

[5 March 2024] Agenda Pack / Scottish Railways Policing Committee

MEETING
5 March 2024 11:00 GMT

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WEBSITE

Agenda

Location: Hybrid / Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 & Microsoft Teams
 Date: 5 Mar 2024
 Time: 11:00 GMT

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5	Strategic Risk	Deputy Chief Constable	11:15	17
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6	Policing Plan Performance Q3 2023/24	Deputy Chief Constable and Chief Superintendent	11:30	25
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8	Thematic / Responding to Mental Health	DCI Arlene Wilson	11:50	35
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10	Net Zero Carbon Strategy Update	Deputy Director - Commercial and Estate Services	12:30	46
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11	Audit and Inspections Update Q3 2023/24	Deputy Chief Constable	12:45	58
12	Committee Workplan	Head of Partnerships, Legitimacy and Performance	13:00	62
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14	Any Other Business	All		-
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Minutes

Scottish Railways Policing Committee

Wednesday 22 November 2023 at 11.00am the Scottish Police Authority, 1 Pacific Quay, Glasgow, G51 1DZ and via Microsoft Teams

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Present:

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

Apologies:

None

In attendance:

British Transport Police Authority
 Iain Whyte (Observing)

British Transport Police Authority Executive
 Hugh Ind (Chief Executive)
 Kate Carr (Project Director)
 Jon Newton (Analyst)
 Alistair MacLellan (Board Secretary / Minutes)

British Transport Police
 Alistair Sutherland (Deputy Chief Constable)
 Allan Gregory (Assistant Chief Constable)
 Gill Murray (Chief Superintendent)
 Ash Auger (Head of Analytics and Insight)
 Victoria Graham (Staff Officer to Ch Supt Murray)
 Rebecca MacMillan (Insight Analyst)
 Calum McNairney (External Affairs Advisor)
 Adam Swallow (Chief Inspector – Disruption and Drones)

Scottish Police Authority Corporate
 Sam Curran (Operational Policing Policy Lead)
 Lesley Carnegie (Performance and Impact Lead)

Police Service of Scotland
 Hilary Sloan (Chief Superintendent)

External
 Chris Horton (Superintendents' Association)

Michael Jackson (Scottish Government)
Mark Marshallsay (BTP Federation)
Brian McNulty (His Majesty's Inspector of Constabulary in Scotland)
Billy Menzies (Caledonian Sleeper)

Apologies

Agenda Item 1

1. There were no apologies.
2. The Chair welcomed new BTPA Member Iain Whyte to the meeting as an observer, noting that Iain would shortly be taking the Chair of the Committee as the BTPA Member for Scotland.

Declarations

Agenda Item 2

3. There were no declarations.

Minutes

Agenda Item 3

4. **RESOLVED**, that the minutes of the meeting held on 14 September 2023 be approved.

Actions

Agenda Item 4

5. Members considered actions arising from previous meetings and the following points were made.
 - a. **Action 12/2023: BTP Staff and Passenger Survey(s) Action Plan.** Members noted that this had been provided as a late background paper, and agreed the action could be closed.
 - b. **Action 13/2023: Vetting.** Members noted an update would be provided at Item 8.1 (Audit and Inspections Update) and agreed this action could be closed.
 - c. Members agreed that Action 16/2023, Action 17/2023 and 18/2023 could be closed.
6. **RESOLVED**, that the report be noted.

Strategic Risk

Agenda Item 5

7. Members considered Strategic Risk slides and the following points were made.
- a. The Chief Executive noted that two risks remained Red (Legitimacy and Income) and that Members could expect a Committee-specific product at their next meeting.
 - b. In response to a question, the Chief Executive replied that engagement with the National Enabling Programme had contributed to the reduction in the Technology risk. The Deputy Chief Constable added that Force investment in Technology over the past 12-16 months had also contributed to the risk reduction.
 - c. The Chair commented that he had consistent feedback from frontline officers that their Technology had improved.
8. **RESOLVED**, that the report be noted.

Operational Performance

Agenda Item 6

Policing Plan Performance Q2 2023/24

Agenda Item 6.1

9. Members considered a report on Policing Plan Performance for Q2 2023/24 and the following points were made.
- a. The Chief Superintendent introduced the report and noted,
 - i. There had been a 15% rise in overall crime year-to-date, with theft of passenger property up, alongside cycle theft.
 - ii. The Force was working with Police Scotland to ensure effective Christmas plans for rail hubs.
 - iii. D Division had welcomed eight new starters, of whom two were female. Two D Division officers had transferred to Police Scotland. D Division leadership continued to review diversity within the Division.
 - iv. Violence against passengers was down, but violence against rail staff had increased.
 - v. There had been an increase in football related crime albeit the numbers involved were low. There would be a resource challenge going forward to deploy cross-border resources.
 - vi. Knife arches had been deployed during Q2 with favourable comments from local authorities and MSPs.
 - vii. The number of staff assaults reflected a spike in June 2023 – more thought was required on how the Force could address this.

- viii. The number of Violence Against Women and Girls (VAWG) offences was in line with the Force's drive to increase reporting.
 - ix. Fatalities were up seven on year, with vulnerability being underpinned by a unique geographical challenge in Scotland.
 - x. Members were asked to note the highest hand back time year-to-date related to an incident at Lockerbie which took 163 minutes.
- b. In response to a question, the Chief Superintendent acknowledged that hate crime and sex crime figures for Police Scotland were stabilising, but noted that equivalent Force figures were low numbers by comparison and concentrated at rail hubs, which made a direct comparison with Police Scotland difficult.
 - c. In response to a question, the Chief Superintendent confirmed that the Force liaised with partner organisations where appropriate e.g. a recent NHS roundtable to identify lessons learned on mental health.
 - d. In response to a question, the Chief Superintendent noted that the Force was heavily engaged with industry to address violence against rail staff, and industry itself was focused on rolling out body-worn video.
 - e. In response to a question, the Chief Superintendent corrected reference to sexual assaults within the report and noted that 9% of assaults were directed at men.
 - f. In response to a question, the Chief Superintendent confirmed that anti-social behaviour was a continuing priority for her, albeit the issue in a railways context was that it was a seasonal issue.
 - g. In response to a question, the Chief Superintendent confirmed that Operation Overhand (BTP response to Israel-Hamas conflict) was a resource pressure on D Division with wellbeing implications for officers given cancellation of rest days etc. The Deputy Chief Constable developed this point, noting that the Force had a limited pool of Level 2 public order-trained officers which meant cancelled rest days, a focus on weekend response at the expense of mid-week business-as-usual activity. Senior leadership within the Force was reviewing from a strategic work planning perspective what skills were mandated for officers going forward.

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

Police Scotland / British Transport Police Joint Working

Agenda Item 6.2

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

- a. 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) (Action 19/2023).

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

Strategy, Planning and Thematic Items

Agenda Item 7

D (Scotland) Division Policing Plan 2024/25 Annual Review

Agenda Item 7.1

13. Members considered a paper regarding D (Scotland) Division Policing Plan 2024/25 Annual Review and the following points were made.

- a. The Chief Executive noted that anti-social behaviour was a salient issue and queried whether the Committee felt it was adequately dealt with in the proposed Plan metrics. He encouraged Members to also reflect on what metrics they wanted the Committee to focus on going forward (Action 20/2023).
- b. In response to a question, the Chief Superintendent referred to the Divisional staff confidence action plan and noted she was confident this would lead to improved reporting in the next rail staff survey. The Deputy Chief Constable added that his Chief of Staff had been tasked with developing a baseline assurance plan across all BTP Divisions to improve visibility, engagement and assurance on the rail network.
- c. In response to a question, the Deputy Chief Constable noted that Force ambitions for the use of drones to deal with Disruption were subject to funding and changes to legislation. The Chief Inspector – Drones and Disruption noted that Network Rail's Control Period 7 included plans for a Network Rail drone unit in Scotland.
- d. A Member noted he would welcome a briefing from the BTPA Project Director and the Chief Superintendent on the context underpinning the chosen Divisional key performance indicators (Action 21/2023)

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

Thematic: Trespass

Agenda Item 7.2

15. Members considered a thematic report on Trespass in Scotland and the following points were made.

- a. The Chief Inspector – Disruption and Drones introduced the report and noted,
- i. The Force and Network Rail had differing interpretations on what constituted Trespass which made it difficult to build an accurate picture of Trespass on the railway.
 - ii. Whereas Hamilton Central was a hotspot for Trespass, it was not an issue restricted to rail hubs.
 - iii. Wider societal changes and reduced funding had the potential to manifest as increased Suicide Prevention and Mental Health commitments for the Force.
 - iv. Increased CCTV coverage and increased train movements post-COVID meant more Trespass was being detected.
 - v. The joint Force and Network Rail Disruption Fusion Unit (NFDU) was referenced in the Force’s Control Strategy and served to identify hotspots.
 - vi. The Force was liaising with Network Rail to develop a route crime strategy.
 - vii. There was potential funding for a drone unit based in Glasgow, with a beyond-visual-line-of-sight (BVLOS) drone pilot at the Forth Bridge.
 - viii. Front-facing CCTV was being introduced on all trains in 2024 which would be streamed directly to the Force.
 - ix. A Disruption Continuing Professional Development product was being introduced within the Force.
 - x. The Drones and Disruption Team was working with the Criminal Justice Unit to better articulate the impact of Disruption on industry when making charging decisions.
- b. In response to a question, the Chief Inspector replied that he would welcome more barriered stations and increased CCTV as means for combating Disruption.
- c. All present noted they would welcome an Industry Voice item on Trespass at a future meeting, with a targeted invitation to a Network Rail representative to attend (Action 22/2023).
- d. 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 (Action 23/2023).
- e. In response to a question, the Chief Inspector confirmed that guidance on Disruption was shared with Police Scotland.
- f. The Chief Executive commented that the introduction of a extra team to address Disruption could be signed-off by the Force’s Chief Officer Group.

- g. An industry representative observing the meeting noted some industry measures to address Disruption, including the introduction of trackside fencing.
- h. An Assistant Chief Constable emphasised the link between Trespass and Anti-Social Behaviour.
- i. A Member welcomed the additional context provided in the Chief Inspector's verbal presentation and noted she would welcome a written summary of his key points to complement the thematic report (Action 24/2023).

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

Annual Report / Providing Value for Money (Best Value) for Scotland

Agenda Item 7.3

17. Members considered an annual report on Providing Value for Money (Best Value) for Scotland and the following points were made.

- a. The Chief Executive introduced the report, noting this was the fourth year that one had been provided to the Committee in line with its design principles. He encouraged Members to choose any element to focus on at future meetings. He acknowledged that the section on Sustainability was threadbare.
- b. A Member commented that the indirect costs referenced within the report were undoubtedly crucial to effective operational delivery in Scotland. He queried whether the proportion of direct/indirect costs was the same across all BTP Divisions (Action 25/2023).
- c. A Member welcomed the framework albeit felt it was repetitive. She felt that the assessment offered under Theme 4 – Partnerships did not do the Force justice given the level of work D Division did with charities and the third sector, and suggested this theme could be scrutinised more closely at a future meeting (Action 26/2023).

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

Industry Voice

Agenda Item 7.4

19. The BTPA Project Director noted this item was a placeholder in the event industry attendees wished to bring issues of interest to the attention of the Committee.

Audit, Inspection and Governance Items

Agenda Item 8

Audit and Inspections Update Q2 2023/24

Agenda Item 8.1

20. Members considered the Audit and Inspections Update Q2 2023/24 and the following points were made.

- a. The Deputy Chief Constable introduced the report and noted,
 - i. The Force was currently 97% compliant with service level agreements.
 - ii. Subject to quality assurance, the Force would shortly be closing 9 recommendations relating to Vetting.
 - iii. 58 Government Internal Audit Agency / His Majesty's Inspectorate of Constabulary, Fire and Rescue Services were open from an overall total of 345, with a further 72 tracked recommendations from national inspections.
 - iv. His Majesty's Inspectorate of Constabulary in Scotland had recently recommended in its thematic review of policing of mental health that the Force should have access to Police Scotland's interim vulnerability database.
 - v. A Governance Health Check of Edinburgh Waverley had identified store management and governance as excellent.
 - vi. Some issues with Crime Related Incident compliance was largely due to new staff in post.
- b. In response to a question, the Deputy Chief Constable acknowledged that the Force was operating with a high number of temporary ranks – this had been mitigated in part by a recent round of promotion boards. He was conscious more work remained to be done to improve representation across more senior ranks.

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

Committee Workplan 2023/24

Agenda Item 8.2

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

- a. The BTPA Project Director noted that the workplan and longlist of items for each future meeting was designed to meet the Committee's design principles. Nevertheless, planned agendas for future meetings risked being congested and so Members were encouraged to let her know which areas remained of interest (Action 27/2023).

- b. The Chair directed that future letters by the SRPC Chair to the Convenor of the Justice Committee should be shared with Members.
- c. A Member noted that she would welcome an item on Crisis to Care / Force response to mental health at a future meeting, in light of the recent HMICS thematic report (Action 28/2023).

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

Evaluation Framework

Agenda Item 8.3

24. Members considered the evaluation framework and the following points were made.

- a. The Analyst noted that the framework was graded largely Green, and that lines had been added for Best Value and Industry Engagement.
- b. The Chief Executive queried whether there was enough evidence for sustained engagement to demonstrate effective working with stakeholders, whilst acknowledging there was some evidence on the agenda e.g. Policing Plan engagement.

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

Any Other Business

Agenda Item 9

New BTPA Members

26. The Chair noted that a further five Members had been appointed to the British Transport Police Authority, subject to vetting.

New Scottish Railways Policing Committee Chair

27. The Chair noted that this was his last meeting in the chair now that Iain Whyte had been appointed as BTPA Member for Scotland. He thanked Members for their support during his time as interim chair and noted Iain Whyte would take the chair immediately on conclusion of the meeting.

Meeting Evaluation

Agenda Item 10

28. Those present delivered an evaluation of the meeting and the following points were made.

- a. Papers were concise, focused and had been issued on time.

- b. The use of percentages in Divisional Policing Plan reporting was not helpful, given the low numbers involved.
- c. Contributions from those present had been positive.
- d. An SPA Member complimented those present on their candidness and openness.
- e. Horizon scanning could feature more explicitly on the Committee workplan e.g. likely impact on recent policy decisions regarding HS2 and implications for Scotland (Action 29/2023).

The meeting ended at 1.07pm.

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No.	Date	Action/Paper	Owner	Outcome
18/2022	13 December 2022	The Committee agreed it would be appropriate for BTPA/SPA and their respective Forces to liaise to determine how best to define who was responsible for policing a cyber-attack on railway infrastructure and providers	BTPA Executive	<p>Recommended for Closure</p> <p>The National Crime Agency's (NCA) National Cyber Crime Unit (NCCU) provides leadership and coordination of the response to incidents, supported by a network of dedicated Regional Cyber Crime Units (RCCUs) in each of England and Wales' nine police regions, in partnership with their counterparts in Police Scotland, Police Service of Northern Ireland, as well as the British Transport Police and Metropolitan Police Service's Cyber Crime Units.</p> <p>The response to cyber crime is approached as a 'UK network' and the investigating Force or agency is dictated by the location, nature, and severity of the problem. The NCCU will work with the Cyber Network, of which BTP and Police Scotland are part, to help coordinate a response. This ensures all incidents have a coordinated response rather than RCCUs or Forces dealing in isolation with incidents which could potentially be linked. It would be the responsibility of this NCA network to coordinate any incident, including determining respective responsibilities and command arrangements. The network operates across the UK, whilst respecting the devolution of policing in Scotland and Northern Ireland. Practically, for offences in Scotland, Police Scotland and BTP would discuss primacy and then support as required. Its highly likely</p>

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				that offences impacting Scotland more widely would be led by Police Scotland. DCI Sam Painter will attend the meeting to answer any queries prompted by this update.
9/2023	1 June 2023	To ensure future iterations of the strategic risk overview report be informed by Scotland-specific risk and relevant outcomes of the July 2023 BTPA risk workshop.	BTP Audit and Assurance Manager / BTPA Risk and Assurance Manager	Completed First iteration of SRPC-specific Strategic Risk product on March 2024 agenda. Member feedback welcome.
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	In Progress BTPA Executive, SPA Corporate and BTP External Affairs continue to liaise to secure an introductory meeting.
20/2023	22 November 2023	The Chief Executive noted that anti-social behaviour was a salient issue and queried whether the Committee felt it was adequately dealt with in the proposed Policing Plan metrics. He encouraged Members to also reflect on what metrics they wanted the Committee to focus on going forward	Head of Partnerships, Legitimacy and Performance	Recommended for Closure Members are invited to reflect on this action when they consider Policing Plan Performance Q3 2023/24.
21/2023	22 November 2023	A Member noted he would welcome a briefing from the BTPA Project Director and the Chief Superintendent on the context underpinning the chosen Divisional key performance indicators.	Head of Partnerships, Legitimacy and Performance	Completed Incorporated into Chair's Induction Programme
22/2023	22 November 2023	All present noted they would welcome an Industry Voice item on Trespass at a future meeting, with a targeted invitation to a Network Rail representative to attend.	Head of Partnerships, Legitimacy and Performance	Completed Network Rail invited to March 2024 meeting.

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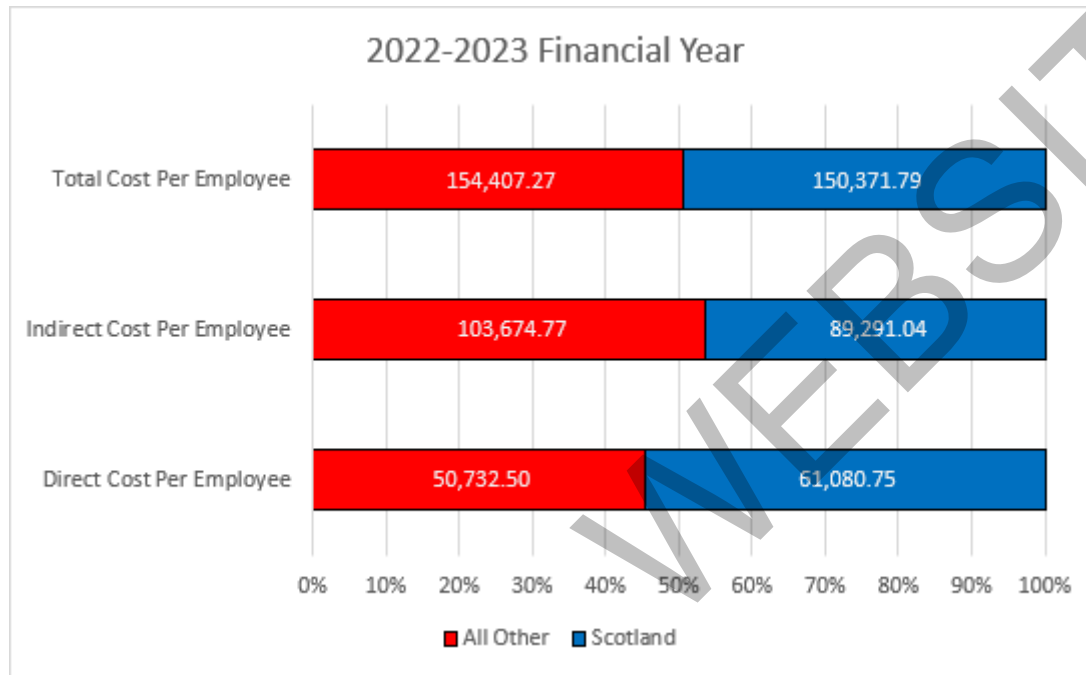
23/2023	22 November 2023	The Deputy Chief Constable was conscious that the Force needed to share its consultation plan for the use of drones with both the Authority and the Committee in particular	Deputy Chief Constable	In Progress BTP are currently evaluating whether to conduct their own public consultation or align with Police Scotland's 2022 Drone Consultation.
24/2023	22 November 2023	A Member welcomed the additional context provided in the Chief Inspector's verbal presentation and noted she would welcome a written summary of his key points to complement the thematic report	Chief Inspector – Disruption and Drones	Completed Provided as a Background Paper on 17 January 2023
25/2023	22 November 2023	A Member commented that the indirect costs referenced within the Annual Report on Value for Money were undoubtedly crucial to effective operational delivery in Scotland. He queried whether the proportion of direct/indirect costs was the same across all BTP Divisions	Head of Partnerships, Legitimacy and Performance	Recommended for Closure See infographic at foot of document – Members to review and agree whether or not to close action.
26/2023	22 November 2023	A Member welcomed the Evaluation Framework albeit felt it was repetitive. She felt that the assessment offered under Theme 4 – Partnerships did not do the Force justice given the level of work D Division did with charities and the third sector, and suggested this theme could be scrutinised more closely at a future meeting.	Head of Partnerships, Legitimacy and Performance	Recommended for Closure To be incorporated into SRPC workplan.
27/2023	22 November 2023	The BTPA Project Director noted that the workplan and longlist of items for each future meeting was designed to meet the Committee's design principles. Nevertheless, planned agendas for future meetings risked being congested and so Members were encouraged to let her know which areas remained of interest.	Head of Partnerships, Legitimacy and Performance	Recommended for Closure Members are invited to comment on Workplan on the agenda.
28/2023	22 November 2023	A Member noted that she would welcome an item on Crisis to Care / Force response to mental health at a future meeting, in light of the recent HMICS thematic report.	Head of Partnerships, Legitimacy and Performance	Completed SPMH Thematic on March 2024 agenda

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29/2023	22 November 2023	Horizon scanning could feature more explicitly on the Committee workplan e.g. likely impact on recent policy decisions regarding HS2 and implications for Scotland	Head of Partnerships, Legitimacy and Performance	Recommended for Closure To be incorporated into SRPC workplan.
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Action 25/2023 Response



Numerical data is derived from the cost allocation model. Total cost per employee is lower in Scotland than elsewhere. Indirect cost apportionment is driven by headcount. Direct cost per officer is slightly higher in Scotland driven by an absence of PCSOs and a workforce which is on average longer in service.

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Scotland Performance Report 2023-24: Quarter 3 (Q3)

With a higher passenger footfall, additional services, and less industrial action, 2023-24 is perhaps the first example of a post-COVID 'new normal' for the railway. As shown in Appendix 1.1, there has been a higher volume of recorded crime throughout the Performance year and Q3 reflected this trend (+50%; 192 on '22). Festive plans aligned to key priority crime areas were implemented throughout December to increase reassurance through visibility. Latest footfall data (Q2) shows a decrease in crimes per million passenger journeys from Q1 (-1 crime) despite an increase in passenger journeys.



21.1 million passenger ScotRail journeys. 371 notifiable crimes recorded for ScotRail in Q2 (Q2 Jul - Sep '23)



18 crimes per million passenger ScotRail journeys (Q2 Jul - Sep '23)



33 Crimes per million KM ScotRail journeys (Q2 Jul - Sep '23)

Workforce Overview

In Q3, one officer retired after 32 years of service and two Special Constables left the Division. In January, 12 new starters joined the workforce and at present, just under 20% of workers identify as female and 3% as an ethnic minority. The Scottish Welfare and Inclusion Group (SWIG) promotes fairness in the workplace and considers the needs of the diverse communities BTP serve in Scotland. Specialised training courses continue to ensure that Scotland has a specialist, multi-skilled workforce and the first annual Scottish Divisional Commanders Award ceremony at the end of November recognised special achievements of divisional officers.

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

Year to date, violent crime is higher than in '22 (+13%, 51). Increases were seen in violence with and without injury in Q3. In 73% of all violent incidents YTD, there has been no injury sustained by the victim and where injury has occurred, just 4% has been Serious Assault (17). With 59% of the Serious Assault cases committed during Q1, the start of the year remains the peak for offending. While physical violence towards rail staff is up by 10% overall, there was a 34% reduction for staff victims in Q3 (-10 vs Q2). Staff incidents involving even minor injury are rare and there was just one incident in Q3. Regular engagement with Scotrail provides opportunity to discuss incidents, provide crime updates and review ensures learning & feedback is provided. The in-person BTP briefings to frontline ScotRail staff continued following positive feedback and, in December, inputs were given to ScotRail's *Travel Safe Team* and LNER staff.

With 112 crimes solved in the violence and weapon categories and weapon-enabled violence having a 100% solved rate, the Division maintained strong performance throughout Q3. While weapon offences are up 17% this year (+10), weapon-related violence is low (7). During Q3, there were 13 individuals charged for weapon offences, including a male arrested for brandishing a knife during an argument at Dalreoch on 20th December. Several knife arches were deployed during this time as part of an operation around the deterrence of weapons carriage, which provided several positive stop & searches and arrests.

BTP are committed to creating a hostile environment for violence with on-train patrols and joint working continuing over the festive period to deter & prevent crime and provide reassurance to both passengers & staff. Festive patrol plans focussed particularly on later services throughout December and partnership with local Police increased resources to help tackle high harm offending.

Tackle the Crimes and Incidents That Most Impact on Confidence

BTP piloted its new bi-monthly passenger perception survey in October. By offering more regular insight into public opinion, this process will allow for greater alignment between activity & issues that most impact on confidence. The first set of results will be available to review in Q4.

Compared to Q2, the number of ASB incidents requiring BTP attendance fell by 15% (-28 in Q3). On-train policing and partnership working continued to build on the success of the start of the year, with BTP and Police Scotland regularly conducting joint patrols in and around the extensive footprint of busier stations. The multi-agency Inverclyde Community Hub regularly meets to review local crime & safeguarding concerns and create joint deployment plans around local risk. This was recently identified as best practice by the lead MSP for ASB, who indicated this should be rolled out across the country. Similar work takes place between blue light partners and various Council and support organisations via the Renfrewshire

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Hub. Officers continue to engage with young people involved in offending and individuals are directed to support to help break this cycle. The Railway Children project started in October & because of BTP referrals, 15 children and their families were offered support, 8 welfare visits were carried out and 8 children are receiving ongoing support.

Partick Station was recently identified as an emerging location for ASB and disorder and throughout December, there were joint days of action with the *Travel Safe Team*. In the East, partnership work with Police Scotland, TST and charity organisations, including *Street Works*, targeted the Waverley Steps area to tackle a recent rise in ASB and this gained positive feedback from the public and retailers within the station, demonstrating a multi-agency support network to reassure the traveling public. Another recent location for crime has been the area outside Haymarket Station where there has been street drinking, drug misuse and ASB at the cycle racks. Several offences were detected following high visibility & plain clothes patrols and work with Police Scotland ensured reduction rather than simple displacement of crime. Improving CCTV and lighting outside the station is in progress to aid in prevention and detection of future criminality.

During Q3, officers attended meetings at Glasgow Central with gate line staff, retail partners, TOCs & train drivers to encourage timely reporting of low level ASB and thefts. There are currently five active problem-solving plans (PSPs) on Division in place, with some specific for retailers at four locations. In December, focus around ASB and retail crime with Police Scotland further improved interoperability in this area. BTP completed & coordinated an operational investigative response to a series of thefts of high value spirits from freight containers between Mossend and Liverpool. Through industry liaison, the incident location was identified as being on C Division. As a result of cross border work within BTP, the suspects were stopped, and no further thefts have taken place at this time.

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

Reducing VAWG is a core focus for BTP. Analysis of crime data highlights any emerging exceptions or locations for patrols. Trains are escorted in and out of category A locations to increase visibility and provide reassurance with senior officers and support officers joining patrols each month to bolster resources. In December, patrols took place with Police Scotland around Edinburgh, Glasgow Central, Glasgow Queen Street and nearby festive markets, working together promoting safer public transport for women in the city. VAWG detections improved from 59% in Q2 to 68% in Q3.

Reports of sex offences are 60% (27) higher than last year with solved rate increasing by 10% to 68%. BTP are now a White Ribbon accredited partner and have continued to promote this through engagement stalls. On 28th November a day of action regarding the campaign was held with Women's Aid at Dundee Station. In Q3, the promotion and development of the Railway Guardian App continued & with almost 150,000 downloads to date, engagement has grown substantially. The app provides useful tools & guidance on how to be an active bystander (Speak Up, Interrupt) and can be used to report crime & environmental concerns (poor lighting, etc.). In Q3, work to include Scottish specific charities on the app began with the aim of improving local user service. Also, during Q3 a policy workshop for Scottish Government took place around the next steps to ensure a safer public transport system for women and girls in Scotland. This was a well-attended event with exchange of ideas and good practice with colleagues.

Over the past 3 months increased visibility was enacted through an uplift in resources and adjustment to rosters in response to the ongoing situation between Israel & Palestine. This was a Force wide operation with cancelled rest days, extended shifts & mass engagement across all ranks to strengthen intelligence gathering and sharing in this space. Officers were reminded to remain vigilant during several planned protests & to pay attention to locations which served affected communities and places of worship. During this period, hate crime offences rose by 9% (+6) with the solved rate remaining high at 63%. In November, a Hate Crime Awareness month took place as part of BTP 'We Stand Together' campaign, local officers connected with communities through engagement initiatives such as the workshop held at Edinburgh Central Mosque when officers engaged around the issue of Islamophobia and discussed the Guardian App & 61016 text service.

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

BTP continue to respond to vulnerable incidents and safeguard people on the network. Demand around mental health remained high during Q3, and 35 mental health detentions totalled 282 hours of BTP resource time. Local patrols encompass any locations for repeat presenters & as result of intervention work in previous quarters at Glasgow Central, South Clyde, Kilwinning and Paisley, previous repeat presenters are no longer attending. A multi-agency approach is taken for the most

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vulnerable individuals and sanitised briefings to the rail industry are provided where appropriate under the safeguarding strategy.

In the past quarter, days of action at Edinburgh, Aberdeen & Dundee raised awareness around drug trafficking and exploitation on the network. On 7th of November, officers attended St Enochs Square for a joint day of action with Police Scotland and Railway Children in relation to a rise in youth ASB, violence and drugs. Officers engaged with youths regarding their reasons for loitering at the location and this valuable exercise was well received by the public. Recent partnership working has identified several nominals involved in offending who are utilising the network to travel, and these details are shared as part of a multi-agency operation response to child sexual exploitation (CSE) within Glasgow City Centre.

Reducing Disruption on the Network through Collaboration

Disruption incidents are higher than in 22/23 (15.8%, 303). Officers continue to work with Police Scotland, their embedded campus officers & the Travel Safe team to identify emerging incident trends and continued awareness around risk allows officers to respond accordingly. YTD hotspot locations of Hamilton Central and Clydebank saw reductions in incidents involving children in Q3. BTP visited schools to deliver rail safety inputs to reduce youth-related disruption.

As high impact disruption incidents are often linked to safeguarding, there has been a focus on identifying learning opportunities in this area. For example, 'Red Route' crime is still showing a significant increase of 49% on last year due to a single high delay incident at Haymarket in September (1,856 minutes). Safeguarding reports are submitted for these incidents and escalated where required. BTP attend monthly project meetings with Network Rail, Scotrail, Samaritans & train operating companies to discuss recent death by suicide and assess commonality & underlying factors. There is current active engagement at Dunbar which has involved awareness days with rail staff, Samaritans and increased patrols.

Throughout Q3, Officers at Kirkcaldy continued to work with the railway in relation to the new Levenmouth Project. Officer patrols and stakeholder engagement with NWR, Story Rail & Bam Nuttall will continue to identify and address any issues in the phase, before the official opening for passenger services expected in Summer '24.

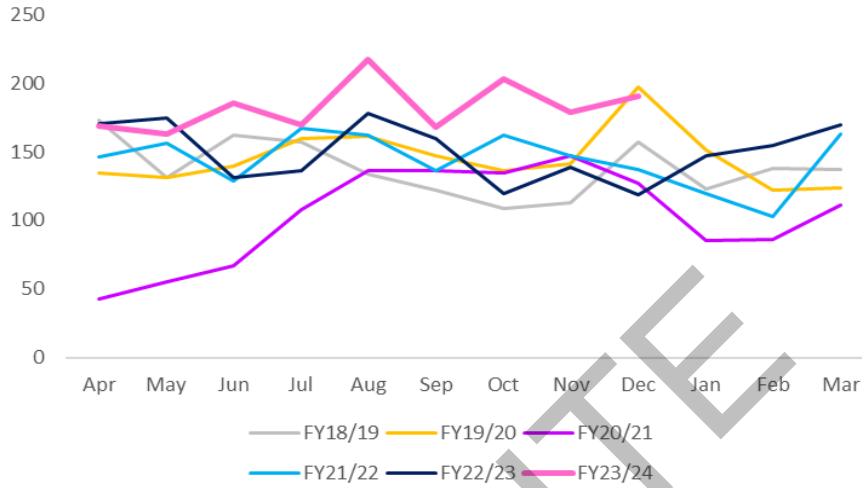
WEBSITE

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Appendix

1. YTD Crime Trend

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

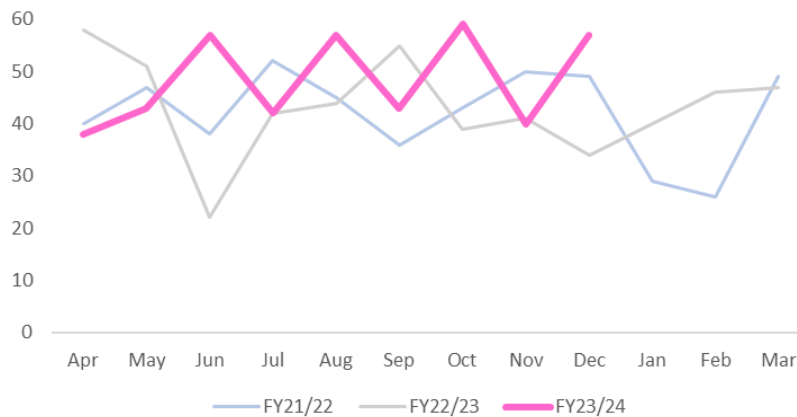


1.2. Total recorded crime (all victims and crime types) by quarter for 2019/20 (pre-pandemic), 2021/22, 2022/23 and 23/24

	2019-20	2021-22	2022-23	2023-24
Q1	406	428	477	519
Q2	468	464	475	555
Q3	474	441	381	573
Q4	397	386	489	

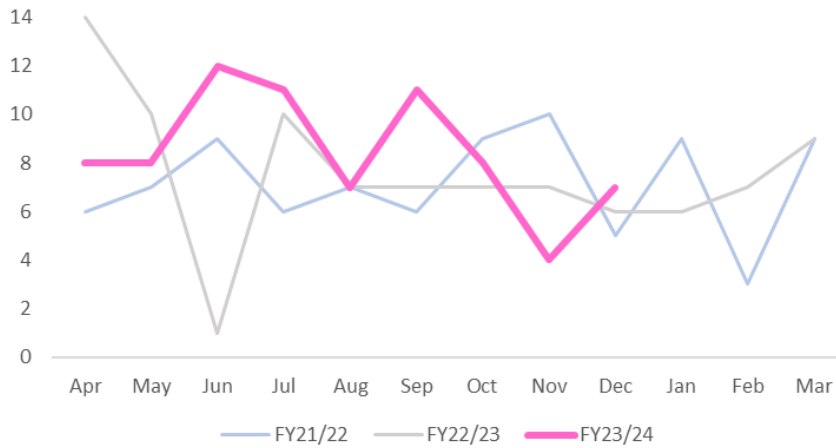
2. Violence Crime Trends

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



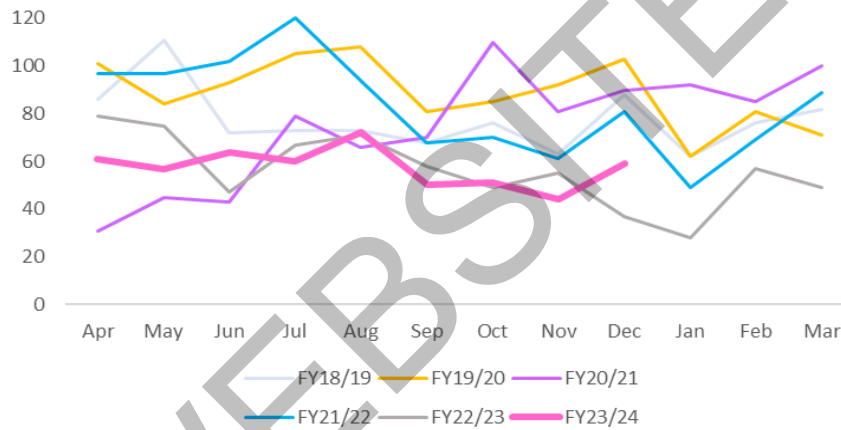
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2.2 Recorded Violence crimes against Rail Staff for the last 3 policing years.



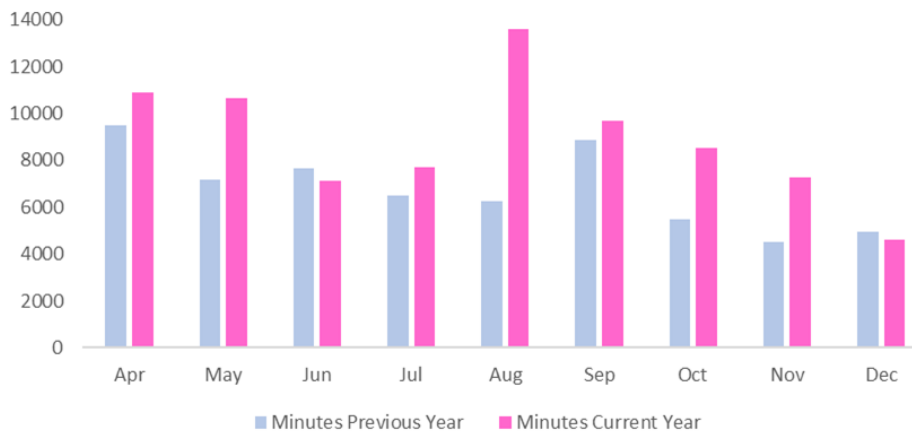
3. Anti-social Behaviour Trends

3.1 Recording ASB incidents (graded immediate & priority) for the last 6 policing years.



4. Disruption Trends

4.1 Disruption delay minutes for current policing year.

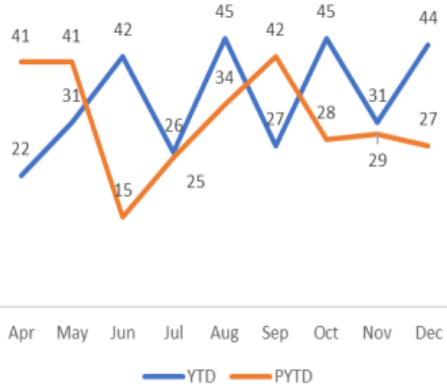


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BTP Force wide Policing Plan Objectives – Q3

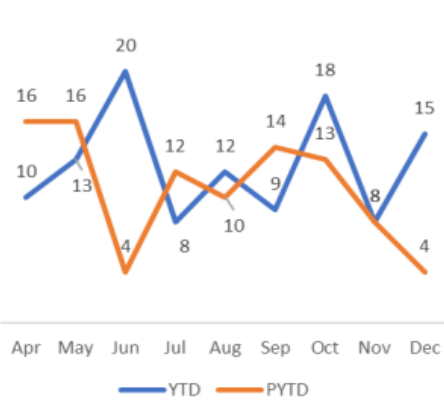
Ensure passengers and staff can work and travel free from the threat of violence

Total Violence Against Passengers



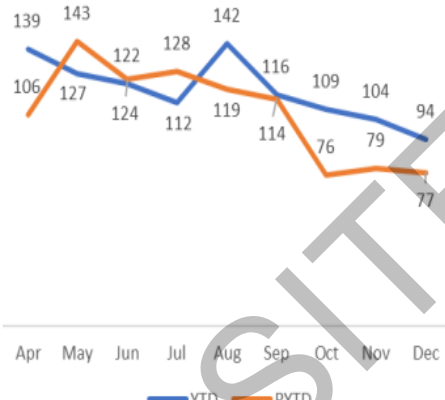
11% from 22/23 **60%** Solved Rate, +9% PY

Serious Violence Against Passengers



16% from 22/23 **66.4%** Solved Rate, +2.5% PY

Public Order (all) Against Passengers



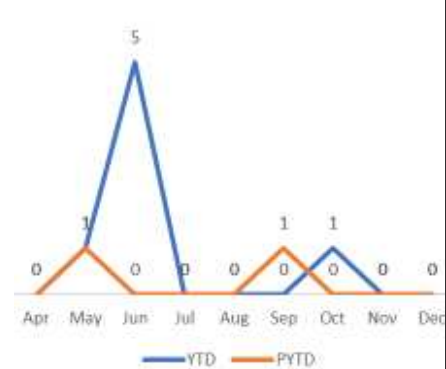
10% from 22/23 **38%** Solved Rate, 0% PY

Robbery



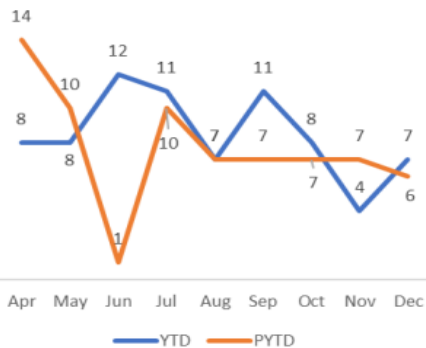
300% from 22/23 **75%** Solved Rate, -25% PY

Weapon-enabled Violence



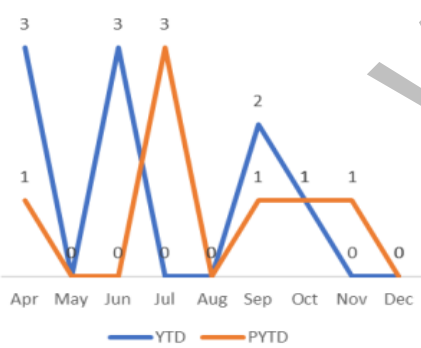
250% from 22/23 **100%** Solved Rate, +50% PY

Total Violence Against Staff



10% from 22/23 **51.3%** Solved Rate, -21.1% PY

Serious Violence Against Staff



29% from 22/23 **44.4%** Solved Rate, -41.3% PY

Public Order (all) Against Staff



19% from 22/23 **35.2%** Solved Rate, +0.7% PY

At the end of Q3, violence against passengers and staff is higher than the same period '22.

Serious violence towards passengers is up 16% and in Q3 there was increase from Q2 (+12). Most assault with injury took place in Q1 (46). Serious violence against staff is low, with a total of 9 crimes YTD.

Within the Serious Violence category, Serious Assault is low with a total of 17 YTD and there have been no cases of Serious Assault against rail staff this year.

Robbery and Weapon-enabled violence remains low on the network in Scotland. June is still the peak month, when 5 weapon-enabled violent crimes were recorded.

Public Order offences have increased (13%, 150) however again this was in Q1, with Q3 showing decreases. There have been 13 Serious Public Order crimes recorded this year and a total of 2 recorded during Q3.

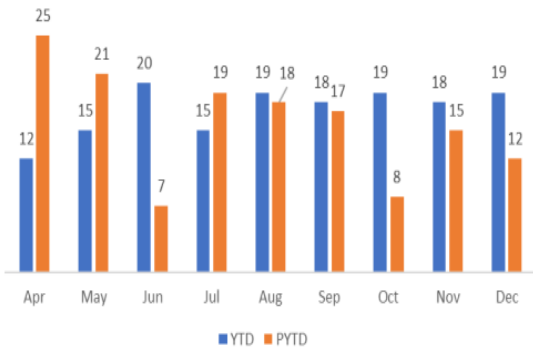
Solved rates have improved for serious violence against passengers despite increase of 16% in crime totals. Robbery and weapon-enabled offences also have high solved rates despite the increase in recorded crime.

BTP Force-wide Policing Plan Objectives – Q3

Data period covers Apr - Dec '23 compared to same period 22/23

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

VAWG



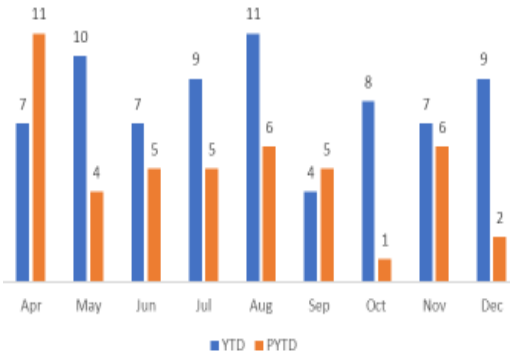
9% from 22/23
62% Solved Rate, -2% PY

Sexual Harassment



-47% from 22/23
50% Solved Rate, +18% PY

Sex Offences



+60% from 22/23
68.1% Solved Rate, +10.3% PY

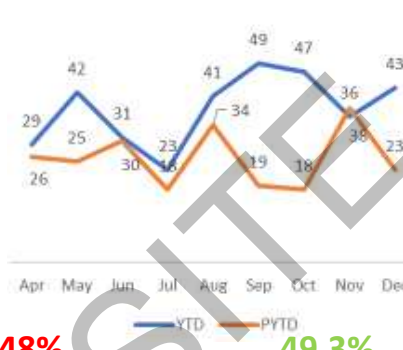
Hate Crime



+29% from 22/23
63% Solved Rate, +15.3% PY

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

Volume Crime - Glasgow Central & Edinburgh Waverley



48% from 22/23
49.3% Solved Rate, +5.1% PY

Volume Crime Glasgow Central



38% from 22/23
50% Solved Rate, +5.1% PY

Volume Crime Edinburgh Waverley



61% from 22/23
48% Solved Rate, +11.4% PY

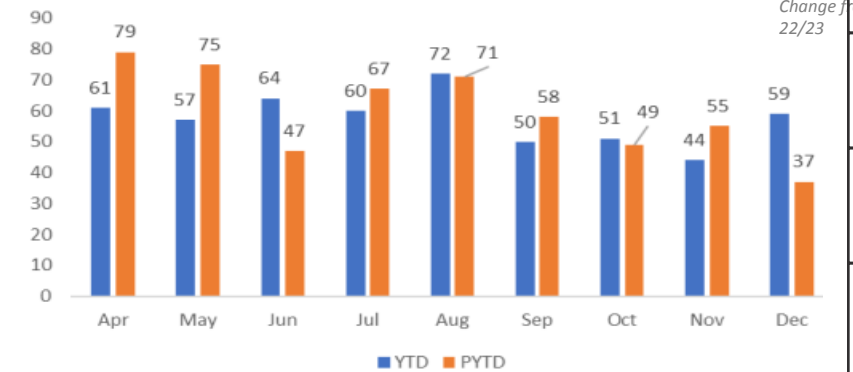
Volume crime at key locations Glasgow Central and Edinburgh Waverley has increased in line with overall increases in crime. This is seen across the top 3 recording crime areas for both locations - Violence, TPP & Shoplifting.

Football-related Crime



+27% from 22/23
43% Solved Rate, -11% PY

ASB - Immediate & Priority Calls for Service



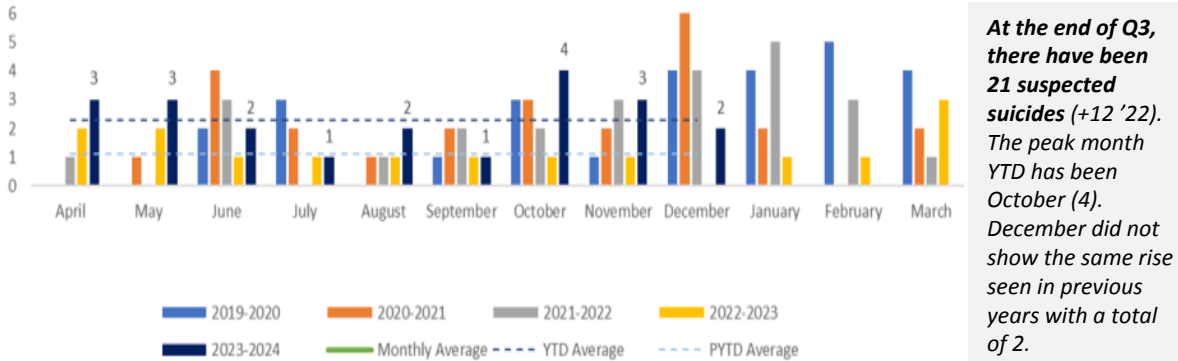
-4% Change from 22/23

VIAWG & Sex offences have both seen increases on the SPLY. Sexual harassment occurrences are down by 47%. Despite increase in sex offences, solved rate has increased by 10%. Hate crime in Q3 was same as '22 with 6 recorded crimes. Although totals up on PY, there has been an increase in detection rate which is now 63%.

Football-related crime remains low, with a total of 14 YTD. Q3 saw reduction of 57% from Q2 (-4). Anti-social behaviour incidents (immediate & priority grade) are down 4% (-20) on SPLY and this is reflected in monthly totals above. November was the lowest recording month YTD with 44 calls (-20%, -11 from Nov. '22). December was the peak month of Q3 (+59%, -22 on Dec. '22).

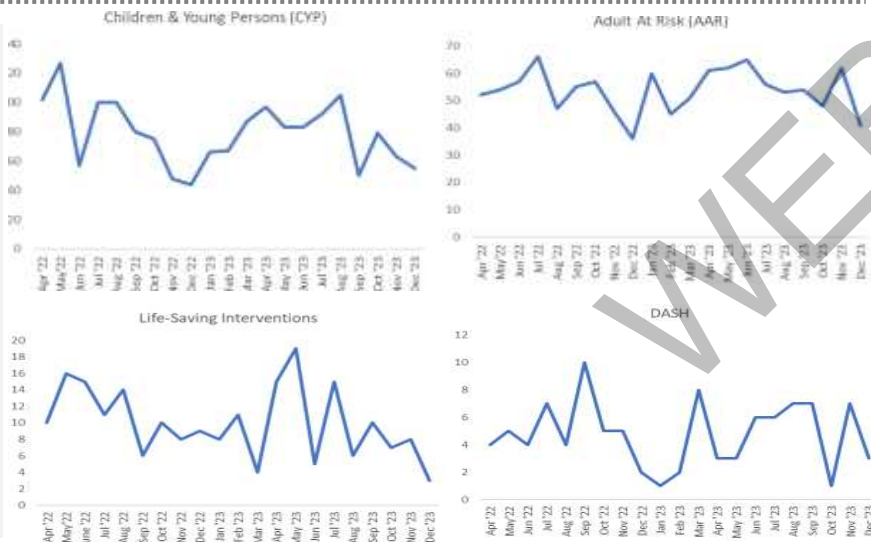
BTP Forcwide Policing Plan Objectives – Q2

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



The number of Safeguarding & Vulnerability reports (SVR) are shown in the charts to right. While CYP reports are lower (-23), AAR increased. DASH reports are consistent with SPLY (-3).

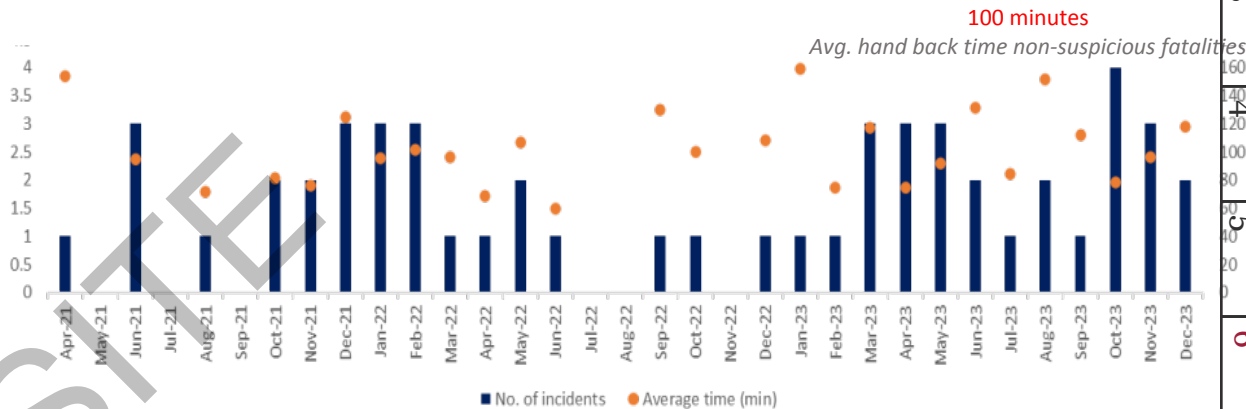
CYPs, Adult at Risk, Domestic incidents and Life-saving interventions all decreased November – December following an increase in November. Life-saving interventions are 11% (11) lower than same period '22.



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

County Lines Disruptions
Deployment at Dundee x 2 and 1 x Aberdeen all with negative result. On the 11th October, a joint day of action with Police Scotland uniform, dogs, CID as well as BTP CID took place in relation to county lines at Dundee. Stop searches carried out with no results. However, increased awareness for members of public and staff.

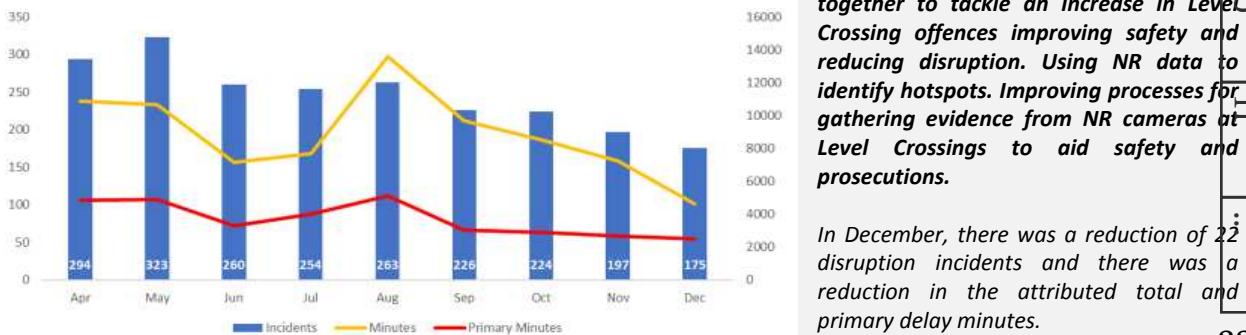
Reduce disruption on the network through collaboration



Category	Disruption Incidents		Delay Minutes	
	23-24	% +/-	23-24	% +/-
Fatalities/injuries by being hit by train	23	130%	12,639	178%
Vandalism/Theft	245	20.7%	10,040	111.1%
Level Crossing Incidents	155	56.6%	5,020	35.1%
Trespass	846	20%	35,381	12.8%
Disorder/Drunks or Trespass	945	5.7%	16,813	16%
Cable Theft	2	0%	180	-91%
Total	2216	15.8%	80,073	31.5%

Compared to same period last year, disruption incidents and minutes are both showing increases, with incidents 15.8% and total minutes 31.5% higher than '22.

The largest volume YTD have been in relation to Disorder / Drunks (945) and Trespass (846) categories. The largest increases on previous reporting period have been in fatalities (+130%) and level crossing incidents (+56%). NR and BTP North Sector officers are working together to tackle an increase in Level Crossing offences improving safety and reducing disruption. Using NR data to identify hotspots. Improving processes for gathering evidence from NR cameras at Level Crossings to aid safety and prosecutions.



In December, there was a reduction of 22 disruption incidents and there was a reduction in the attributed total and primary delay minutes.



OFFICIAL

Joint Working Document British Transport Police (BTP) & Police Scotland (PS)

Scottish Railway Policing Committee

5th March 2024
Partnership Highlights

BTP and PS continue to attend both the Strategic and Tactical Safer Transport Group meetings identifying opportunities to work collaboratively to tackle crime and antisocial behaviour in and around the transport network aiming to achieve end to end journey safety. The representation continues from Scotrail, SPT, Network Rail, Stagecoach, and Transport Scotland sharing good practice.

Learning Technologies Department Highlights

A BTP Superintendent attends the Emergency Services Training Collaboration Group, which is chaired by Police Scotland, and includes Scottish Ambulance Service and the Scottish Fire and Rescue Service. They each discussing relevant training, including:

Probationer– There is a BTP officer currently embedded within the instructor cadre of Initial Training at Tulliallan Police College, where BTP D Division recruits are trained alongside Police Scotland.

Detective- BTP officers have access to all core and specialised Investigators Courses delivered by PS. They commence their skills pathway via the Investigators Development Programme. Also having access to Specialist Training Programmes such as Child Protection, Crime Scene Manager, Domestic Abuse Investigators, Family Liaison Officer, and Interview Advisors.

Track Awareness – Is a package provided to the agencies from BTP, providing an input around track safety. This was developed and implemented after the death of Sergeant Graham Saville at Balderton.

CT/Major Incident and Tabletop Exercises – These exercises, led by PS, are being arranged as multiagency invitations, including various BTP ranks up to Chief Inspector. This involves JOSIC training at Strategic and Tactical levels.

Crime Highlights
Crime Strategy

- PS and BTP have worked in partnership with VIPER UK to review how the images are stored on the VIPER system. This will give BTP the ownership of the images that they have taken or on behalf of them, enabling BTP to review and delete as necessary. Previously these images had all sat within the workload of PS.

SCD Local Crime

- The North divisions in PS have been working through their plan in response to a rise in violence linked to County Line groups. Part of that plan is to enhance the joint working with partners including BTP, with joint initiatives taking place and in the planning stage for Aberdeen and Inverness Railway Station.
- The initiatives provide staff at the bus and train stations with local context to County Lines problems and what to be vigilant for, distributing leaflets and proactive searches. Small personal amounts of drugs were recovered but the key focus was to increase visibility and awareness.

Public Protection

- PS continue to work with BTP to provide selected officers and staff access to the interim Vulnerable Persons Database. ACC Smith has recently responded to a letter from DCC Sutherland (BTP) requesting an update on progress, highlighting our joint commitment to reducing risk to those most vulnerable in our communities and current technical progress.

An Information Sharing Agreement between PS and BTP to support data sharing has been ratified, and it is anticipated a secure connection will be in place by the end of April 2024.

National Human Trafficking Unit (NHTU)

- PS continue to work closely with BTP colleagues to raise awareness of and tackle trafficking and exploitation which may be occurring on the rail network.
- PS are the chair of the Scottish Government's Trafficking and Exploitation Strategy Action Area 2 which aims to 'Identify perpetrators and disrupt their activity'. As part of this work, BTP are Strategic

OFFICIAL

Joint Working Document British Transport Police (BTP) & Police Scotland (PS)	
Scottish Railway Policing Committee	5 th March 2024

members and attend quarterly meetings. Information is shared in monthly Partner's briefings which all members have the opportunity of contributing to.

- PS support a network of Human Trafficking Champions throughout territorial and specialist policing divisions in Scotland. BTP form part of this network, sharing organisational learning monthly through the Human Trafficking Champions Briefing and quarterly through Champion's Meetings.
- On 10th October 2023, two Officers from PS's National Human Trafficking Unit took part in BTP's County Lines Day of action at Central Station, Glasgow.

Local Policing HighlightsEast and North

- Operations are in place within the North and East divisions designed to reduce the harm caused by Serious and Organised Crime. This partnership working between PS, BTP, Alcohol and Drugs Action, Turning Point Scotland and Aberdeen City Council seeks to target those involved in Serious and Organised Crime and safeguard individuals and communities impacted by County Lines groups.
- For World Mental Health Day on 10th October, BTP joined Feeling Strong (youth mental health charity) and Penumbra Mental Health, alongside County Lines teams, to engage with vulnerable persons on the rail network and to educate the travelling public on the charity sources available.
- Throughout December, Prevention, Intervention & Partnerships (PIP) Crime Prevention teamed up with BTP, PPCW Business Crime Prevention Team and Neighbourhood Watch Scotland to host an engagement event within Waverley Train Station as part of the yearly winter festival operation. The event was promoted on social media and was popular with passengers and staff working within the station. BTP and Police Scotland jointly tackled youth ASB in and around Waverly Station and monitored several of the recent Scottish Palestine Solidarity Campaign marches/demos.
- On 8/12/23 volunteers from the West Lothian Police Scotland Youth Volunteers group were joined by local Community Officers and Officers from BTP, providing commuter's advice on how to stay safe whilst on Christmas nights out. The volunteers visited Bathgate, Livingston North and Uphall train stations where they engaged with commuters who were travelling to Edinburgh and Glasgow. The deployment formed part of West Lothians 16 days of action against gender-based violence prevention plan with a focus on providing woman and girl's suitable personal safety advice when going on nights out.
- On 15/12/23 officers from West Lothian Community Policing Team alongside Special Constables from BTP carried out an evening of foot patrols in Linlithgow Town Centre and further afield. Engaging with local residents and youths, carrying out licensed premises visits to offer reassurance and support members of the licensing trade at the busy festive period. This initiative led to positive feedback and assisted in the ongoing reduction in ASB in the area.

West

- In December 2023, PS and BTP carried out a joint initiative on the route from Kilwinning to Largs, from information that youths were using the rail network to travel to Largs and engage in ASB and thefts from retail outlets.
- BTP and local PS Campus officers worked closely in relation to a child death/suicide at the start of January. This involved engagement with local school students to conduct welfare checks and enquiries.
- PS and BTP officers carried out a joint initiative across the Kilmarnock to Stewarton line, focussing on youths who were carrying out ASB, before using the rail network to leave the area.
- BTP and Scotrail are collaborating with PS 'Pitching In Programme' where inputs will jointly be undertaken to those children who take part in the course.
- The Railway Children charity are now active Scotland, in the City Centre railway stations. They have been working alongside local Community officers and BTP to promote their safeguarding work for vulnerable children who often use the rail network. This engagement has involved joint meetings to discuss the best approach and events at rail and underground stations to engage with young people.
- PS and BTP have carried out joint engagement with the charity Fearless/Crimestoppers and work is ongoing to increase awareness of this means of reporting. Future events are going to be run before the Easter and Summer school holidays along with Police Scotland's Youth Volunteers.

Welcome to
Edinburgh Waverley

WEBSITE

Responding to Mental Health

Arlene Wilson

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Focus for today

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Current Demand

Year	20-21	21-22	22-23	23-24
Number of incidents	574	365	585	639
Number of officers	1197	826	1286	2297
Officers per incidents	2.08	2.2	2.2	3.5
Time per incident (hours)	3.37	4.18	4.86	6.8



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Crisis Intervention Database

Year	20-21	21-22	22-23	23-24
Average POS time	2 hrs 47 mins	3 hrs 54 mins	2 hrs 51 mins	4 hrs 21 mins
Time between detention and arrival at POS	1 hours 15 mins	2 hours 10 mins	1 hour 22 mins	1 hour 4 mins
A&E Medical attendance prior to POS	19	34	28	39
Lifesaving interventions	34	36	123	94



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Demographic

Year	21-22	22-23	23-24
% Children - % Adult	61% - 39%	56% - 44%	59%-41%
No. SPMH	79	174	236
Gender split (Male : Female : Other)	1 : 0.84 : 0.01	1 : 0.92 : 0.03	1 : 0.76 : 0.026
Average age	21.5 Years	23.8 Years	26.9 Years
% With drugs or alcohol involved	33%	31%	41%



Harm Reduction Team (HaRT)

- Provide a clear support structure for those repeat high frequency presenters to the railway during crisis
- Educate Repeat High Frequency Presenters about the dangers of the railway environment and the impact of their presentations
- Be a conduit between British Transport Police, Mental Health services, other support agencies and the presenting individual, assisting with any interagency support requirements.
- Provide support to operational officers by supplying up to date information, guidance and contact information to afford the presenting individual the most appropriate support and police management at the time of crisis.
- Reduce the number of presentations by repeat high frequency presenters, reducing the risk to them and others around them and reducing disruption to the rail network and associated costs



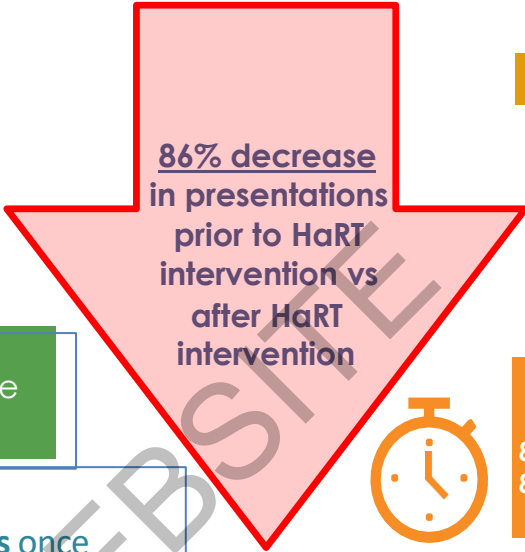
"It's a relief that the HaRT team helped to put boundaries in place to keep me safe."

Evaluation

39%
Did NOT attend the railways whilst under HaRT management



SIGNIFICANTLY
Reducing the impact on the rail infrastructure & Reducing the risk of serious injury/death



S136 Detentions (BTP Only)



37%
decrease after HaRT intervention

SUBSTANTIALLY LESS DISRUPTION WHILST UNDER HART
84,149 delay minutes prior to HaRT intervention
8,930 delay minutes after HaRT intervention



75%
Did NOT attend the railways once discharged from HaRT management

25% did attend the railways after discharge
HOWEVER
The **number of presentations** & the **disruption caused** whilst under HaRT and once discharged was **SUBSTANTIALLY LOWER** than prior to acceptance

Substantial Cost Saving

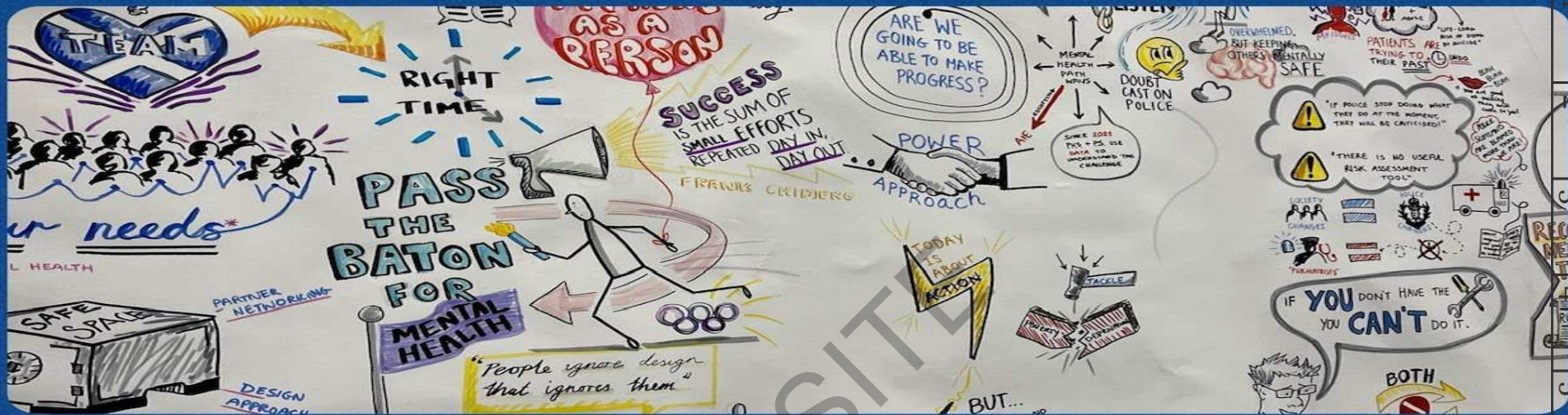


Taking into account the disruption caused prior to HaRT, whilst under HaRT and once discharged, as well as the costs to fund the HaRT teams

Disruption costs reduced by 97% on the Scotland route



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PARTNERSHIP WORKING



Recommendations

Mental Health
Crisis to Care
(MHC2C)
PHASE ONE

- Mental Health Practitioners in Control
- Enhanced Framework for public contact
- Streamline Missing Person Reports
- Digitalised Place of Safety Form
- Mental Health and Wellbeing Training



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Recommendations

Mental Health
Crisis to Care
(MHC2C)
PHASE TWO

- Triage cars on arterial routes
- Interactive mapping of services
- Industry training via hydra
- Reduced threshold for HaRT
- Tasking for educational visits
- Postvention learning



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Vision for the future

PARTNERSHIP APPROACH TO MENTAL HEALTH

- ✓ Public Contact Nurses
- ✓ Frontline resources well trained
- ✓ Triage Car Teams tracking demand
- ✓ Digital Place of Safety highlighting issues
- ✓ Working with Industry Colleagues
- ✓ HaRT helping high intensity service users



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



Report to: Strategy and Planning Committee / Scottish Railways Policing Committee
Date: 05/03/2024
Subject: Net Zero Carbon Update
Sponsor: **Steff Sharp**
Author: Ian Currie
For: Noting

1. PURPOSE OF PAPER - HEADLINES

- 1.1. The attached papers reflect the update provided to FEB in November 2023.
- 1.2. The papers consist of an overview of progress, an updated strategy with appendices giving expected activity 2023/24 and the expected carbon reductions flowing from the initial 25% and then full roll out of Electric Vehicles (expected by 2030 subject to funding).
- 1.3. Key reductions in carbon emissions will flow from a) improvements in the supply chain, and b) the introduction of major changes ie move to BPR, full rollout of EVs, replacement of boilers for air source heat pumps.
- 1.4. These major changes are scheduled over the next 10 years and as such there has been no change to the position as provided to FEB in November.
- 1.5. The updated strategy reflects a stated intention to revisit this on an annual basis.
- 1.6. The action plan flowing from GIAA which have all been completed included: -
 - The need to update the strategy on an annual basis.
 - The need to include an expected schedule of activity for the coming year.
 - The need for greater governance on NZC – This now features as a standing agenda item on the Strategic Commercial Board

2. RISKS/ISSUES

- 2.1. That insufficient funding is available to recommence the EV rollout in 25/26.
- 2.2. That insufficient electrical capacity is available locally to enable efficient on-site charging placing a reliance on public charging infrastructure.

3. RECOMMENDATION

- 3.1 That update is noted by SPC and SRPC.

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



Report to: Force Executive Board
Date: 17/11/2023
Subject: Net Zero Carbon Update
Sponsor: **Steff Sharp**
Author: Ian Currie
For: Noting

1. PURPOSE OF PAPER

1.1. To provide an updated NZC Strategy following the annual review, including progress on initiatives, revisions to our Carbon footprint for the baseline year 2019/20, specific areas of carbon reduction, but an overall marginal increase due to the inclusion of capital/additional spend and the impact of inflation on scope three measurement – **Appendix A**

2. BACKGROUND

2.1. Following a lengthy period of manual data gathering and joint analysis with our specialist NZC consultants (Gleeds), in February 2022 a detailed report was provided to FEB projecting our carbon footprint for 2019/20, which at the time was the best year in terms of data but also was the last year prior to the impacts of Covid19.

2.2. In addition to the detailed report, a NZC strategy was proposed and endorsed that comprised three elements, 1) the need for software to automate data gathering, remove potential for human error, enable projections, modelling, reporting etc, 2) a recognition that our people are essential in driving a culture where carbon reduction becomes an integral part of our day to day thinking and operations, 3) an expansive range of both small and large initiatives to reduce our footprint by at least 50% come 2035 and offset thereafter.

2.3. Carbon is measured in units of tCO₂e against three scopes: -

- **Scope 1 – Direct Emissions (NZC by 2030).** In the baseline 2019/20 year this purely included emissions from boilers, however with greater clarity on definitions this now also includes our fleet emissions which has been removed from Scope 3. Key actions that will reduce this include the replacement of boilers with air source and vehicle switch from ICE to EV. **Appendix B** reflects the complexity around the rollout of EVs and their impact our carbon footprint.
- **Scope 2 – Indirect Emissions (NZC by 2030).** In essence this relates to the carbon produced by generating electricity. Options open to us include reducing our consumption through building footprint reduction (Baskerville, BPR), wide scale

Security Classification and Handling Instructions of document are detailed on page 1 adoption of LED lighting, generation of electricity through solar panels where ROI, roof space, term of occupancy and landlord permission make this feasible. A further option will come through the ability to certify that our electricity provision is from either Nuclear or Renewable sources. Whilst the certification is not currently available, we have as an interim stage switched to the EDF Zero Carbon 4 Business (ZC4B) tariff where our provision is from nuclear sources.

- **Scope 3 – Supply Chain (NZC by 2035).** By far the hardest area and hence the extended timeline. Measurement and methodology are currently quite basic, predominantly being based on spend (and currency conversion) rather than supplier adoption of NZC measures. Prior to the 2024 measurement exercise, a more scientific approach will be developed that factors in the NZC status of supplier products, their method of transportation to BTP locations, their own performance on limiting/reducing carbon through their operation i.e. heating emissions, waste to landfill, use of grid or self-generation electricity etc.

3. PROGRESS

- 3.1. The revised baseline for 2019/20 is **18,890 tCO₂e**, this has reduced from 23,390 tCO₂e previously estimated, due to provision of new data sets (staff commute etc), actuals versus assumptions, the need to include Capital/additional investments, as well as software identification of duplicate data entries in the original data set.
- 3.2. Following input and collation of data for 2022/23 an annual carbon footprint of **19,780 tCO₂e** has been produced, which reflects an increase of **890 tCO₂e** against the revised base year.
- 3.3. Although there have been significant swings in data sets between 19/20 and 22/23 i.e. Gas consumption up, electricity down etc the trend and reasons for the overall increase are simply down to a large increase in spend in 22/23 on IT, Estates and EVs and the impact of inflation on our Scope 3 supply chain costs.
- 3.4. Whilst the overarching figure reflects an increase, there have been key areas where our footprint has reduced i.e. Axis to Baskerville reflected a reduction of **c82 tCO₂e**. Similarly the change in staff commute has led to a reduction of **c634 tCO₂e** against the base year.
- 3.5. For the immediate future (1-2 years) we can expect the move to BPR, operation of 85 EVs, take up of EV Salary Sacrifice (60 EVs to date) and inclusion of LED lighting in refurbishment projects to have a positive impact on carbon reduction.
- 3.6. For the longer term (3-10 years) carbon reduction will result from completion of EV rollout, replacement of boilers, greening of the supply chain and decarbonisation of the national grid.

4. RISKS/ISSUES

- 4.1 Whilst the quality of data has improved since establishing the baseline year, there are still areas where reasonable assumptions need to be made i.e. heating/lighting in locations where data is not available as this is provided as part of either a PSA or serviced accommodation.

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

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

- 4.2 The need to factor in Capital/additional investments to spend under Scope 3 will create artificial peaks to the glide path i.e. third party spend in 22/23 increased by c£5m against the baseline year.
- 4.3 Failure to secure funding to complete key elements such as the EV rollout will push Scope 1 achievement of NZC beyond 2030, and impact vehicle availability as vehicle manufacturers ramp down on ICE production by 2030.

5. RECOMMENDATION

- 5.1 That the positive progress and actual position for 2022/23 is noted, alongside a recognition that NZC capture methodology is complex and still evolving. This factor, when set against historical and current quality of data may lead to fluctuations in reporting over the next 2-3 years as data sets stabilize and measurement matures.
- 5.2 That funding for recommencement of EV rollout in 25/26 needs securing by October 2024 in recognition of long lead times for vehicles as well as landlord consents for infrastructure works.

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Appendix A

British Transport Police
Net Zero Carbon Delivery Strategy
April 2022 – March 2050
NZC Target Date March 2035

WEBSITE

Version	Date	Reason for amendments	Amended by (job title)
V0.1	07/02/22	Draft Submitted to FEB	Ian Currie – Deputy Director
V0.2	06/10/23	Annual Review and update including feedback from a recent GIAA audit	Ian Currie – Deputy Director

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Introduction

The frequency of heatwaves, major wildfire events, floods and extreme weather more generally is clear proof that climate change is real and is already with us.

This strategy has been written, not only in response to legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050, but also in recognition that we all need to be making steady progress towards the Net Zero Carbon deadline and as such BTP has the opportunity to help and support others in Blue Light sector through sharing of ideas, avoiding duplication, sharing lessons from pathfinder activities such as the development of EV response cars.

The strategy provides a plan of action to reduce the BTP carbon footprint as captured in the baseline financial year of 2019/20, to achieve true Net Zero Carbon by 2050, but through offsetting declare a position of being Net Zero Carbon by 2035.

With a delivery plan spanning some 27 years the strategy will need revisiting on an annual basis to ensure delivery measures remain appropriate and any new innovations and/or legislative measures are factored into the strategy. This latest version reflects the status on delivery as at September 2023, including revised details and financial projections for both the EV rollout but also expected estate works.

Our intention is that delivering Net Zero Carbon is not viewed as a stand-alone initiative but rather becomes an integral part of delivering business as usual activities. To this end rather than a dedicated team overseeing and enabling delivery, the role of a Net Zero Delivery Manager will provide oversight and produce annual progress reports for internal and external audiences on the enabling activities, but it will be through the respective boards (tech, commercial, fleet, uniform etc) and Net Zero Ambassadors across the force that the strategy will be delivered.

Governance

Strategic ownership is jointly owned by the Chief Officer with responsibilities covering estates, commercial and finance areas, and the Deputy Director – Commercial. Responsibility for delivery rests with the leads of the respective BAU workstreams.

To provide governance oversight of initiatives being taken forward by the respective BAU workstreams, the Strategic Commercial Board now covers NZC progress as a standing item on the agenda, with annual measurement of progress against the defined glidepath being presented to FEB.

Annex A provides a timeline for initiatives expected in 23/24 and will be update as part of the annual review of this strategy.

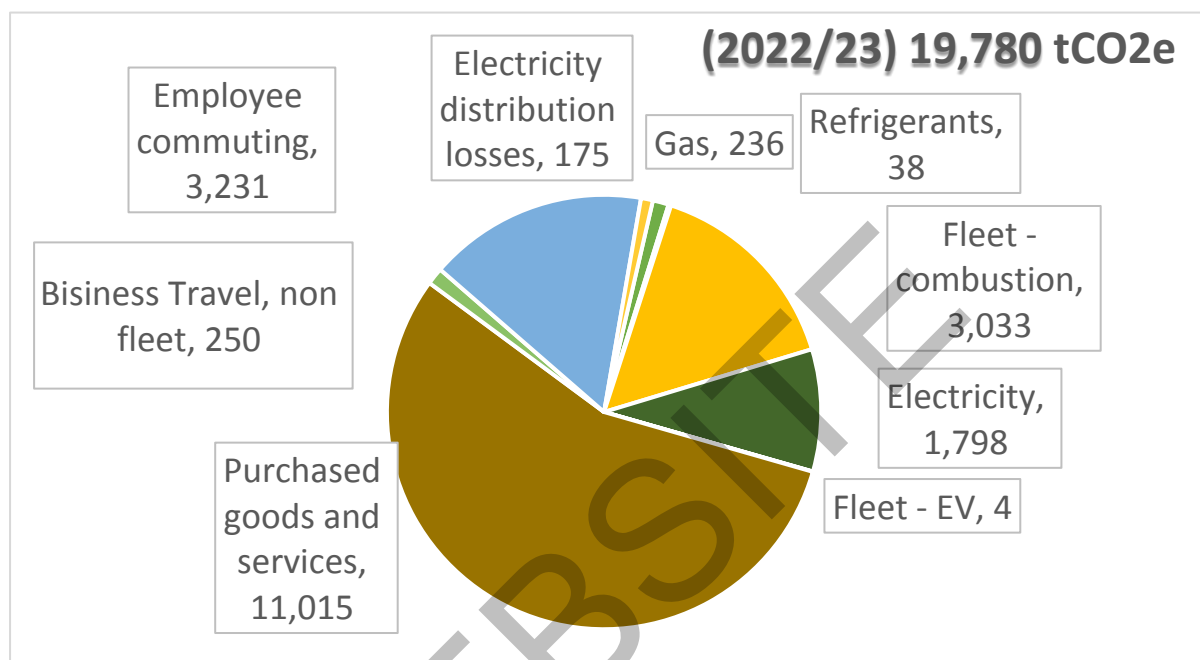
Baseline

With a baseline of 2019 the carbon footprint of BTP following significant analysis of core data has been revised to 18,890 tCO₂e (2019 was chosen as the base year as this reflected the year with the greatest amount of robust data prior to the impacts of the pandemic). This has

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reduced from 23,390 tCO₂e previously estimated, due to provision of new data sets (staff commute etc), actuals versus assumptions, as well as software identification of duplicate data entries.

The total footprint for 2022 is 19,780 tCO₂e which can be further broken down as Scope 1 Direct Emissions (Gas & Fleet ICE) 3,482 tCO₂e, Scope 2 Indirect Emissions (Electricity & Fleet EV) 1,802 tCO₂e and Scope 3 Supply Chain Emissions (goods and services, business travel, & employee commuting) 14,496 tCO₂e. 'tCO₂e' = Tonnes of CO₂ Equivalent



Timeline and Glide Path

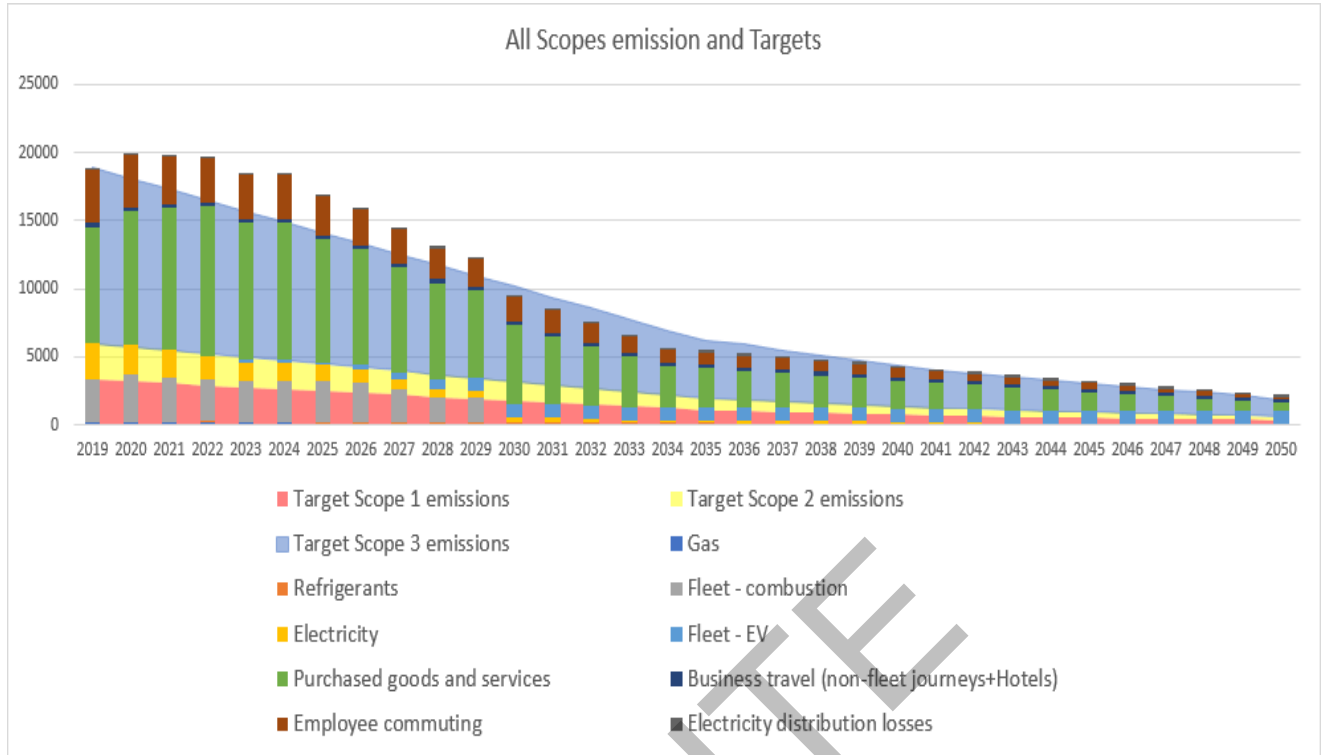
The journey to achieving full Net Zero Carbon is lengthy and whilst 2050 is some 27 years away this still reflects a significant ambition.

Organisations however can declare themselves NZC by offsetting up to 50% of their carbon footprint prior to 2050. This entails a financial contribution into schemes, typically planting forests, where the carbon absorption is scientifically calculated as equalling the carbon to be offset. Carbon Capture and Storage is an emerging UK capability that may in future provide us with this offsetting requirement.

Once an organisation has declared themselves as NZC they must continue to fund an annual contribution for offsetting, but with the expectation that this will reduce annually up to 2050.

The proposed glide path for achieving NZC by 2035 reflects the scale and complexity of delivering Scope 3 reductions in our supply chain and therefore the ambition of 2035 is a combination of Scopes 1&2 achieving their interim targets by 2030 and Scope 3 by 2035. Once interim targets have been met, offsetting can be used to complete the equation to enable the declaration of net zero. If the reductions measured in 2035 are more than the defined targets, the resulting offset costs will reduce in line with his.

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Affordability

At this stage only a headline figure can be estimated for the enabling activities to achieve Net Zero Carbon including Offsetting. Where applicable, business cases will be required to secure additional investment on a case-by-case basis by the respective business areas.

As at September 2023 the headline figures are: -

- Buildings related, including insulation works, window replacement, boiler replacement, energy efficient LED lighting - £19.6m over 13 years,
- Vehicle Electrification including charging infrastructure additional £20m over 4 years (from 25/26)
- Switch to blended electricity backed by zero carbon generation, £35k pa
- Offsetting circa £1m pa at 2035 reducing to circa £200k by 2050.

Deliverables

The strategy is formed by three key areas: -

- Data Collection, measurement, validation, and reporting
- Personal Empowerment and Contributions
- Delivery Initiatives

Data Collection - The approach followed in producing the full carbon mapping report required significant manual data gathering and validation which is not sustainable in the longer term. The approach proposed in the original strategy was to purchase a software package to automate data gathering through the course of the year, flagging anomalies etc but in essence

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forming the basis for annual measurement and declaration. **Timeline** – As at August 23 the software has been acquired and implemented. First data set for 2022/23 is detailed in the graphs above and whilst a reduction in CO2 in Scope 1 & 2 has been achieved (871 tCO₂e), due to the inclusion of significant capital investment in ICT/EVs and the impacts of inflation we are seeing a technical increase of (889 tCO₂e). On the basis that this scale of capital investment is not expected to occur each year, the business-as-usual trend has also been plotted and reflects a more positive impact.

Personal Empowerment – Empowerment of our people to make a difference and have NZC at the heart of what we do will be an essential element in success. Activity and progress in this area has progressed at pace and now includes: -

- Appointment of fixed term Net Zero Carbon delivery manager
- A dedicated resource area for all staff on the intranet to access learning materials, links to useful websites, PDF resources and videos to increase knowledge and awareness–
- Create a group of NZC Ambassadors who will support change with regards to how our people make climate conscious decisions reducing their individual impact on the environment at work - **By end Jan 2024**
- Ongoing and regular comms and bitesize learning
- Inclusion of NZC in all strategic thinking and b/case development
- Salary sacrifice for Electric Vehicles (60 vehicles at August)
- Placing NZC as an important element in future recruitment, i.e. an employer who cares and has social responsibility about their impact

Delivery initiatives with timelines

Following the provision of a number of reports from MITIE on the NZC condition of our estate and also with a greater understanding on relative age of our boiler assets and the scale of early savings made from the Baskerville House move approx 370,000kWh or 82 tCO₂e, the strategy has been refined to recognise that Baskerville and BPR (London Hub) will contribute significant carbon reductions by reducing occupation footprint but also through the build quality that these new locations.

A ten-year estate plan has therefore been produced to capture the Baskerville/BPR savings early in the 'glide path' thus enabling the replacement of boilers when they become end of life i.e. 10-12 years from now.

Scope 1 – Direct Emissions – Gas + a realignment of fleet from scope 3 to scope 1

- The approach in this area will be to review technological advances re alternative heat sources i.e. hydrogen/heat pumps etc with a view to replacing existing boilers when they reach end of life circa 10-12 years – **By Sept 2035**
- Fleet – While the ambition captured in the previous version of the strategy was to accelerate the EV rollout from a 5 to 3-year implementation, significant cost pressures have been experienced with charging infrastructure and the cost of EVs, typically double that of ICE. Recognising the long lead times for EVs and the impact on vehicle availability, and the lack of available funding to complete rollout, a decision was taken to pause rollout for two years, recommencing in **2025/26 with a 4 year rollout**, subject

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to BTPA securing sufficient additional funds (c£20m). The delivery of 25% of cars as EVs by end Dec 2022 was however achieved and places BTP in a role as pathfinder for the wider police service. The go live of c85 EVs in Sept 2023 will be reflected in the 2024 measure but is expected to be **c437 tCO2e** for a year – EV rollout to complete by **Mar 2030**

Scope 2 – Indirect Emissions – Electricity

- In July 2022 we switched our electricity tariff to EDFs Zero Carbon 4 Business (ZC4B) which reflects the provision of supply from nuclear generation. Currently whilst this is a positive step, the tariff does not have any form of certification of guarantee and as such does not affect our footprint. The ambition is to explore the costs and benefit of securing a 'Renewable Energy Guarantees of Origin (REGO)' certificate which is expected to become a recognised way of evidencing carbon reduction. - **by April 2025.**
- Reduce electricity usage by including appropriate led lighting initiatives within refurbishment projects over next ten years where the expected duration of occupancy warrants investment. – **Phased programme concluding by end 2033**
- Explore potential for Solar Voltaic panels in key locations where long lease terms and roof space provide for not only carbon reduction, but also a spend to save initiative and continuity of electricity supply in event of grid failure – **by end 2033**

Scope 3 – Supply Chain

- New suppliers – Any new supplier where our spend will be greater than £500k have been required to confirm their commitment to NZC and agree to have a strategy in place by 2025. From Sept 2023 we have reduced this threshold to £200k, exposing a further c10 suppliers p/a to our expectations and drive supplier behaviour.
- Existing suppliers – An annual award for the supplier who has made most progress in supporting BTP in achieving NZC now forms part of the 'Us at our Best' awards.
- We have undertaken a commuting survey of all staff to capture carbon reduction. Measured against travel patterns in 2019/20 and then against the current period, a reduction of **c634 tCO2e pa** has been recorded.
- The Railway Pension Fund have confirmed that their strategy is to prioritise investment in companies reflecting Carbon Zero ambition and performance
- Office Supplies – We have switched to recycled products and have already reduced the use of paper by 50% against the baseline year.
- Uniform – Our supplier has continued to ensure zero to landfill, as well as introducing new products (trousers, fleece) that feature a significant carbon reduction in the manufacturing process.

Measurement within Scope 3 –

The current measurement process within industry on carbon emissions is somewhat basic, whereby the value of spend with a supplier is the primary factor in determining CO2 emissions.

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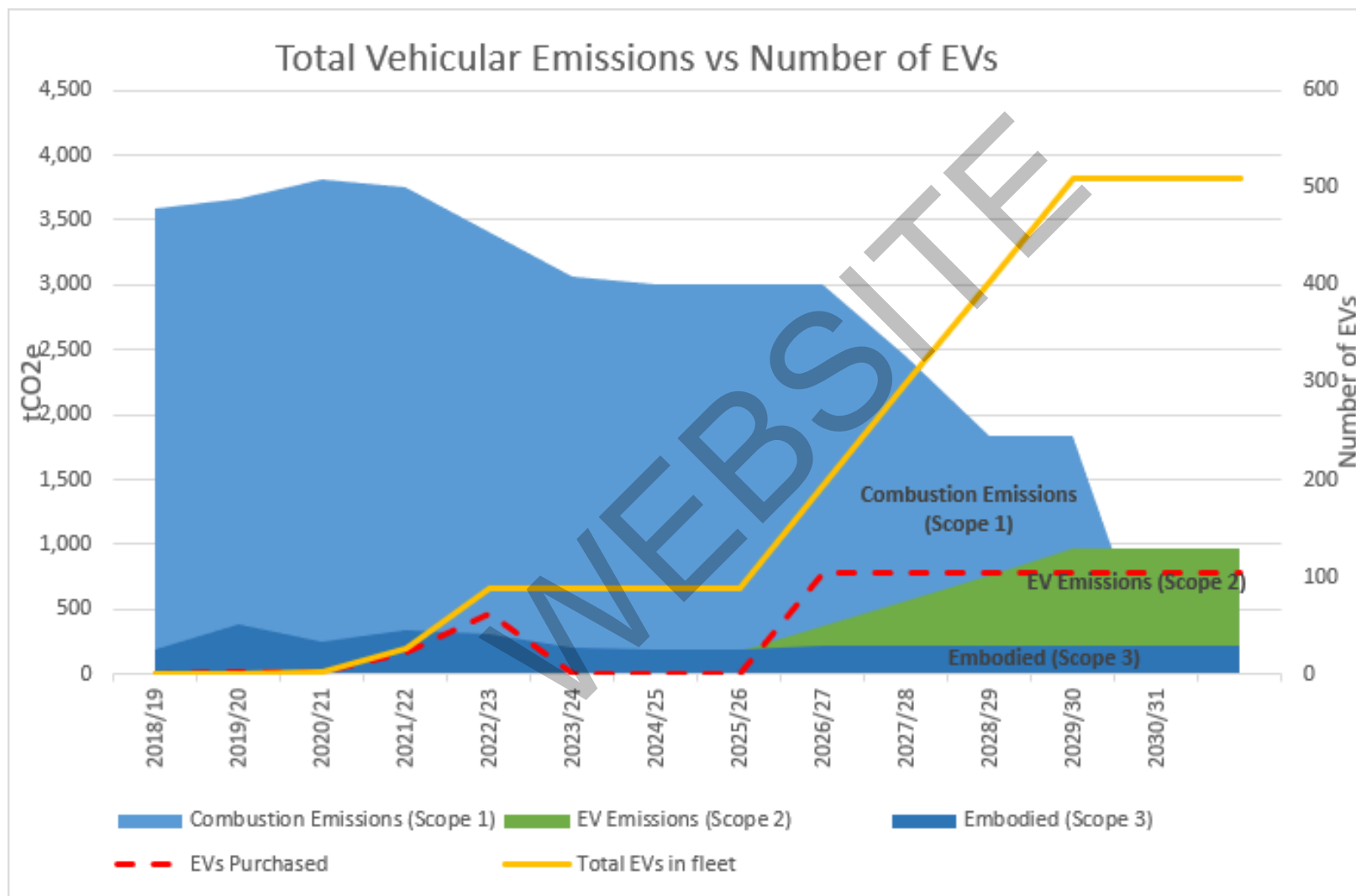
The effect of greater spend in this area combined with high inflation has increased our scope 3 footprint. Prior to the 2024 measurement exercise, a more scientific approach will be developed that factors in the NZC status of their products, their method of transportation to BTP locations, their own performance on limiting/reducing carbon through their operation i.e. heating emissions, waste to landfill, use of grid or self-generation electricity etc. – **By March 2024**

Annex A – 2023/24 forward look

Initiative	Timing	Cost
Create a permanent resource area on the intranet where people can access learning material/packages, find links to relevant external websites, PDF resources and external videos all related to Net Zero and the climate emergency.	By Oct 2023	Nil
Create a group of NZC Ambassadors who will support change with regards to how our people make climate conscious decisions reducing their individual impact on the environment at work.	By Jan 2024	Nil
Complete software installation and produce first report on 2022/23 carbon footprint	By end August 2023	£36,500
LED lighting included in locations due for refurbishment, c10 locations	By end Mar 2024	TBA
Completion of charging infrastructure at key EV hub locations	By end Dec 2023	£500k BTP funded £400k TfL funded
Development and launch of Comms strategy to reflect that this is not a 'big bang' but rather a 'slow burn' initiative	By end Jan 2024	Nil

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Appendix B



Scottish Railways Policing Committee Workplan 2023/24

[March 2024]

Meeting	Standing Items	Special Focus Items
5 March 2024	<ul style="list-style-type: none"> • Minutes • Actions • Strategic Risk • Policing Plan Performance Q3 2023/24 • Police Scotland / BTP Joint Working • Industry voice • Audit and Inspections Update Q3 2023/24 • Workplan • Evaluation Framework (new style report-build in third section engagement measures (action 15/2023)) 	<ul style="list-style-type: none"> • Thematic / Responding to Mental Health (deferred from November 2023) • Net Zero Carbon Strategy Update
4 June 2024 (longlist for discussion)	<ul style="list-style-type: none"> • Minutes • Actions • Strategic Risk • Policing Plan Performance Q4 2023/24 • Police Scotland / BTP Joint Working • Industry voice • Audit and Inspections Update Q4 2023/24 • Workplan • Evaluation Framework 	<ul style="list-style-type: none"> • Thematic item – input from Transport Focus – their work in Scotland (action 22/2022) and BTP update on passenger and staff survey activity • 3rd sector engagement in Scotland (input from BTP/A and SPA/PSOS) (action 15 2023) • BTP Crime Prevention Strategy • Development of a joint strategic risk register for Scotland – focus on partnerships (BV theme 3 effective use of resources and 4 partnerships and collaborative working) • Formal confirmation of publication of refresh and roll forward of 2023-6 railways policing plan for Scotland highlighting any further updates [for information]

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Meeting	Standing Items	Special Focus Items
19 September 2024	<ul style="list-style-type: none"> • Minutes • Actions • Strategic Risk • Policing Plan Performance Q1 2024/25 Police Scotland / BTP Joint Working • Industry voice • Audit and Inspections Update Q1 2024/25 • Workplan • Evaluation Framework 	<ul style="list-style-type: none"> • 6 monthly detailed update on progress with Strategic Plan and AFOTM –focus on benefits identification as per action 21/2022 and DCC offer to share vfm assessments from 1st June 2023 (BV theme 3 effective use of resources and 4 partnerships and collaborative working • Annual operational thematic – Stop & Search/use of powers (including focus on use of powers on young people) • Horizon scanning 6 month update – out of committee briefing

Items for consideration on future iterations of the Workplan

- 6 monthly detailed update on delivery of 2022-27 strategic plan/transformation plan – offer of update on impact of BWV on ASB/other prosecution results (from June 2023) supports strategic objectives reduce harm/improve confidence
- Annual EDI Strategy update including service delivery (PRAP) and recruitment/retention/progression plans (requested March 23 meeting)
- Strategic support services thematic - technology transformation (BV theme 3 effective use of resources, theme 4 partnership and collaborative working)
- Thematic item – major incident planning – learning from MAI (action 17/2022) or via a pre-committee briefing (**deferred from November 2023**)
- Annual report on professionalism (**deferred from November 2023**)
- Action 26/2023 (November 2023) / A Member welcomed the Evaluation Framework albeit felt it was repetitive. She felt that the assessment offered under Theme 4 – Partnerships did not do the Force justice given the level of work D Division did with charities and the third sector, and suggested this theme could be scrutinised more closely at a future meeting.
- Action 29/2023 (November 2023) / Horizon scanning could feature more explicitly on the Committee workplan e.g. likely impact on recent policy decisions regarding HS2 and implications for Scotland.

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SRPC Evaluation report card				Jun-23	Sep-23	Nov-23	Mar-24	Not Achieved	In Progress	Achieved
Design Principle Themes*	How Achieved	Measures								
1. BTP's work in Scotland reflects the priorities of service users and service providers in Scotland	1.1. Alignment of BTP's strategic direction in Scotland, where appropriate to the SG's Strategic Police Priorities	Evidence of alignment in policing plans & reflected in SRPC minutes – this is most likely to be seen when the proposed policing plan is presented to SRPC around the March meeting annually.	once per year			●				
	1.2. Reporting against the achievement of the strategic outcomes	Evidence of performance reporting @ SPRC – available via the performance report	4 times per year	●	●	●	●			
2. The performance of BTP in Scotland is reviewed and reported in public	2.1. Effective performance reporting, where appropriate, against the same outcomes as Police Scotland	Evidence of joint reporting @ SRPC and reflected in minutes – this will be included under the performance reporting section in the SRPC agenda.	4 times per year	●	●	●	●			
	2.2. Regular public reporting to SPA and Scottish Parliament	SRPC secretariat note to both SPA / BTPA - chief executives.	4 times per year	●	●	●	●			
		Report to Scottish Parliament – the SRPC chair to provide updates to the Convenor of the SP Justice Committee.	at least twice per year	●		●				
	2.3. Hold meetings in public	Meetings available to external attendees	4 times per year	●	●	●	●			
2.4. Publish papers and minutes	Meeting papers and minutes published on BTPA website	4 times per year	●	●	●	●				
3. Ensure the safe and effective management and operational delivery of railway policing in Scotland	3.1. Sharing of operational good practice between Police Scotland and BTP	Evidence of operational good practice sharing in updates to SRPC – this will be evidenced in papers presented @ SRPC by the divisional commander	4 times per year	●	●	●	●			
	3.2. Regular joint planning & management engagement	Evidence of joint planning in updates to @ SRPC – this will be evidenced in papers presented @ SRPC by the divisional commander	4 times per year	●	●	●	●			
	3.3 Effective working with stakeholders to reduce disruption and protect the most vulnerable	Evidence of joint working and engagement with stakeholders in Scotland - evidenced in papers presented to SRPC	4 times per year	●	●	●	●			
4. Oversee the delivery of value for money delivered by BTP in Scotland using the Best Value framework where relevant	4.1. Effective engagement with relevant inspection and oversight bodies to inform performance reporting and scrutiny	Updates on engagement and planning for audit & inspection @ SPRC – this should be included in the audit and inspection updates paper, as per the SRPC agenda	twice per year	●	●	●	●			
	4.2 Transparency and oversight of funding and delivery of best value	Annual update on value for money	once per year			●				
		Quarterly oversight of the delivery of best value in updates to SRPC	4 times per year	●	●	●	●			

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

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SRPC Evaluation report card		Jun-23	Sep-23	Nov-23	Mar-24	
Design Principle Themes*	How Achieved					
1. BTP's work in Scotland reflects the priorities of service users and service providers in Scotland	1.1. Alignment of BTP's strategic direction in Scotland, where appropriate to the SG's Strategic Police Priorities	once per year	Update required once per year. Last received to SRPC meeting in December 2022.	Update required once per year. Last received to SRPC meeting in December 2022.	Agenda Item 7.1 D (Scotland) Division Policing Plan 2022/25 Annual Review	Update required once per year. Last received to SRPC meeting in November 2023
	1.2. reporting against the achievement of the strategic outcomes	4 times per year	Agenda Item 6.1 Policing Plan Performance Q4 2022/23	Agenda Item 6.1 Policing Plan Performance Q1 2023/24	Agenda Item 6.1 Policing Plan Performance Q2 2023/24	Agenda Item 6. Policing Plan Performance Q3 2023/24
2. The performance of BTP in Scotland is reviewed and reported in public	2.1. Effective performance reporting, where appropriate, against the same outcomes as Police Scotland	4 times per year	Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police. Minutes of previous meeting reflect that the report for that meeting Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police was noted	Agenda Item 6.2 Police Scotland / British Transport Police Joint Working. Agenda Item 3 Minutes of previous meeting reflects the report for that meeting: Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police	Agenda Item 6.2 Police Scotland / British Transport Police Joint Working. Agenda Item 3 Minutes reflects discussions on joint working at item 6.2 for that meeting - Police Scotland / British Transport Police Joint Working	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.
	2.2. Regular public reporting to SPA and Scottish Parliament	4 times per year	BTPA Board Secretary circulated meeting Digest by email on 13/03/2023	Meeting Digest circulated	Digest summarising discussions of September meeting circulated on 19/09/2023	Meeting Digest circulated on 29/11/2023
	2.3. Hold meetings in public	at least twice per year	As noted at Agenda Item 4 Actions (Action 7/2023), letter sent on 12 April	Letters sent 20/09/2022 and 12/04/2023	Update letter sent on 22/09/2023. This follows the previous update on 12/04/2023	Letters sent in April and September 2023. Next letter required following this meeting to maintain Achieved rating
	2.4. Publish papers and minutes	4 times per year	Hybrid meeting available to public to attend. Details on BTPA website	Hybrid meeting available to public to attend. Details on BTPA website	Hybrid meeting available to public to attend. Details on BTPA website	Hybrid meeting available to the public to attend. Details available on the 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	Papers published on BTPA website	Papers published on BTPA website	Papers published on BTPA website	Papers published on BTPA website
	3.2. Regular joint planning & management engagement	4 times per year	Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police	Agenda Item 6.2 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
	3.3 Effective working with stakeholders to reduce disruption and protect the most vulnerable	4 times per year	Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police	Agenda Item 6.2 Police Scotland / British Transport Police Joint Working	Agenda Item 6.2 Police Scotland / British Transport Police Joint Working	Agenda Item 7. Police Scotland / British Transport Police Joint Working
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	Joint BTP and industry related update provided as part of Agenda Item 6.2 Joint Working - Police Scotland and British Transport Police. Also, planned Agenda Item 7.1 Thematic: Transport Focus in Scotland. However, no input on joint working / engagement with rail industry provided for this meeting at Agenda Item 7.4 Industry Voice	Agenda Item 7.3 Industry Voice no rail industry input received for this meeting. However, updates provided at Agenda Item 6.1 Policing Plan Performance Q1 2023/24 and Agenda Item 6.2 Police Scotland / British Transport Police Joint Working. BTP Scotland Policing Plan consultation meeting scheduled for 05/10/2023	No paper for Agenda Item 7.4 Industry Voice. However updates provided at Agenda Item 6.1 Policing Plan Performance Q2 2023/24, Agenda Item 6.2 Police Scotland / British Transport Police Joint Working and Agenda Item 7.2 Thematic: Trespass	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.
	4.2 Transparency and oversight of funding and delivery of best value	once per year	Agenda item 8.1 Audit and Inspection Report Q4 2022/23. Agenda item 8.2 GIAA Workplan 2023/24	Agenda Item 8.1 Audit and Inspections Update Q1 2023/24	Agenda Item 8.1 Audit and Inspections Update Q2 2023/24	Agenda Item 11. Audit and Inspections Update Q3 2023/24
		4 times per year	Update required once per year. Last received to SRPC meeting in December 2022.	Update required once per year. Last received to SRPC meeting in December 2022.	Agenda Item 7.3 Annual Report / Providing VfM (Best Value) for Scotland	Update required once per year. Last received to SRPC meeting in November 2023
			Evidence for a number of Best Value themes in the meeting Agenda/papers, however no specific Agenda Item on a Best Value Theme	Evidence for a number of the 7 Best Value themes in the meeting papers	Agenda Item 7.3 Annual Report / Providing VfM (Best Value) for Scotland. Best Value themes also reflected across other Agenda Items	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

*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