicidal persons. Working in collaboration with Samaritans, Network Rail, Scotrail and Breathing Space, this would provide additional support to those suffering from a mental health crisis to highlight an area of support. Locations which have seen vulnerable people repeatedly present are discussed at the Travel Safe Team Tasking meeting, with TST resources tasked to provide presence. A young female who has caused significant disruption in the past two years near to Livingston North station came to BTP attention again in Q4. She was referred to the BTP HaRT. The female has been moved to a new home further from the railway and has not presented since.

In Q4, the trial of BTP carrying Naloxone continued. To date, there have been 5 incidents where BTP officers have administered Naloxone to vulnerable people showing signs of drug overdose. These potentially life saving interventions have bought valuable time for an ambulance to attend and provide expert medical care.

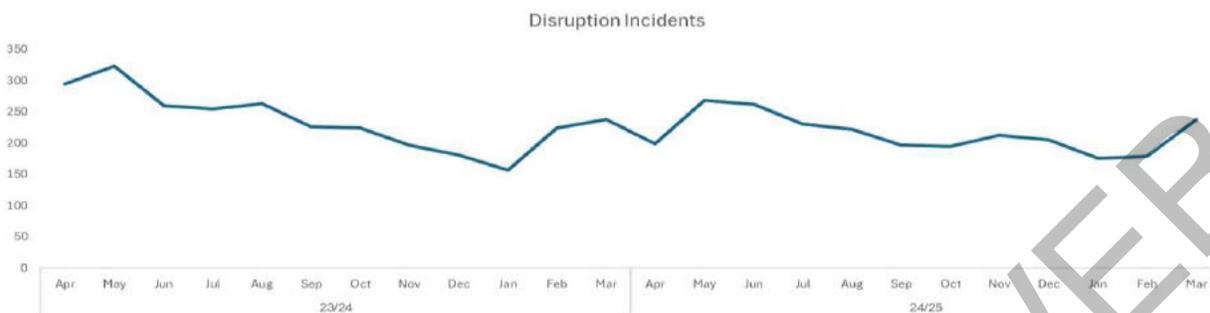
Following multiple incidents of high-risk missing juveniles being exploited by County Lines gangs, BTP has worked closely with Police Scotland's Sexual Harm Exploitation Unit to carry out investigations including CCTV, intelligence gathering and development and set up effective means of sharing urgent intelligence within BTP throughout Scotland and London.

In Q4, partnership work continued in relation to specific County Lines nominals known to be travelling and active between cities in Scotland and England. Multi-agency, cross-border communication has also yielded positive results. After joint working between BTP, Police Scotland and Merseyside Police County Lines Unit, a principal nominal for a County Lines gang operating between Liverpool and Fraserburgh was sentenced to four years in prison. Over four months of enquiry work, including CCTV work, communications data reviews and analysis between three forces culminated in a guilty plea. Moreover, following the arrest of a nominal operating between Inverness and Liverpool, BTP coordinated CCTV recovery and review. As a result of this work, the nominal pled guilty at Court to being concerned in the supply of heroin and was sentenced to 45 months in prison.

Reduce disruption on the network through collaboration

	Disorder/Drunks		Trespass		Vandalism/Theft		Non-Suspicious Fatalities		Cable Theft	
	Incidents	Minutes	Incidents	Minutes	Incidents	Minutes	Incidents	Minutes	Incidents	Minutes
2024-25	1,100	17,183	1,004	38,558	282	6,401	26	13,755	1	181
% +/-	-9.3%, -113	-18.4%, -3,868	-8.1%, -89	-10.1%, -4,338	-6.9%, -21	-42.3%, -4,684	+4%, +1	+6.3%, +815	-66.7%, -2	-3.2%, -6

	Non-Suspicious Fatalities	Incidents	Hand-back times
April		3	125
May		1	136
June		1	126
July		2	94
August		1	212
September		0	0
October		2	91
November		1	81
December		3	94
January		2	98
February		3	67
March		0	0



The D Division Disruption Inspector works closely with BTP Operations and the NWR EWAT teams within NWR to carry out horizon scanning for events and in relation to annual ASB operations which all have the potential to cause disruption to the rail network.

Workstreams in relation to Level Crossing misuse continued in Q4, with a live Problem-Solving Plan (PSP) in place for hotspot locations Broughty Ferry and Hospital Mill. There has been particular focus around CCTV at the sites to aid in the detection of offenders. Broughty Ferry now has recordable CCTV. Several Days of Action have taken place in the last 12 months, where advice has been given to motorists utilising the crossings. Officers in the North have also attended at business depots (Amazon, Sunblest & DPD) to provide educational talks and advise the drivers of delivery vehicles on crossing protocol. There are fortnightly Level Crossing manager meetings with Network Rail to discuss trends and threats around disruption.

In Q4, BTP attended public events organised by Scotland's Railway in respect of raising awareness around the dangers of Trespass. Hotspot Locations have been emailed every month to Duty Officers and Sergeants to allow the Division to target emerging locations. In Q4, joint working with NWR took place in relation to the current hotspot of Hyndland Station, which included leaflet dissemination to the adjacent Gartnavel Hospital. Liaison with the in-patient Management Team of NHS is in place as a channel for communication around hospital procedures. A working group, chaired by NWR is in early stages of operating. VITAL staff are now deployed within the station daily, between 12 & 8pm and further staff are due to be deployed at the location.

Operation Greenlaw has continued and since the 1st January, there have been 85 warnings given and 47 cases have been sent to the Procurator Fiscal.

BTP's Design Out Crime Unit (DOCU) has made reports for locations with high disruption delays (Kilpatrick, South Gyle, Priesthill & Darnley, Anderston, Polmont, Uddingston, Kilmarnock & Blairhill).

Proposed Layout

2025/26 Policing Plan

Scottish Railway Performance Committee
&
Finance, Legitimacy, Performance Committee

Please note that the data include in the following slide is **dummy data points**

Overall Performance Summary



Create a hostile environment for high harm offences, disorder and vulnerability

Violence with injury was 14.5% higher than FY, with increases for both passengers and staff. However, levels of the most serious violence remained low, with no Serious Assaults against rail staff, less weapon-enabled violence on division and a decrease in Robberies, despite increases in other divisions.

There were just 6 High Harm crimes per million passenger journeys in CPMJ and 10 total CPMJ (Q3).



Keep the Network running

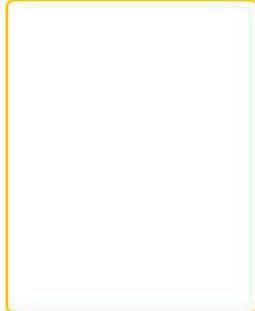
D Division had a 9% reduction in recorded incidents of disruption (-281) and a 15% reduction in total minutes lost (-13,076).

Disorder/Drunks made up highest proportion of incidents in 24-25. Yet, it was Trespass incidents that caused the highest amount of primary delay minutes.

D Division's non-suspicious facility hand-back time was 104 minutes.

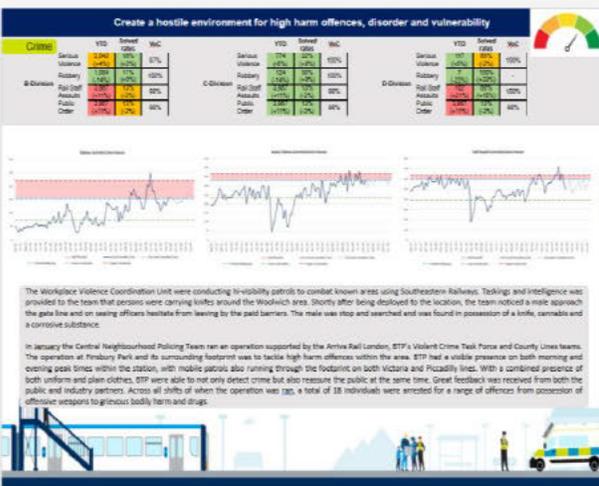


Prevent and reduce violence and intimidation against women and girls



Overall Performance Summary

There will be an overall Performance summary, where Performance against the three objectives is graded. There will be an agreed and standardised process for scoring.



Performance Slides

Performance slides will follow the existing, format but will include an overall rating and show the metrics relevant to the new wording on the policing plan for both crime and incidents.

E.g. Create a hostile environment for high harm offences, disorder and vulnerability.



Joint Working Document
British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 4th June 2025



Local Policing

In Edinburgh Division (E Division), to coincide with Valentine's Day, Crime Prevention and Equality & Diversity officers from E Division Prevention, Intervention and Partnerships joined colleagues from British Transport Police (BTP) within Waverley Train Station to promote the work of Crimestoppers. Representatives from Crimestoppers were present and the event was to raise awareness of the organisation and thank members of the public for the information received over the past year. This was promoted on Social Media platforms.

E Division Partnerships, Interventions and Preventions (PIP) chair the Women's Safety on Public Transport Subgroup as part of the City of Edinburgh Council Women's Safety in Public Places Community Improvement Partnerships (CIP). BTP attend and contribute to this meeting, sharing ideas and opportunities for partnership working

Crime Prevention officers and BTP will be holding a public engagement event alongside Neighbour Hood Watch (NHW) Scotland at Waverley Train Station to raise awareness of personal safety and a range of other crime prevention related issues.

It is anticipated that further joint working with local BTP will take place in the summer in respect of raising awareness of County Lines.

In Renfrewshire and Inverclyde Division (K Division) the Suicide Prevention Strategic Group are focused on data and training. Two subgroups have been established - In relation to the data subgroup, co-chaired by Partnerships Renfrewshire and Health and Social Care Partnership (HSCP), BTP have agreed to attend. Inspector Christopher Sutherland from BTP's Public Protection and Vulnerability unit presented at the data group on the 9th April 2025. As his portfolio is national, he can offer a local perspective and present comparisons to the national landscape. Partnerships and the lead HSCP contact now receive BTP's notification of death proforma's. So far, the data group has identified the need for a men's support charity for suicide prevention and have sought collaboration with Andy's Man Club who are invested in this, the division are currently seeking a venue.

Officers continued to work in partnership with Police Scotland and Scotrail's Travel Safe Team. Partnership working takes place every weekend in Inverclyde with the long-running Inverclyde Community Hub allowing for the sharing of information and intelligence, best working practices and resources. Preparation started for Off Beat and Operation Ballaton (the start of the Safer Shores operation in Ayrshire and presence in the Balloch area anticipated to be active during any good weather over the Easer Holidays and summer). These partnerships include local councils, Police Scotland, ASB officers, Scottish Fire and Rescue Service, Scottish Ambulance service and other unique partners to the area (coastguard and Loch Lomond Parks) to create a partnership response to keeping people safe.

Within South Ayrshire, BTP are a pivotal partner in the planning and sharing of intelligence at several large-scale events within South Ayrshire, such as Scottish Grand National, Ayr Utd Football games, Ayr Pavilion Festival and The International Ayr Show to name a few.

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Joint Working Document
British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 4th June 2025



Retail crime, particularly theft by shoplifting, has been a challenge for both BTP and Police Scotland over the last year. To mitigate this, days of action have taken place across Glasgow City Centre with close partnership working between BTP, Police Scotland and Retailers Against Crime. These operations provided an opportunity for joint working, collective information sharing and reassurance for retailers within and nearby the main railway stations at Glasgow Central and Glasgow Queen Street. The operations identified a prolific offender responsible for multiple occurrences of shoplifting being arrested and charged with the offences and bail conditions applied. BTP Designing Out Crime Officers work closely with the sector inspector and industry and retail colleagues to implement crime prevention measures and provide relevant advice to reduce incidents of shoplifting.

Operational Support Division

BTP Colleagues, Simon Bachelor and Adam Swallow, attended the Air Support Monitoring Group and outlined the proposed development of their own drone capability in Scotland. This is anticipated to take place within 2025-26. This will include alignment to SPA and Police Scotland practices and procedures.

BTP colleagues have been integral to achieving strategic objectives of a number of Public Order operations within the last quarter, including Celtic v Rangers and Rangers v Fenerbahce. BTP officers worked alongside colleagues in Police Scotland to provide PSU support to the fan march from Cessnock Subway Station to Ibrox Stadium. BTP colleagues, on both occasions, have been represented in the Event Room by Superintendent Chris Shields.

Specialist Crime Division

On the 31 March 2025, BTP obtained access to the Interim Vulnerable Persons Database (iVPD). Access was granted to the incident on a page (i-Page) and nominal on a page (n-Page) functions, which are view only pages and do not allow editing. This provides BTP with access to all vulnerability data held in relation to nominals and incidents (Concern Reports) held on iVPD, other than Restricted Incidents.

As a national law enforcement agency BTP Scotland having responsibility for policing the rail network in Scotland. As vulnerable people travel on the rail network just the same as non-vulnerable people, by sharing our safeguarding information, vulnerable individuals who encounter BTP at a time of need will be better protected and supported.

The sharing of iVPD data with BTP will benefit Police Scotland in terms of demand on Police Scotland's C3 National Database Enquiry Unit by removing current safeguarding data requests. There is no proposed change to how Police Scotland deals with BTP referrals regarding vulnerable individuals found on the rail network.

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Report to: Scottish Railways Policing Committee

Date: 4 June 2025

Subject: Annual Review / Workplan and Terms of Reference

Sponsor: Head of Legitimacy and Performance

For: Decision

200 Buckingham Palace Road
London
SW1W 9TJ

E: btpa-enquiries@btp.police.uk

www.btpa.police.uk

Introduction

1. At this point in the annual Committee cycle, Members have the opportunity to review both your Committee Workplan, and your Committee Terms of Reference. These are both provided as annexes to this report as Annex 1 and Annex 2.
2. In reviewing your proposed workplan and existing terms of reference Members are asked to comment on and ultimately endorse the following principles,
 - a. The adoption of tiers within the workplan, to maximise the level of scrutiny afforded by the Committee. These tiers are
 - i. Tier 1 / Committee Business
 - ii. Tier 2 / Member Engagement undertaken in between meetings of the Committee.
 - iii. Tier 3 / BTPA Executive engagement with BTP in between meetings of the Committee.
 - b. The adoption of a multi year approach to the Committee Workplan, to mirror the cycle of the BTPA Policing Plan (2025-27). BTPA Executive hope that this approach will ensure all areas due for oversight are given adequate scrutiny by the Committee, whereas previously lower risk / lower impact areas have sometimes been excluded from a condensed annual approach to work planning.

Tier 1 / Committee Business

3. Your Committee meets at least four times per year, with a core list of standing and administrative items which require, broadly, just over one hour to consider (see Standing / Administrative Items listed for each meeting in the annexed Workplan). This time commitment leaves the agenda free for a further two to three topical items at each meeting – the proposed workplan has been populated accordingly.
4. You would continue to consider your workplan at each meeting to ensure it remained fit for purpose. To build in flexibility, Members could choose leave one item of topical business at each meeting vacant, to allow a decision to be made on a quarterly basis on any topical issues to be brought to Committee.

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Tier 2 / Member Engagement

5. Members are invited to consider which areas of Committee business they would wish to undertake engagement on in between meetings of the Committee. These could include,
 - a. Issues which are considered on an annual basis at Committee, where Member Engagement during the course of the year could enhance the level of scrutiny afforded to that issue at the point at which it is considered by the wider Committee.
 - b. Attendance at Force-level governance forums. This engagement should be consistent, but time limited to ensure adequate Member scrutiny, whilst also respecting the operational independence of the Force.
 - c. Thematic engagement on a topic that either BTPA or BTP feels warrants greater Member involvement and/or support.
 - d. In addition to any Member feedback on the above the BTPA Executive can recommend a programme of Committee Engagement that can be reviewed alongside the Workplan at each meeting.

Tier 3 / BTPA Executive Engagement

6. Staff of the BTPA Executive routinely attend Force-level meetings at which issues within the remit of the Committee are discussed. To date, summaries of elements of this oversight has been uploaded to *Board Intelligence* on an ad hoc basis.
7. Going forward, greater emphasis will be given by the BTPA Executive to consolidating this feedback and providing it to Members in a format that ensures it clearly contributes to the wider scrutiny provided by the Committee.
8. BTPA Executive will continue to liaise with SPA Corporate counterparts on SRPC matters, across all tiers of engagement.

Terms of Reference

9. Members are invited to provide any comments on their existing terms of reference. For completeness, the Memorandum of Understanding between BTPA and SPA has been provided to Members as background reading.

Recommendations

That Members,

10. Comment on and, subject to any comments, endorse both the tiered framework for Committee scrutiny and the proposed multi-year approach to Committee Work Planning.
11. Comment on any preferred areas for Member Engagement.
12. Comment on the Committee’s terms of reference

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Scottish Railways Policing Committee Workplan 2025/26 and 2026/27

[June 2025]

2025/26

19 September 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. Any Other Business 	<ol style="list-style-type: none"> 12. BTP All People Survey [BV Themes: Vision and Leadership / Performance Management / Equality] 13. Legitimacy risk thematic – Use of policing powers [BV Theme: Equality] 14. Integrated Security and Policing Pilot [BV Theme: Effective Partnerships / Performance Management]

25 November 2025	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Policing Plan Performance 6. Joint Working 7. Industry Voice 8. Audit and Inspections Update 9. Workplan 10. Any Other Business 	<ol style="list-style-type: none"> 11. Annual Refresh – Policing Plan [BV Themes: Vision and Leadership / Effective Partnerships] 12. Annual Passenger and Rail Staff Survey update [BV Theme: Effective Partnerships] 13. External Scrutiny – Scotland specific themes [BV Themes: Effective Partnerships / Governance and Accountability / Equality]

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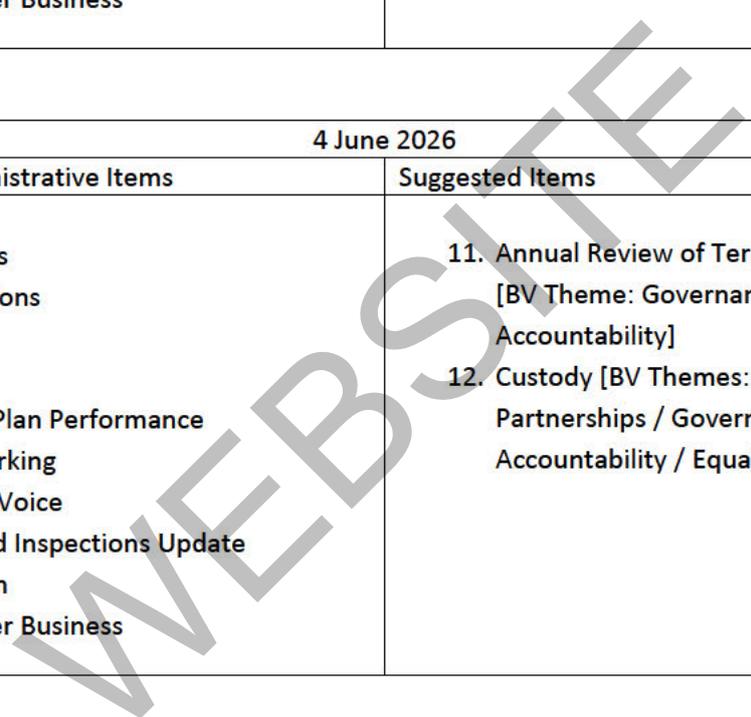
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10 March 2026	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Strategic Risk 6. Policing Plan Performance 7. Joint Working 8. Industry Voice 9. Audit and Inspections Update 10. Workplan 11. Any Other Business 	<ol style="list-style-type: none"> 12. Annual Report – Best Value (inc. Evaluation Framework) 13. BTP Disruption update [BV Theme: Performance Management] 14. Transport Focus in Scotland [BV Theme: Effective Partnerships]

4 June 2026	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Policing Plan Performance 6. Joint Working 7. Industry Voice 8. Audit and Inspections Update 9. Workplan 10. Any Other Business 	<ol style="list-style-type: none"> 11. Annual Review of Terms of Reference [BV Theme: Governance and Accountability] 12. Custody [BV Themes: Effective Partnerships / Governance and Accountability / Equality]

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2026/27

Quarter 1 – Date TBC	
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. Any Other Business 	<ol style="list-style-type: none"> 12. Legitimacy risk thematic – Use of policing powers [BV Theme: Equality] 13. County Lines [BV Themes: Performance Management / Effective Partnerships]

Quarter 2 – Date TBC	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Policing Plan Performance 6. Joint Working 7. Industry Voice 8. Audit and Inspections Update 9. Workplan 10. Any Other Business 	<ol style="list-style-type: none"> 11. Annual Refresh – Policing Plan [BV Themes: Vision and Leadership / Effective Partnerships] 12. Annual Passenger and Rail Staff Survey update [BV Theme: Effective Partnerships]

Quarter 3 – Date TBC	
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 	<ol style="list-style-type: none"> 12. Annual Report – Best Value (inc. Evaluation Framework)

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10. Workplan 11. Any Other Business	
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Quarter 4 – Date TBC	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Policing Plan Performance 6. Joint Working 7. Industry Voice 8. Audit and Inspections Update 9. Workplan 10. Any Other Business 	<ol style="list-style-type: none"> 11. Annual Review of Terms of Reference [BV Theme: Governance and Accountability]

Suggested items for inclusion on future agendas

Relevant Strategic Risk Deep Dives

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

Best Value Themes and proposed Committee coverage

Best Value Theme	Standing Items	Suggested Items
Vision and leadership	<ul style="list-style-type: none"> • Quarterly Policing Plan Performance • Quarterly Joint Working update • Industry Voice 	<ul style="list-style-type: none"> • BTP All People Survey (2025/26 Q1) • Policing Plan Review (Annual: Q2)
Governance and Accountability	<ul style="list-style-type: none"> • Quarterly agendas / papers / meetings available to public • Quarterly Policing Plan Performance • Quarterly Joint Working update • Quarterly Audit and Inspections Update • Quarters 1/3: Strategic Risk 	<ul style="list-style-type: none"> • Annual Review – Terms of Reference (Annual: Q4) • External Scrutiny – Scotland specific themes (2025/26 Q2) • Custody (2025/26 Q4)
Effective Use of Resources		<ul style="list-style-type: none"> • Annual Report – Best Value (Annual: Q3)

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<p>Effective Partnerships</p>	<ul style="list-style-type: none"> • Quarterly Policing Plan Performance • Quarterly Joint Working update • Quarterly Industry Voice • Annual Rail Staff / Passenger Survey updates 	<ul style="list-style-type: none"> • Policing Plan Review (Annual: Q2) • Transport Focus in Scotland (2025/26 Q3) • Integrated Security and Policing Pilot (2025/26 Q1) • External Scrutiny – Scotland specific themes (2025/26 Q2) • Custody (2025/26 Q4)
<p>Performance Management</p>	<ul style="list-style-type: none"> • Quarterly Policing Plan Performance • Quarterly Joint Working update 	<ul style="list-style-type: none"> • BTP All People Survey (2025/26 Q1) • BTP Disruption update (2025/26 Q3) • Integrated Security and Policing Pilot (2025/26 Q1)
<p>Cross Cutting Theme Sustainability</p>		
<p>Cross Cutting Theme Equality</p>		<ul style="list-style-type: none"> • BTP All People Survey (2025/26 Q1) • Legitimacy risk thematic – Use of policing powers (Annual: Q1) • External Scrutiny – Scotland specific themes (2025/26 Q2) • Custody (2025/26 Q4)

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British Transport Police Authority
The Scottish Railways Policing Committee

Terms of Reference

Definition

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

Background

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

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

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

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

Purpose and Scope

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

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

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

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

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

Responsibilities

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

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

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

To scrutinise BTP's public and stakeholder engagement work.

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

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

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

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

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

Meetings

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

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

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

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

Stakeholder engagement

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

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

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

Reporting

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

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

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

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

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

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

Membership and Attendees

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

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

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

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

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

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

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Secretariat

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

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

Governance

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

Effectiveness and evaluation

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

The Committee will be open to external evaluation of its work and the extent to which accountability is enhanced for railway policing in Scotland, and against the design principles¹ 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.

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

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