

# [5 March 2025] Agenda Pack / Scottish Railways Policing Committee

MEETING  
5 March 2025 11:00 GMT

PUBLISHED  
27 February 2025

# Agenda

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

Date  
5 Mar 2025

Time  
11:00 GMT

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## Minutes

### Scottish Railways Policing Committee

Tuesday 26 November 2024 at 11.00am in Burns II, COSLA Conference Centre, Verity House, 19 Haymarket Yards, Edinburgh, EH12 5BH and via Microsoft Teams

Present:

Iain Whyte (Chair)  
Willie Gallagher  
Tom Halpin (SPA Co-Opted Member)  
Kenna Kintrea

Apologies:

Mary Pitcaithly (SPA Co-Opted Member)

In attendance:

**British Transport Police Authority Executive**

Hugh Ind (Chief Executive)  
Kate Carr (Head of Legitimacy and Performance)  
Lynsey Luthra (Risk and Assurance Manager)  
Fiona Mackie (Head of Chief Executive's Office)  
Jon Newton (Analyst)  
Alistair MacLellan (Board Secretary / Minutes)

**British Transport Police**

Alistair Sutherland (Deputy Chief Constable)  
Gill Murray (Chief Superintendent)  
Lara Adamson (Analytical Insight and Statistics Manager)  
Adrian Atherley (Head of Risk and Assurance)  
Russell Beattie (Staff Officer to Chief Superintendent Murray)  
Johnny Shilton (Head of External Affairs)

**Scottish Police Authority Corporate**

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

**Police Scotland**

Hilary Sloan (Chief Superintendent)

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**External**

David Lister (ScotRail)  
Pete Kingham (BTP Federation)  
Brian MacInulty (His Majesty's Inspectorate of Constabulary in Scotland)

**Apologies**

Agenda Item 1

1. Apologies were received from Mary Pitcaithly.

**Declarations**

Agenda Item 2

2. There were no declarations.

**Minutes**

Agenda Item 3

3. **RESOLVED**, that the minutes of the meeting held on 19 September 2024 be approved, subject to a typographical error at paragraph 6 being corrected.
4. **RESOLVED**, that the non-public minutes of the meeting held on 19 September 2024 (circulated as a late paper) be approved.

**Actions**

Agenda Item 4

5. Members considered actions arising from previous meetings and the following points were made.
  - a. Members were minded keeping Action 6/2024 open for the time being, as well as recommending it to the Full Authority for consideration.
  - b. Members agreed that Action 4/2024 and 7/2024 could be closed.
6. **RESOLVED**, that the actions arising from previous meetings be noted.

**Policing Plan Performance**

Agenda Item 5

7. Members considered a paper regarding Policing Plan Performance for Q2 2024/25, and the following points were made.
  - a. The Chief Superintendent introduced the paper and highlighted,
    - i. Violence remained an area of focus and challenge, albeit with an improved solved rate on year for violence against rail staff.
    - ii. Shoplifting, one of the main crime groups affecting D Division at the outset of the year, was reduced by 52% in Q2.

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- iii. Positive engagement with stakeholders on violence against women and girls, including Partick Thistle Football Club and several educational establishments.
  - iv. The continuing challenge of disruption, typified by efforts to secure satisfactory hand back times.
  - v. The importance, in the Force's corporate view, of securing adequate funding and resources to implement the Optimised Policing Model. The Chair noted that funding and resources for programmes such as the Optimised Policing Model would be dealt with as part of the Full Authority's consideration of the Force's Medium-Term Financial bid on 10 December 2024.
- b. In response to a question, the Deputy Chief Constable noted that violence and suicide were both concerns for the Force, and Christmas/New Year plans had been adopted for hotspots. Whereas fatalities and suicides were down in Scotland, the Force was being challenged on non-suspicious hand back times.
- c. A SPA Member commented on recent media interest in the role of organised crime in shoplifting and queried whether there was a corporate affairs element to take into account when addressing topical crime issues. The Chief Superintendent acknowledged that the Force needed to be on the front foot in terms of its social media. The Deputy Chief Constable added that, more broadly, the Force's External Affairs Team was integral to addressing issues and sentiments identified in the Force's Staff and Passenger Surveys.
- d. An SPA Member noted the spike in sex offences in September 2024 and noted this merited further scrutiny in the next quarter.
- e. A Member commented on D Division's level of disproportionality. Whilst acknowledging the small sample size, she welcomed the Chief Superintendent's assurance that disproportionality was subject to rigorous analysis in order to mitigate it as far as was possible.
- f. In response to a comment, the Chief Superintendent confirmed she was mindful that, whereas the Divisional find rate was positive, it was nevertheless down on year and this deserved further monitoring into the next quarter.
- g. In response to a question, the Chief Superintendent confirmed that the Force was a member of Police Scotland's GOLD Group for the Commonwealth Games. Members noted that the Force and Authority would need to keep a watching brief on whether the Force qualified for central funding for policing of the Games.
8. **RESOLVED**, that the paper regarding Policing Plan Performance for Q2 2024/25 be noted.

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**British Transport Police and Police Scotland / Joint Working**

Agenda Item 6

9. Members considered a paper regarding joint working between British Transport Police and Police Scotland and the following points were made.
- a. The Chief Superintendent (Police Scotland) introduced the paper and highlighted in particular,
    - i. Positive joint working across Op TRUIN (152<sup>nd</sup> Open Golf at Troon), Safer Shores, Pavilion Music Festival, and the Scottish Air Show.
    - ii. Police Scotland’s Summer Youth Disorder Action Plan, delivered in conjunction with BTP throughout the summer holidays to tackle spikes in youth disorder.
    - iii. BTP’s cooperation with Police Scotland in developing and adopting BTP’s Naloxone policy, and delivery of training to BTP officers to allow them to participate in a Naloxone carriage pilot.
10. **RESOLVED**, that the paper regarding joint working between Police Scotland and British Transport Police during Q2 2024/25 be noted.

**Industry Voice / Rail Staff and Passenger Survey**

Agenda Item 7

11. Members considered a paper regarding BTP’s Rail Staff / Passenger Survey 2024 and the following points were made.
- a. The Analytical Insight and Statistics Manager introduced the paper and highlighted,
    - i. The fact that the annual survey had secured its highest level yet of respondents, with 363 from Scotland.
    - ii. Safety and confidence measures were generally higher in Scotland compared to the rest of the UK, but free text responses nevertheless demonstrated negative feedback around officer visibility and a general fear of crime. Rail staff in particular noted workplace violence as their prime fear.
  - b. In response to a question, the Deputy Chief Constable agreed the Force could be smarter in its use of social media and other channels to address concerns around officer visibility. There was a corporate engagement piece across all BTP Divisions in that regard. The proposed Optimised Policing Model would provide the best opportunity for the Force to be where it wanted to be in terms of visibility.

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- c. A Member encouraged the Force to adopt a longer-term i.e. 10-year view on where it wanted to be in terms of visibility and its role in relation to industry and wider stakeholders. He worried that both the Force and the Authority could be too focused on incremental short-term change in seeking to address the themes identified in the surveys. The Deputy Chief Constable concurred and noted the relevance of Artificial Intelligence in such longer-term thinking.
- d. A SPA Member commented that there was a piece for ScotRail and the effective use of signage beyond the central belt to build a more positive perception of officer visibility.
- e. In response to a question, the Analytical Insight and Statistics Manager confirmed that staff survey respondents were drawn from all rail industry staff i.e. train managers, drivers, and revenue staff and – to a lesser degree – back-office staff. It was also possible to provide a geographical breakdown of respondents – she would provide further detail outside of the meeting (Action 8/2024).

12. **RESOLVED**, that the paper regarding BTP’s Rail Staff / Passenger Survey 2024 be noted.

**Thematic / BTP Disruption Review**

Agenda Item 8

13. Members received a presentation from an Assistant Chief Constable regarding BTP’s Disruption Review and the following points were made.

- a. During the course of his presentation, the Assistant Chief Constable highlighted,
  - i. The partnership response approach to disruption across the Force, local Home Office forces, and Network Rail, and in particular Op GREENLAW, the Force’s response to disruption.
  - ii. The role of the Major Crime Investigation Manual in the event of complex disruption incidents such as that at Pangbourne in January 2024, and the need for the Force to be mindful of the role of coroner in deciding cause of death.
  - iii. Common myths around the Force’s ability to deal with disruption, including the fact that the Force did not in fact have immediate access to relevant CCTV.
  - iv. The Force’s recent review of disruption had revealed it could be better joined up with industry in ensuring passenger welfare during disruption incidents. The review had also resulted in a Superintendent assuming command of an incident after a given period of time to ensure adequate seniority was applied to resolving an incident.

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- v. The complexity posed by differing types of persons in precarious positions (PIPPs) i.e. protestors were generally compliant, whereas vulnerable persons were generally non-compliant.
  - vi. The fact that the Force had retained its Senior Duty Officer in Scotland following its *Layers and Spans* review.
  - vii. The application of JESIP was perhaps strongest in BTP Scotland e.g. typified by the Force response to the Stonehaven derailment and the fact body worn video from that incident was used as best practice examples in national training.
- b. In response to a question, the Assistant Chief Constable confirmed the Force remained committed to using drones in Scotland and working within the parameters set out in Police Scotland's 2022 consultation exercise. He expected deployment to take place in early 2025.
  - c. In response to a question, the Assistant Chief Constable replied that the balance between a person's right to protest versus the rights of the travelling public was a difficult one to gauge, but that nevertheless Force leadership encouraged officers on the scene to make a continuous assessment during an incident to ensure an appropriate balance was struck.
  - d. The Chair welcomed the presentation and requested a further update on disruption at the next meeting.

14. **RESOLVED**, that the presentation from an Assistant Chief Constable regarding BTP's Disruption Review be noted.

*The meeting was adjourned for a comfort break between 12.25pm – 12.30pm.*

### **Policing Plan Review Update**

#### Agenda Item 9

15. Members considered a BTPA Executive Cover Paper and associated paper from the Force regarding the BTP Policing Plan and the following points were made.
- a. The Head of Legitimacy and Performance introduced the two papers and highlighted,
    - i. The Force and Authority's refreshed approach to developing the Policing Plan, that had culminated in establishing three Force-wide priorities that would be underpinned by efforts to address local, Divisional level issues through Local Rail Safety Action Plans.
    - ii. Policing Plan development engagement in Scotland had been convened in September 2024, and this had included comparisons with Police Scotland's Policing Plan.

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- b. A Member commented that he was particularly interested in the Force’s preparedness to respond to extreme weather events, including whether the Force was explicitly aligned to any industry assessments and plans.
- c. In response to a question, the Head of Legitimacy and Performance replied that the comparative exercise with Police Scotland’s policing plan had revealed broadly similar priorities across both forces, with less alignment evident on counter-fraud. That said, the Chief Constable’s Operational Policing Plan launched in September 2024 matched the proposed BTP Policing Plan.
- d. The Chair noted that both he and a Committee Member had been closely involved in the development of the Plan through the BTPA’s Policing Plan Working Group, and offered a minor comment to the effect that the infographic dials within the plan were potentially confusing given the red/green ratings on the ‘dials’ were in reverse order.

16. **RESOLVED**, that Members,

- a. Endorse to the Full Authority the Policing Plan approach for BTP’s Scotland Division,
- b. Note that work would continue to refine the Plan as necessary in advance of it being presented to the Full Authority on 10 December 2024 for approval.

**Policing Plan Review Cover Paper**

Agenda Item 9.1

17. **RESOLVED**, that the BTPA Executive Cover Paper regarding the BTP Policing Plan Update be noted.

**BTP Policing Plan Update**

Agenda Item 9.2

18. **RESOLVED**, that the BTP Policing Plan Update be noted.

**Annual Report / Best Value**

Agenda Item 10

19. Members considered an annual report regarding Best Value and the following points were made.
- a. In response to a question, the Head of Legitimacy and Performance replied that direct costs were higher in Scotland due to there being no Police Community Support Officers (PCSOs), and that the forthcoming new Cost Allocation Model would likely have an impact on indirect costs.
  - b. In response to a comment, the Head of Legitimacy and Performance noted that the Vision and Leadership theme could be addressed, in part, by scrutiny of the Force’s All People Survey.

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- c. The SPA Corporate Head of Strategy and Performance noted that there would be a Best Value assessment of policing carried out during 2025, and there was an opportunity therefore to apply evidence secured from Police Scotland to the British Transport Police.
- d. A Member commented that there may be value in securing external review and insight of the BTPA's Best Value assessments.
- e. The Chair requested that future Best Value assessments be aligned with the Committee's Evaluation Framework going forward.

20. **RESOLVED**, that the annual report regarding Best Value be noted.

### **Audit and Inspections Update**

Agenda Item 11

21. Members considered an Audit and Inspections Update for Q2 2024/25, and the following points were made.

- a. The Deputy Chief Constable introduced the update, and highlighted,
  - i. New actions on the Force's 4Action system, as a result of both a Government Internal Audit Agency inspection of Force risk management, and a non-Force inspection of rape and other sexual offences investigations.
  - ii. That the Force anticipated securing access to Police Scotland's interim Vulnerable Persons Database from January 2025, satisfying an action arising from an HMICS inspection.
  - iii. The excellent score for Store Management and Governance secured by the Edinburgh Waverley team following a Governance Team Health Check.
  - iv. The 'reasonable' level of assurance secured following a Information Commissioner's Office audit, and the adoption of an action plan by the Force to improve existing arrangements relating to data protection.
  - v. The recent Public Sector Fraud Authority inspection, with a forthcoming final draft report.
  - vi. The recent visit to the Force by the Angiolini Inquiry team, and the forthcoming national thematic report.

22. **RESOLVED**, that the Audit and Inspections Update for Q2 2024/25 be noted.

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**Workplan**  
Agenda Item 12

23. Members considered the Workplan, and the following points were made.

- a. The Head of Legitimacy and Performance summarised issues referenced during the meeting that would be incorporated into the workplan, namely a further update on disruption, Force preparedness for extreme weather events, and greater alignment of Best Value reporting with the Committee's Evaluation Framework (Workplan).
- b. Those present further commented on the potential to adopt deep dives of relevant strategic risks, and to review Best Value themes in greater detail to establish if that revealed any candidate items for the workplan. The SPA Head of Strategy and Performance noted the potential alignment between use of drones and responding to vulnerable persons in distress.

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

**Evaluation Framework**  
Agenda Item 13

25. Members considered the Evaluation Framework for Q2 2024/25, and the following points were made.

- a. The BTPA Analyst noted that the BTPA's progress update to the Convenor of the Justice Committee would be provided following the November 2024 meeting, hence the current red rating for the measure on regular reporting to the SPA and Scottish Parliament.

26. **RESOLVED**, that the Evaluation Framework for Q2 2024/25 be noted.

**Any Other Business**  
Agenda Item 14

**Farewell to Willie Gallagher**

27. The Chair noted this was Willie Gallagher's final meeting of the Committee prior to his term as BTPA Member concluding at the end of January 2025. The Chair placed on record his personal thanks to Willie for his support, and the thanks of the Committee and BTPA and BTP officers and staff for his championing of the work of BTP in Scotland. Willie's time on the Committee had been characterised by insight balanced with good humour.

The meeting ended at 1.13pm.

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No.	Date	Action/Paper	Owner	Outcome
6/2024	4 June 2024	A Member suggested that the BTPA could review and adopt, if appropriate, an existing memorandum of understanding between Chief Constable of Police Scotland and the Scottish Police Authority regarding <a href="#">engagement and communication relating to new and emerging strategy, policy or practice in areas of significant public interest</a>	Head of Legitimacy and Performance	<b>Recommended for Closure</b> This suggestion was raised by the SRPC Chair at the Full Authority meeting in December 2024. At that time, the Full Authority deemed existing provision within the BTPA Code of Governance regarding the BTPA Chief Executive's obligation to raise matters of likely public interest with the BTPA Chair to be sufficient for the time being, subject to review.
8/2024	26 November 2024	In response to a question, the Analytical Insight and Statistics Manager confirmed that staff survey respondents were drawn from all rail industry staff i.e. train managers, drivers, and revenue staff and – to a lesser degree – back-office staff. It was also possible to provide a geographical breakdown of respondents – she would provide further detail outside of the meeting.	Analytical Insight and Statistics Manager	<b>Completed</b> Please see detail provided overleaf.

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SCOTTISH RAILWAYS POLICING COMMITTEE

Action 8/2024

Staff Survey Respondents by Role:

Role	Count
Train Guard/ Manager	79
Driver/ Driver Manager	48
Customer Service Advisor	32
Platform/ Train Dispatch	30
Ticket Office/ Travel Advisor	26
Manager	24
Other	19
Gate line	17
Retail Staff	14
Train Presentation	12
Revenue Protection	11
Maintenance	10
Network Rail – Network Operations	8
Operations	7
Catering	6
Security	6
Station Manager (including Assistant Manager)	3
Facilities	3
Administration/ Office Staff	3
(blank)	2
Sub-Contractors	1
Control Room Staff	1
Shunter	1
<b>Total</b>	<b>363</b>

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**Geographical by Sector:**

Please note, that out of the total for Scotland, only **259** were able to be mapped down to Sectors due to lack of information provided by respondents.

<b>BTP Sectors</b>	<b>Count of UID</b>
(Blank)	104
Glasgow	95
Edinburgh	57
Aberdeen	26
Dalmuir	25
Kilwinning	14
Paisley	14
Inverness	7
Motherwell	6
Perth	5
Kirkcaldy	4
Dundee	2
Falkirk/Stirling	2
Glasgow	1
Perth	1
<b>Total</b>	<b>363</b>

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# Scottish Railways Policing Committee

## Quarter 3 Performance Paper

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

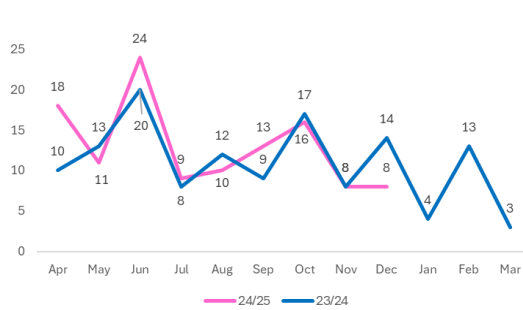
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- With a total of 544 crimes recorded, Q3 saw an 8% reduction on Q1 (-44). High harm offending followed the same trend (-10%, -22), with top category Violence down 21% (-41) compared to the start of the year. Crime in Q3 was consistent with Q2 (+1 offence).
- Weapon-enabled violence (blades) has remained low in Scotland, with a total of 3 recorded YTD (-57%, -3 PY). Examples of weapon seizures from Q3 include a large knife taken from a male at Airdrie Station and a Stanley knife recovered from a male following successful use of Stop and Search at Motherwell Station. YTD, Officers have seized 12 weapons through proactive Stop and Search.
- Rail usage data from Q2 indicates that there are 15 notifiable crimes per million passenger journeys (CPMJ) (ScotRail).
- 251 crimes were solved in Q3, contributing to an overall solved rate YTD of 45.7%. At 5.4% higher than last year, and 34% higher than the current Force average (11%), this has been an area of continued improvement for the Division. A High Harm Offending solved rate of 64% has been maintained (+0.1% PY) despite 50 extra crimes being recorded. Improvements have also been maintained in the solved rate for staff victims overall (61.4%, +15.6% on PY). Compared to Q2, Q3 saw increases in solve rate for Sex Offences, with the rate increasing by 12% (S.R. 75%) and Robbery, increasing from 50% to 100%.
- There has been a focus on maximising resources at a key Divisional location, Glasgow Central Station. Division-wide and station-specific taskings, (e.g. *Serious Violence Glasgow*) have been carried out by officers regularly and underpin a new Problem-Solving Plan for Central as the top recording location in Scotland.
- YTD, there has been significant decreases in non-notifiable offences (-16.8%, -463 on PY) and a 25% reduction Q2 into Q3 (-207). Threatening and Abusive Behaviour incidents have reduced -6% YTD (-43 on PY) and by 11% in Q3 (-26). Despite this, multi-agency collaboration continued at key locations for disorder, with particular focus on joint patrols and visibility to provide reassurance to both passengers and staff.
- A large policing response was implemented for the Rangers v Celtic fixture in December. Despite large-scale disorder in the city centre and risk supporters from both sides using the railway before and after the match, good partnership working and crowd management throughout the day meant there were no football-related arrests made.
- In Q3, there was increased promotion of the 61016-text service as a reporting tool. Text has been the second highest reporting method after direct to Police for VIAWG offences and there was a general month to month increase throughout Q3 for Calls for Service made via text (all crime groups).
- Disruption incidents reduced by 3% in Q3 (-21 on Q2) and the average line hand back time for non-suspicious fatalities also reduced by 17 minutes. YTD, there have been decreases in both incidents (-11.7%, -260) and lost minutes (-19.8%, -15,874) and primary minutes also reduced by 19% (-6,385). Partnership working is fully embedded to identify and respond to any emerging locations and reduce risk around safety and disruption to the network. Trespass has had particular focus throughout Q3, and close working with partners has seen results at locations such as Kilpatrick. Education around the dangers of trespass also continued, with school inputs and use of VR headsets building upon the successes in community engagement of last quarter.



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

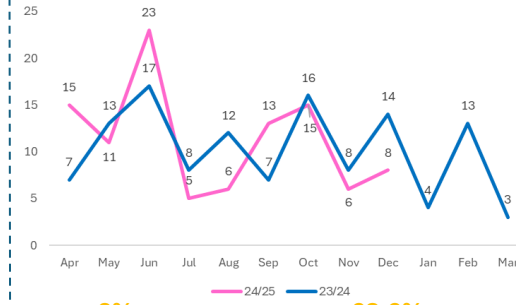
### Total Violence with Injury



**5%** **65% (-1.7%)**

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

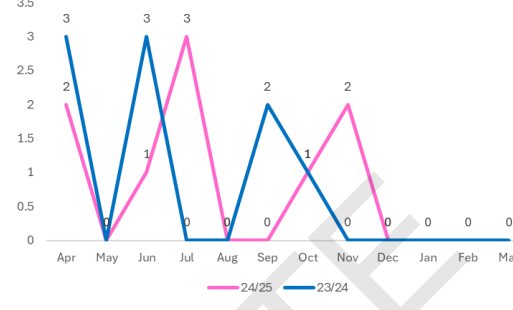
### Injury Against Passengers



**8%** **63.6% (-5%)**

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

### Injury Against Rail Staff



**0%** **77.8% (+33.3%)**

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

Violence with Injury is 5% higher than same period of '23-24 (+6 crimes). This is a reduction on Q2, when crime was 19% above the SPLY.

Injury cases were highest at the start of the quarter in October (16) and then declined in November & December (8).

Improvements have been made in the YTD solved rate for staff victims (77.8%; +33% PY). Overall, Violence causing injury to staff members is low in D Division and makes up just 10% of staff assaults (physical) (9).

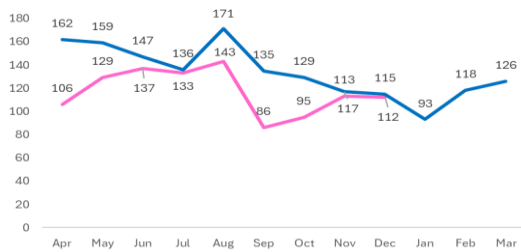
Public Order is 17% lower than SPLY (-217). Although Q3 started off with totals lower than SPLY, by December crime was at same level as '23-24. The overall reduction is due in large part to a decrease in volume of Threatening and Abusive Behaviour incidents (-6%, -43).

Physical assaults against Officers have increased by 26% YTD (+10). The peak month for Q3 was November when a total of 10 offences were recorded, and YTD overall peak month has been August (12).

Weapon-enabled violence (blades) has reduced by 57% on SPLY (-3) with a total of 3 YTD. Q3 had only one offence recorded with all crimes YTD solved.

Robbery has seen a reduction both YTD (-22%, -2) and Q3 had one crime recorded which related to an incident from September. The solved rate of 100% is an improvement on 33% SPLY.

### Total Public Order



**-17%** **43.5 (5.5%)**

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

### Public Order Against Passengers



**23%** **43.5% (5.1%)**

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

### Public Order Against Rail Staff



**-13%** **39.7% (5.5%)**

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

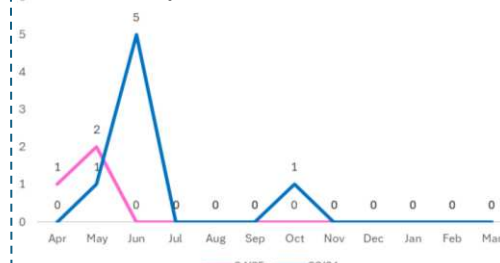
### Physical Assaults on Officers



**26%** **102% (+12.3%)**

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

### Weapon-enabled Violence



**-57.1%** **100% (0%)**

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

### Robbery



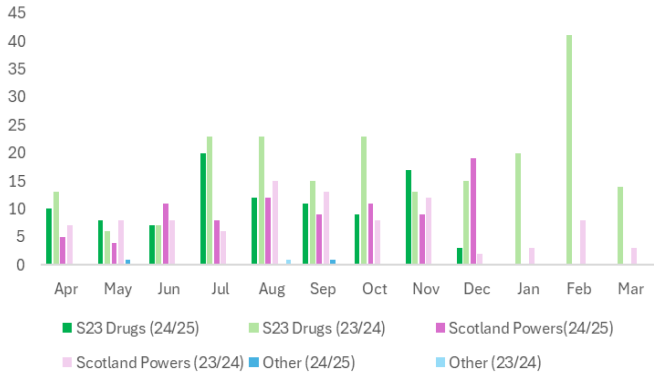
**-22%** **100% (33.3%)**

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

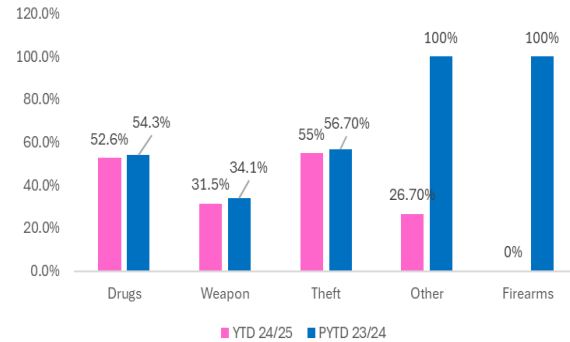
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## Ensure passengers and staff can work and travel free from the threat of violence

Search by Legal Power

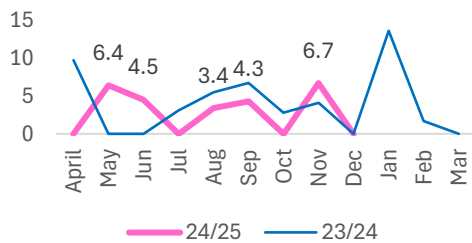


YTD Find Rate by Reason of Search

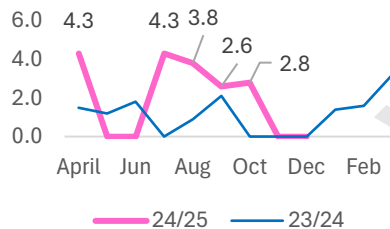


24/25 Search Count	23/24 Search Count	Change from 23/24	Object Found (YTD)	Object Found (PYTD)
187	218	(-14%, -31)	103 (44.4%)	111 (50.9%)

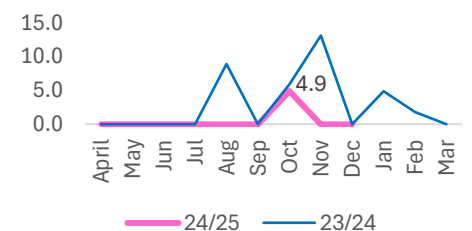
Disproportionality: Black



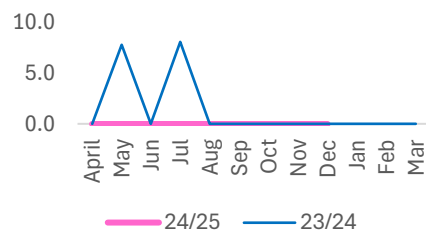
Disproportionality: Asian



Disproportionality: Mixed



Disproportionality: Other



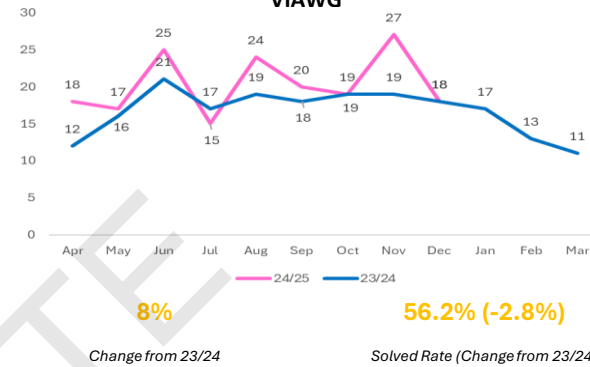
Q3 had a total of 68 searches with a find rate of 39.7%.

YTD, most of the searches have been carried out under S23 Drugs (52%), followed by Scotland Powers (47%).

Find Rate is highest for Drugs (52.6%) and Theft (55%).

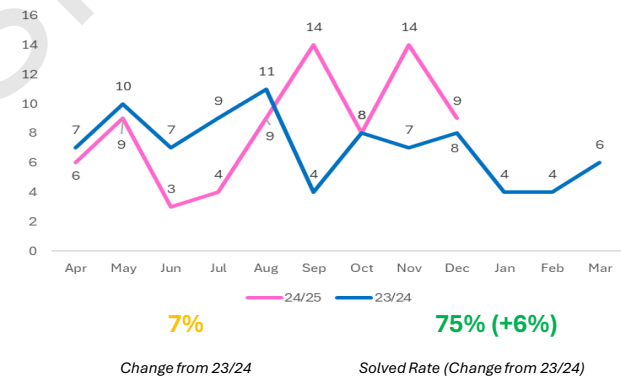
## Tackle violence against women & girls (VIAWG) & sexual harassment

VIAWG



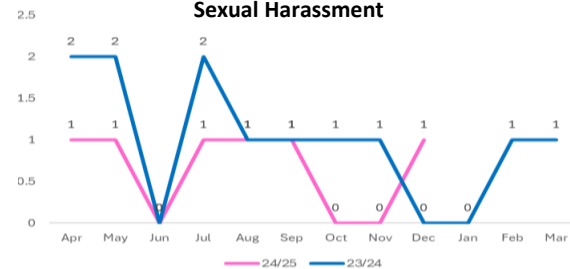
8% Change from 23/24  
56.2% (-2.8%) Solved Rate (Change from 23/24)

Sex Offences



7% Change from 23/24  
75% (+6%) Solved Rate (Change from 23/24)

Sexual Harassment



-40% Change from 23/24  
29% (-21%) Solved Rate (Change from 23/24)

Violence against Women and Girls has risen 8% on same period '23-24 (+14).

YTD, the higher monthly totals for VIAWG (June (25), August (24) and November (27)) correspond with the wider monthly trends in overall violence. However, VIAWG crime has not shown the same scale of increase overall as general violence (all victims) (+17%, +74).

VIAWG increased in Q3 (19%, +11), with November the peak month YTD (27).

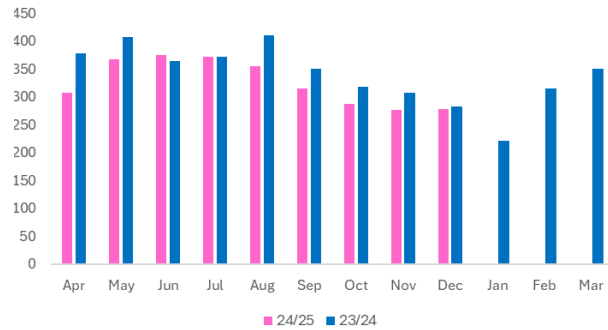
74% of total VIAWG relates to violence (135). In contrast, Sex Offences against women are 4% (-2) lower than PY.

Sex Offences (all victims) are 7% higher than in '23-24. However, this is a difference of only 5 crimes. Solved rate has increased by 12% on end of Q2 and is 6% higher than last year.

Recorded cases of harassment are still very low (-40%, -4 PY) with a total of 6 YTD.

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

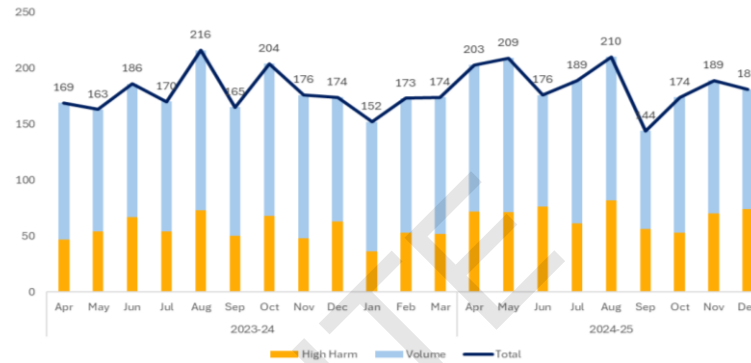
Immediate & Priority Incidents



**2,931**  
24/25 Incidents  
**3,192**  
23/24 Incidents  
**-8%**  
Change

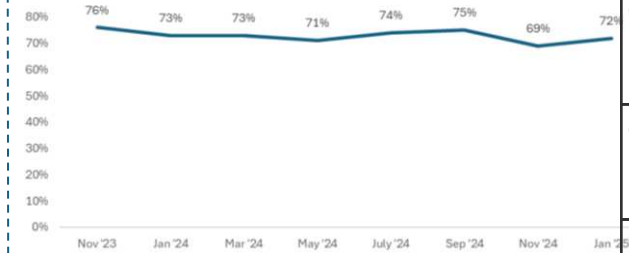
A total of 2,931 incidents graded Immediate or Priority were recorded up to end of Q3 (-8% on PY). The top incident types in Q3 were Concern for Welfare >17 (27%; 795), followed by ASB (16%; 467) and Trespass (12%; 346). Compared to Q2, incidents reduced by 19% (-201). Throughout Q3, monthly totals were also lower than '23-24.

Profile: High Harm/Volume and Total Crime by Month



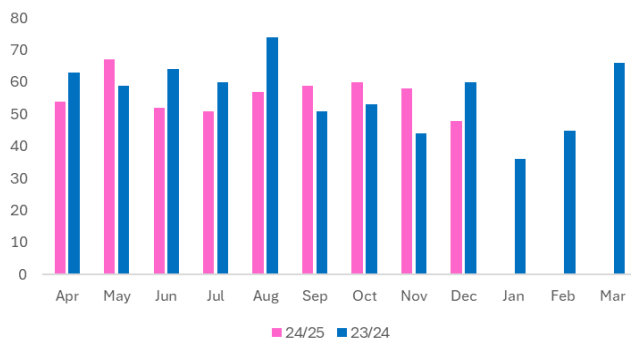
Crime totals increased from September (lowest month YTD) to November before declining again in December. There was minimal difference between Q2 and Q3, with Volume crime just slightly higher (+3) and high harm slightly lower (-2). Overall, Q3 was 2% lower than Q3 of '23-4 (-10).

% Respondents indicating they feel Safe when travelling on the railway network



The Public Consultation survey for Dec '24-Jan '25 indicates that 72% of respondents indicated they felt safe when travelling on the railway network (in relation to personal safety). The average score since Nov '23 has been 73%.

Immediate & Priority ASB Incidents

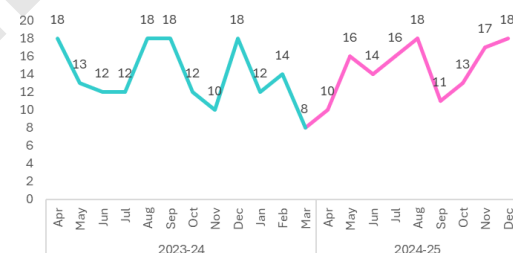


**506**  
24/25 Incidents  
**528**  
23/24 Incidents  
**-4%**  
Change

Of the Priority and Immediate grade calls received, 16% were ASB related (506). This is consistent with the percentage reported for both Q1 and Q2. Compared to PYTD, incidents have reduced by 4% overall (-22). In Q3, totals were consistent with previous quarter (-1) however were higher than Q3 of '23-24.

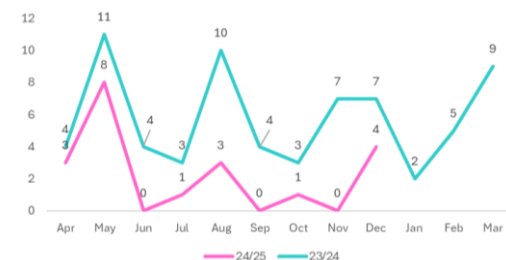
Hate crime makes up 3% (133) of total crime, with 71% (95) being Less Serious Public Order offences.

Hate Crime by Month



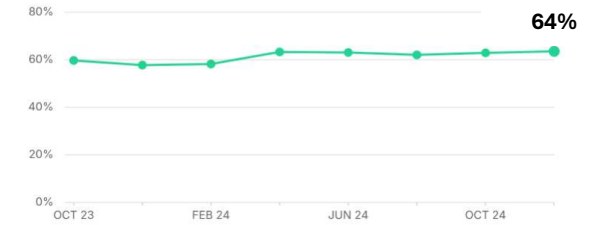
YTD, football crime is 62% lower than SPLY (-33).

Football Crime by Month



As with LY, peak YTD has been in May (8).

Confidence



Performance

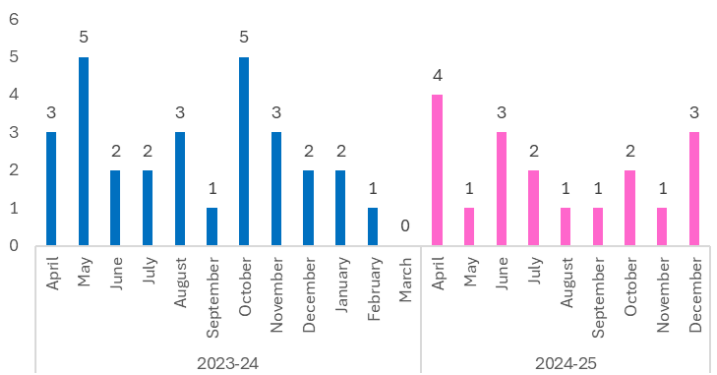


In the most recent survey, 64% of respondents have confidence in the police (+1%pt from prev. cycle). 68% feel that overall, police officers do a good job policing the railway (+5%).

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

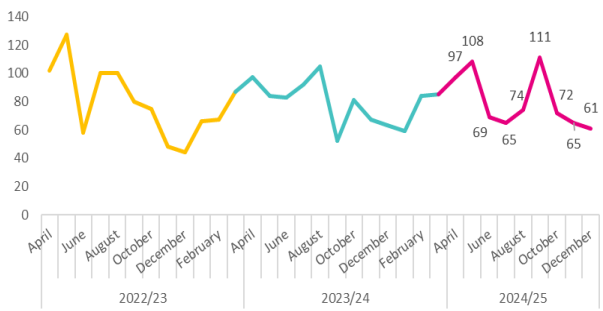
Suspected Suicides



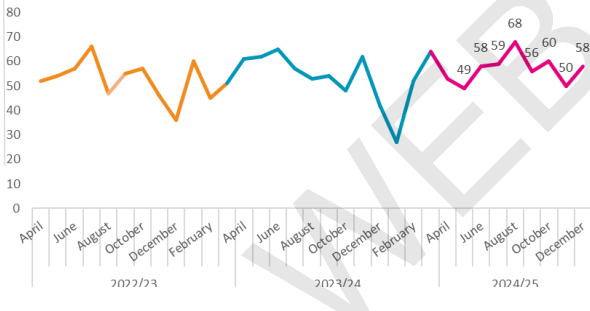
D Division recorded 18 suspected suicides to end of Q3. This is lower than SPLY (-8). YTD monthly average is currently lower than PYTD (YTD 2; PYTD 3).

There have been a total of 1,599 Safeguarding Vulnerability Reports (SVRs) submitted (+1.2% SPLY, +19).

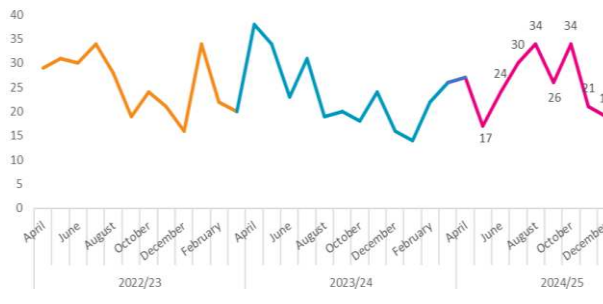
CYP Data



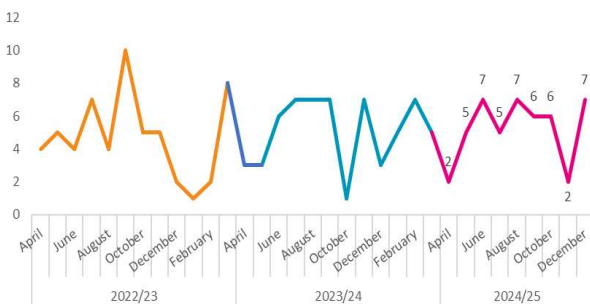
AAR Data



SPMH Data

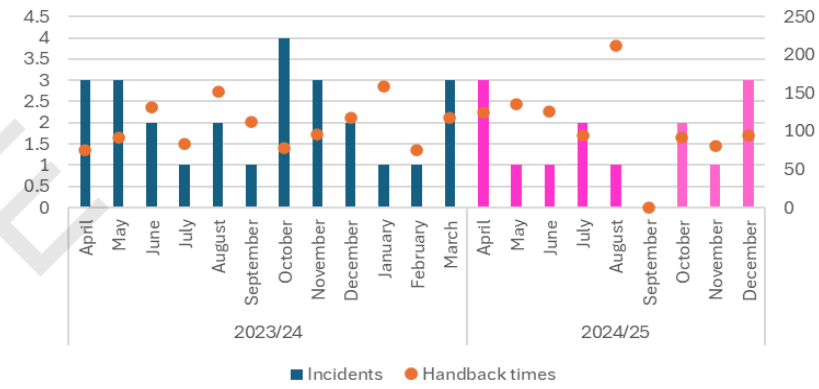


DASH Data



## Reduce disruption on the network through collaboration

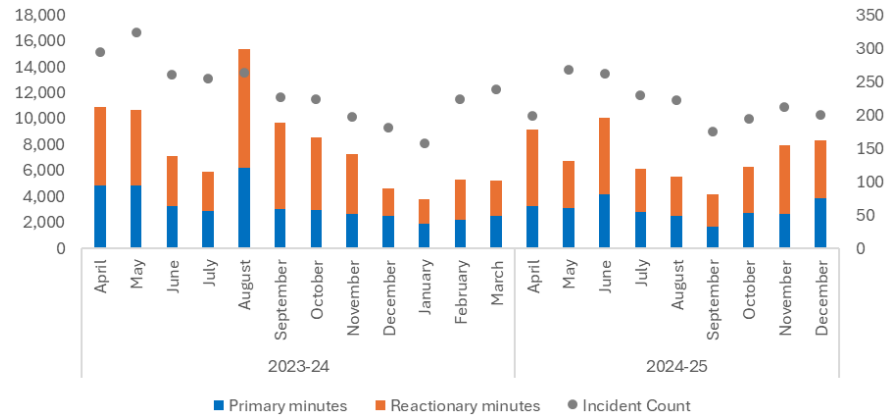
Non-suspicious Incidents Handback Time



**113**  
Avg. YTD Hand-back time 24/25

At the end of Q3, the average hand-back time for the Division was **113 minutes**. Average hand-back time has been lower in Q3 compared to Q2, with figures not above 100 minutes. Highest recording incidents have been in relation to recovery of body matter. In Q3 there were 6 fatalities (-3 SPLY).

Disruption Data: April 2023 - December 2024



YTD, the total number of minutes lost to disruption incidents is 64,361. This is 19.8% lower (-15,874) than SPLY. Overall, Primary (26,888; -19%) & Reactionary (37,473; -20%) minutes are also lower than SPLY.

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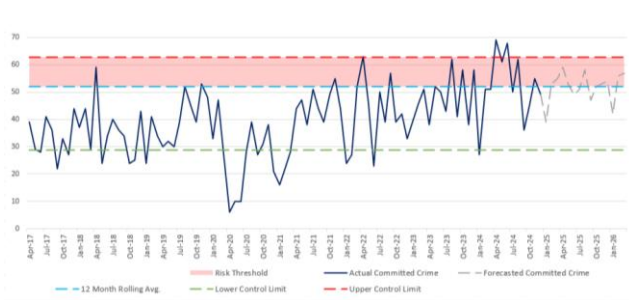
# Ensure passengers and staff can work and travel free from the threat of violence

	YTD	Solved rates	VCOP
Total Violence	505 (+17%, +74)	63% (+0.8%)	100%
Serious Violence	117 (+5%, +6)	65% (-1.7%)	100%
Violence (Rail Staff)	84 (+12%, +9)	58% (+4.7%)	100%
Violence (Officer)	49 (+26%, +10)	102% (+12.3%)	100%

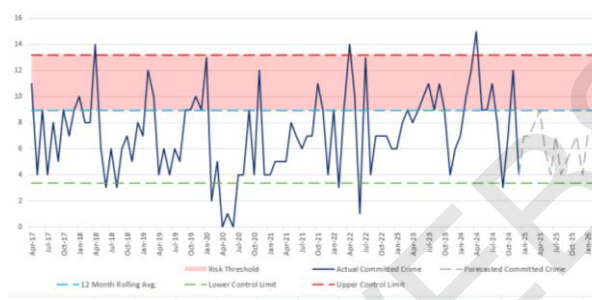
	YTD	Solved rates	VCOP
Weapon Offences	75 (+14%, +9)	84% (-6.9%)	-
Robbery	7 (-22%, -2)	100% (+33.3%)	-
Weapon-enabled Violence (blades)	3 (-57.1%, -4)	100% (0%)	-

	YTD	Solved rates	VCOP
Public Order (Total)	1,054 (-17%, -217)	43.5% (+5.5%)	100%
Public Order (Serious)	27 (+108%, +14)	44.4% (-17.1%)	100%
Public Order (Less Serious)	1,027 (-18%, -231)	43.4% (+5.5%)	100%
Public Order Staff	179 (-13%, -26)	39.7% (+5.5%)	100%

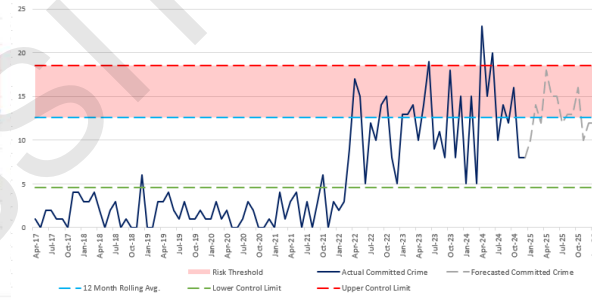
Violence (Total)



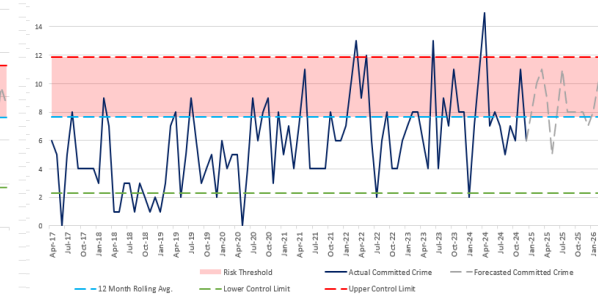
Violence Against Staff



Serious Violence



Weapons



In Q3, a male responsible for several violent and anti-social behaviour offences against both public and staff was identified and arrested following a Serious Assault (use of bottle) in the Motherwell Sector. Although weapon-related violence involving blades is very low YTD (7), reducing weapon carriage on the network remains a top priority in Scotland. Examples of weapon seizures from Q3 include a large knife taken from a male at Airdrie Station and a Stanley knife recovered from a male arrested after a successful use of Stop and Search at Motherwell Station. Officers have seized 12 weapons YTD through proactive Stop and Searches.

BTP have continued to work closely with Police Scotland to identify offenders responsible for serious crime. For example, partnership working in this respect has taken place in the Edinburgh Sector, where the City Centre Community Improvement Partnership (chaired by Police Scotland) has facilitated collaborative working and problem solving on priority crime. Work in relation to Robbery offences (predominantly Edinburgh YTD) has yielded positive results, with 100% of cases solved and suspects charged.

In the past quarter, there has been increased resourcing at the key location for violence, Glasgow Central Station. A dedicated tasking for serious violence in Glasgow was created and on 20<sup>th</sup> / 21<sup>st</sup> December, extra resources were detailed for the busy festive nighttime economy with no crimes of violence committed during this time.

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

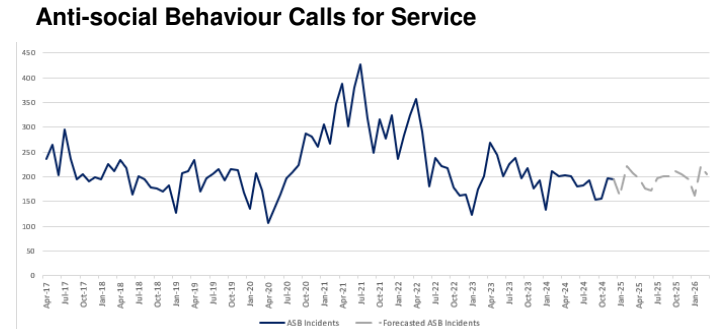
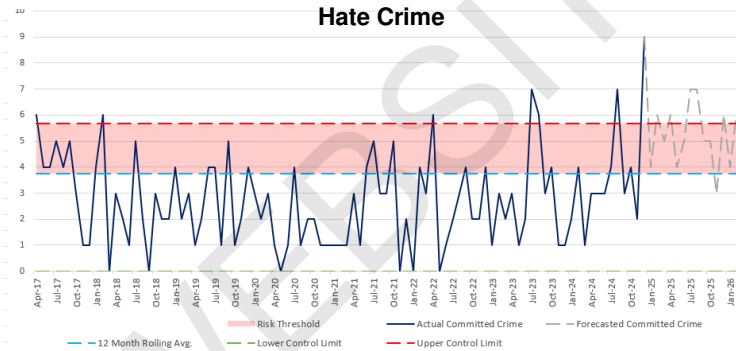
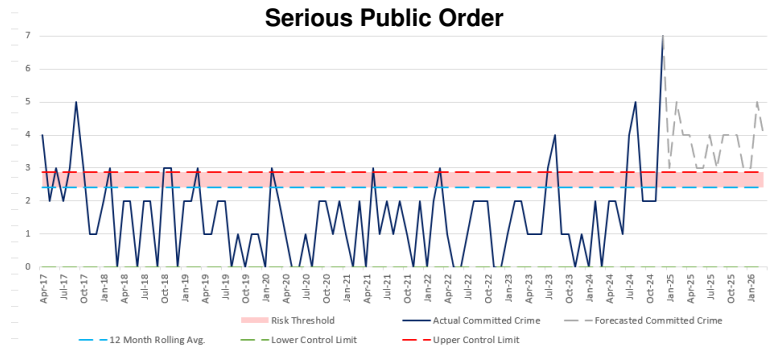
	Crime Profile		
	YTD	Solved Rate	Top Crime Groups (% of total)
<b>Volume</b>	1,060 (-3.5%, -155)	35.1% (+4.8%)	TPP (22%), Shoplifting (14%)
<b>High Harm</b>	614 (+17%, +55)	64.1% (0.1%)	Violence (82%), Sex (12%)

Hate Crime (incl. non-notifiable)	
YTD	Solved Rate
133 (-7%, -10)	44% (+0.3%)

Football Crime (incl. non-notifiable)	
YTD	Solved Rate
20 (-62%, -33)	15% (-15%)

	Incidents (Calls for Service)	
	YTD	Pass Rate
<b>Total Incidents (Immediate &amp; Priority)</b>	2931 (-8%)	88% (+1%)
<b>ASB Incidents</b>	506 (-4%)	88% (+3%)

Public Consultation (Oct/Nov data)	% Positive
<b>Feeling of Safety</b>	72 (+3%)
<b>Police Performance</b>	68 (+5%)
<b>Confidence in Police</b>	64 (+1%)



BTP worked together with Industry and Police partners to avoid disorder following the Rangers v Celtic fixture on 15<sup>th</sup> December. A large group of risk fans were located by Police on Gordon Street post match. Co-ordination with Scotrail led to this group quickly being escorted on to a train to Mount Florida. Despite large scale disorder in the city centre and the fact that risk supporters from both sides used the railway before and after the match, good partnership working throughout the day meant there were no football-related arrests across the network. This fixture is another example of successful large-scale event policing.

Officers continue to work with partners across the Division to deploy together and maximise visibility. Sharing of information and joint meetings, such as the weekly Travel Safe Team Tasking Meeting, ensures joint situational awareness and informs the direction of both BTP and Scotrail resources across Scotland. For example, in December, Kirkcaldy officers carried out joint patrols with the Travel Safe Team (TST) between Inverkeithing and Cowdenbeath following reports of youth related ASB. Use of Special Constables over this quarter allowed for greater visibility on the rail network. In Hamilton, there has been a continued decline in recorded crimes from Q1 due to ongoing targeted patrols, staff liaison including with Travel Safe Team as well as linking with local Community Officers. Moreover, in Kilwinning, Kilmarnock and Irvine Railway stations, patrol plans were altered to allow static patrols throughout the afternoon. As a result of regular set visibility points, there has been increased reassurance for train and station staff.

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

VIAWG (Total)			
	YTD	Solved rates	VCOP
Total VIAWG	183 (+8%, +14)	61.2% (-1.7%)	100%
Of total VIAWG - Violence	135 (+24%, +26)	57% (-3.5%)	100%
Of total VIAWG - Sex Offences	48 (-4%, -2)	72.9 (+6.9%)	100%

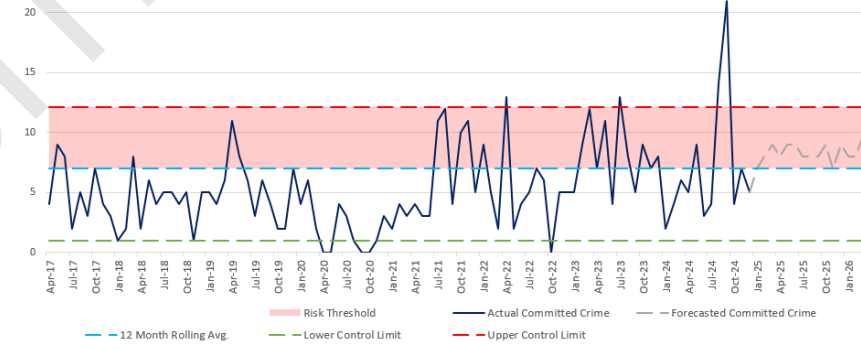
VIAWG (Staff)			
	YTD	Solved rates	VCOP
Rail Staff VIAWG	30 (+88%, +14)	70% (+10%)	100%
Of total VIAWG - Violence	20 (+54%, +7)	55% (+1.2%)	100%
Of total VIAWG - Sex Offences	10 (+233, +7)	100 (+33%)	100%

Sex Offences			
	YTD	Solved rates	VCOP
Total Sex Offences (all victims)	76 (+7%, +5)	75% (+6%)	100%
Sexual Harassment	6 (-40%, -4)	29% (-21%)	-

VIAWG



Sex Offences ( all victims)



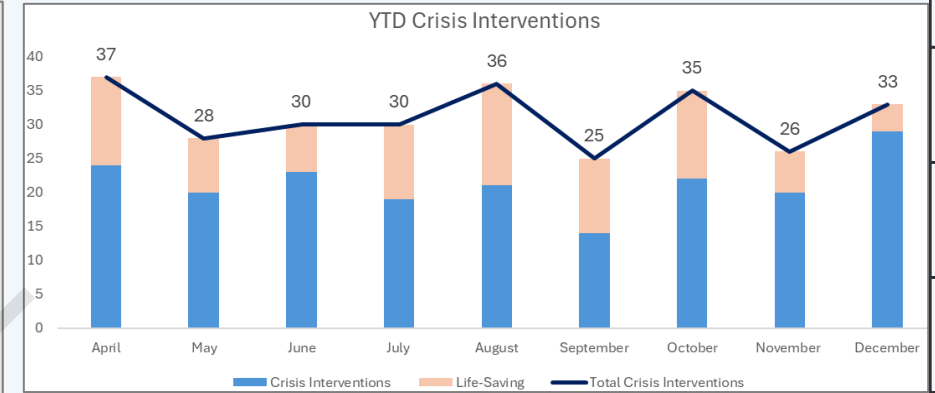
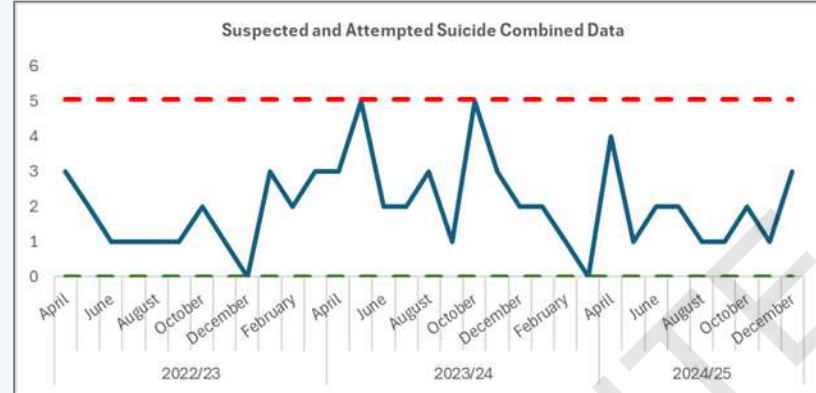
In Q3, Officers participated in the 16 Days of Action against Gender Based Violence. Positive work was undertaken in the West Sector, with Motherwell officers attending a Police Scotland seminar focussing on Domestic Abuse. In Dumbarton, BTP joined with all the agencies involved in the West Dunbartonshire VAWG Partnership throughout the campaign.

YTD there is a 61% solved rate for all VIAWG offences. However, for sexual offences towards women this is 73%. One example of positive outcome in Q3 is from 5<sup>th</sup> December, when a male was identified, arrested and charged with two sexual offences in relation to a sexual assault of a member of NWR staff.

On 26<sup>th</sup> December, a White Ribbon event took place at Glasgow Central Station. Officers showed support for White Ribbon Scotland and engaged with public and partners throughout. On-train policing and dedicated VIAWG tasking means that officers concentrate on later trains from key locations, and this has been fully embedded throughout the Division.

In Q3, work continued in relation to the long-term project to work in collaboration with Partick Thistle Football Club, sharing the text service 61016 and highlighting VIAWG at the time of football games, for example through signage.

Safeguarding Vulnerability Report	YTD
Adult At Risk (AAR)	549 (+28)
Child & Young Person (CYP)	768 (+6)
DASH	49 (+2)
SPMH	246 (+14)
<b>Total</b>	<b>1317 (+34)</b>



On the 22<sup>nd</sup> December 2024, BTP provided vital assistance to a male who had collapsed at Glasgow Queen Street Station. Together with an off-duty nurse, officers conducted CPR until a defibrillator arrived. Upon the use of the defibrillator the male gained consciousness. Naloxone, which can result in life saving intervention for someone suffering a drugs overdose, was introduced to division in Q3. Training was completed and volunteer officers were issued with kits.

Partnership working in North has taken place with regards to supporting complex service users. This includes housing, drug and alcohol advocacy and action for children. Officers in the sector are involved in partnership meetings such as the Highland Safe Transport Group and the Fife risk locations group. BTP officers in South Ayrshire were invited to have a stall at Celebrate Care Experience Week with South Ayrshire Health and Social Care Partnership. Throughout this evening, there was engagement with children from the age of 12-16 years, talking about railway safety and promoting the 61016-text number. Officers continue to work with partners in their local area regarding supporting vulnerable people. In Q3, officers attended 503 Concern for Welfare incidents and a total of 369 Vulnerability Reports (SVRs) were submitted.

As part of the National Intensification Week in November, BTP Scotland organised 5 days of action to take place at railway stations across the country including Inverness, Aberdeen, Dundee, Edinburgh Waverley and Glasgow Central. This resulted in 8 separate operational deployments and engagements. These proactive operations included joint working with Police Scotland officers at all locations, including officers from the National Strategic Interventions Unit, Sexual Harm Exploitation Unit, CID, Reactive CID, Intelligence Development, Preventions Interventions & Partnerships, and Community Policing. As a result of the enforcement and engagement activity, there were 3 arrests made and 5 drug seizures, multiple stop searches, intelligence submitted and high levels of engagement with the travelling public and key partners from the railway raising awareness of County Lines.

### Upcoming Events

- BTP will be attending at the Scottish Police College, Tulliallan to provide an input to the Police Scotland Intelligence Officers Course on county lines in Scotland.
- Planning is underway for the next County Lines Intensification Week in June 2025.



Category	YTD Incidents		Total Delay Minutes		Primary Minutes	
	24-25	% +/-	24-25	% +/-	24-25	% +/-
Disorder/Drunks or Trespass	834	-12% (-114)	13,639	-19.3% (-3,270)	5,942	-13.1% (-893)
Trespass	774	-8.5% (-72)	30,879	-12.7% (-4,502)	12,584	-16.7% (-2,523)
Vandalism/Theft	218	-11.4% (-28)	5,052	-49.8% (-5,017)	1,718	-57.2% (-2,295)
Level Crossing Incidents	118	-24.8% (-39)	3,599	-28.8% (-1,458)	1,431	-22.4% (-414)
Fatalities/injuries by being hit by train	17	-26.1% (-6)	11,011	-12.9% (-1,628)	5,177	-4.6% (-250)
Cable Theft	1	-50% (-1)	181	0.6% (1)	36	-21.7% (-10)
<b>Total</b>	<b>1,962</b>	<b>-11.7% (-260)</b>	<b>64,361</b>	<b>-19.8% (-15,874)</b>	<b>26,888</b>	<b>-19.2% (-6,385)</b>

	Fatalities	
	Incidents	Avg. Hand Back
April	3	125
May	1	136
June	1	126
July	2	94
August	1	212
September	0	N/A
October	2	91
November	1	81
December	3	94

**113  
minutes**

*Avg. YTD Hand-back  
time for  
Non-suspicious  
fatalities 24/25*

The average hand-back time for fatalities reduced in Q3, with just one incident significantly above the 90-minute target. Officers working at a fatality at Croy Station on 3<sup>rd</sup> December returned the railway within 70 minutes of receiving the initial call.

Good interoperability took place on the 28th October, when there was a suspect IED found in a flat overlooking the railway at Dalmuir station. BTP attended along with the NWR RIO and Police Scotland, Fire & Rescue and ambulance, to ensure a successful resolution. The embedded disruption Inspector was pivotal in helping in the co-ordination of this situation.

The monthly Joint Industry Crime, ASB & Trespass Tactical Meeting, includes partners such as Scotrail & Network Rail and is a multi-agency space to share on key locations. Throughout Q3, work has continued with partners to address emergent locations. For example, there was an increase in Trespass incidents at Bellshill due to works being carried out on the footbridge and people crossing the line rather than taking an extensive detour. Close working with Scotrail, CCTV & contractors ensured early reporting and identification of offenders. Work is now complete with the bridge reopened and there have been no incidents of note since. Kilpatrick recently emerged as a location for Trespass due to a group of youths routinely using the location to meet and drink on the line. Work is ongoing with Sector supervision to ensure that Kilpatrick is given attention at peak times of Trespass.

Hotspot location cards have continued to be developed. These feed to a document that gets completed for a particular station of concern for Trespass and acts as an aide for Officers who can then access pictures and What 3 Words locations for specific problem points.

In Q3, educational visits continued to take place throughout the division. VR headsets have been utilised at various youth events in the west to highlight the dangers of trespassing, the impact and the wider repercussions of trespassing on families, rail staff and Police officers. Kilwinning officers conducted 7 Railway safety talks throughout October and November to community groups aimed specifically at youths (10-15 years of age) within the Kilwinning area, as the group most likely to Trespass. These inputs have further built on the successes with engagement seen in Q2.

## Local Policing

In West Dunbartonshire and Argyll due to the success of Operation Ballaton which was ended for the year in October 24, BTP and PSoS have continued with their partnership work in dealing with ongoing anti-social behaviour.

This work involves the targeting of prolific youth shoplifters who also act in a generally anti-social manner in the town centres of Dumbarton, Clydebank and Whitecreek, utilising the rail network to go between the areas. Crimes will often be perpetrated on the trains / train stations as well as the urban areas already stated, and it was quickly identified between the two forces that information sharing, and joint working was the most effective way forward. Several arrests of young people have been made by both forces thus far and, in parallel with this, letters are being sent to the parents of the youths by their housing providers making them aware that the behaviour of their child could directly impact their tenancy. This is having a positive effect.

Whilst incidents are ongoing, the intelligence sharing between BTP and PS has allowed for a far fuller picture to emerge. We are more regularly informing each other of significant arrests relating to such individuals now which assists with the robust enforcement of bail conditions.

From a community / events perspective, BTP Dumbarton began partnership work with PS Dumbarton, to support a 999 day for West Dunbartonshire to be held early spring 2025. Both forces will have a strong and visible presence on the day in question, the last event being attended by over 6000 members of the community. This day will coincide with the launch of Op. Ballaton 2025, an already established example of the partnership between PS, BTP and numerous other agencies.

In Edinburgh between the 23-26 September 2024 E Div Prevention, Intervention & Partnerships (PIP) Team alongside the City of Edinburgh Council hosted the annual Young Drivers event held at the O2 Academy Edinburgh. The event is aimed at sixth year High School pupils and aims to provide road safety education to young people to challenge attitudes towards dangerous driving. Various partners attended the event including, local BTP who were able to promote railway safety utilising VR headset as per of their engagement. BTP will also be invited to take part in this year's event.

In support of the County Lines Intensification Week 2024 E Div PIP held an engagement event alongside BTP at Waverley Train Station. Officers engaged with numerous members of the public, retail premises and station staff about County Lines, providing associated Crimestoppers literature

In November 2024 E Div PIP participated in a public engagement event held alongside BTP, Neighbourhood Watch Scotland, City of Edinburgh Council Family & Housing Support and SFRS at Waverley train station. The public were provided with a wealth of crime prevention and associated advice related to 'Darker nights' and keeping safe over the festive period.

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

Architectural Liaison Officers (ALO) trained officers from E Div PIP are working alongside BTP and Counter Terrorism Security Advisor (CTSA), concerning a new ALO development project at the new Maybury Quarter in view of the development being next to Edinburgh Gateway train station.

The local City Centre Community Policing Team co-ordinate an operation as part of the local policing response to youth ASB and violence within Edinburgh City Centre. Officers routinely engage with BTP colleagues as part of this work, as Waverley Mall and Waverley train station are areas within the identified patrol matrix. This operation continues to be a focus within the city centre.

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

In Greater Glasgow the engagement and collaboration continue. BTP and PS jointly attend the Glasgow Multi-Agency Group (GMAG), chaired by Securigroup as well as Grahamston Business Forum which discusses issues in the heart of Glasgow City Centre, sharing information and collaborating with a problem-solving approach. The GMAG also has representation from the local MSP, Barnardos and other third sector groups. The partnership with Barnardos is in the concept stages regarding safe spaces for youths and promotion of the BTP Text 61016 service.

Representatives from Greater Glasgow Division continue to meet with BTP weekly with Glasgow City Council to discuss issues and challenges in the Glasgow City Centre.

Greater Glasgow Division and colleagues from BTP attended the Pan Local Authority meeting regarding youth ASB and retail crime which may act as a precursor to serious violence. This is chaired by PS and includes representatives from divisional and subdivisational level. Meetings and operations continue with close collaboration between BTP, PS, Social Work and wider partner agencies to share views and discuss ongoing youth ASB issues involving groups of young people, mostly from local authority care, who are involved in theft by shoplifting across Scotland, utilising the rail network to travel broadly. This has seen positive results, with a reduction in rail travel and through information sharing and a proactive, preventative approach to engage with the youths.

BTP have fostered a relationship for PS with the Railway Children charity and PS are now utilising their services as another referral route for children of concern in the City Centre.

### Specialist Crime Division

On Thursday 6<sup>th</sup> and Friday 7<sup>th</sup> February 2025, PS hosted a Senior Investigating Officers (SIO) Conference at Dunblane Hydro.

The theme of this conference is “The evolving role of an SIO”, the aim being to expand our working knowledge and to learn from the experiences of each other while opening our mind to new and innovative methods of investigating serious crime. This event will bring together 200 delegates from across PS, external agencies and our key partners. Representatives from BTP attended this event and enjoyed the opportunity to learn from each other and strengthen working relationships.

### Intelligence

Police Scotland’s intelligence department continues to work closely with BTP to tackle county lines.

In October 2024, liaison with Merseyside Police identified a principal nominal was travelling on the rail network from England into Scotland. The train was identified, and CCTV secured. BTP and Police Scotland Officers met the train on arrival at Inverness Station. The nominal was arrested and transferred to Merseyside Police who were actively pursuing his arrest.

A prominent nominal was also arrested by BTP officers at Kirkcaldy station for various offences including possess of an offensive weapon. They were held in custody for court and information shared with OCCTU. Bail conditions were secured preventing the nominal from entering Scotland.

Working with Police Scotland and Merseyside Police, BTP assisted in the post charge CPS case work for a principal nominal of a County Line including CCTV work to assist with the attribution of a deal line phone to the known movements of the nominal on the railway. In January 2025, the suspect appeared in court and was sentenced to 48 months in prison.

BTP continue to have a Detective Sergeant (County Lines Coordinator, Scotland) from their County Lines Task Force embedded within the National Intelligence Bureau at Gartcosh. As part of this role the DS forms working relationships with geographical and specialist divisions across Police Scotland to provide liaison with BTP and the railway, for any County Lines operations or investigations which include some sort of railway element. In this position there is a conduit for the fast time sharing of intelligence and ability to coordinate operational responses to live time incidents.

On the week beginning the 25<sup>th</sup> of November 2024 a County Lines Intensification Week took place. This involved National Crime Agency, Police Scotland and BTP with a focus on Child Exploitation.

As part of the national intensification week in November, BTP Scotland organised five days of action to take place at railway stations across the country including Inverness, Aberdeen, Dundee, Edinburgh Waverley and Glasgow Central resulting in eight separate operational deployments and engagements.

These proactive operations included joint working with Police Scotland officers at all locations including officers from the National Strategic Interventions Unit, Sexual Harm Exploitation Unit, CID, Reactive CID, Intelligence Development, Preventions Interventions & Partnerships, and Community Policing.

As a result of the enforcement and engagement activity there were three arrests and five drugs’ seizures, multiple stop searches, intelligence submitted and high levels of engagement with the travelling public and key partners from the railway raising awareness of County Lines.

# Extreme Weather Event Preparedness

Keith Davidson Force Preparedness Manager  
(Scotland) NILO

**EPRR**

EMERGENCY PREPAREDNESS,  
RESILIENCE & RESPONSE



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- Introduction
- BTP Policies & Procedures
- Command Structure
- Collaboration

WEBSITE

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# Introduction

- British Transport Police are regularly tested in relation to severe weather events across the UK.
- We interact with multiple blue lights and regional areas of the business within Network Rail.
- Attend and communicate with the wider resilience partnerships and facilitate requests to attend multiple LRF/LRP meetings.
- Each region of the railway operates differently with Scotland Route operating a clear risk-based approach to early closure of the network in the event of a severe weather event.

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# Policies & Procedures

British Transport Police have several plans and processes which we can implement in the event of a Severe Weather Warning. These include:

- Force Severe Weather Co-ordination Plan
- Major Incident Response Plan (MIRP)
- Force Mobilisation Plan
- Business Continuity Plans
- Operation Tupelo

These plans are regularly reviewed and tested either as part of the force T&E programme or in real time where we have been notified of a rising tide weather event. At the conclusion debriefs occur and learning cascaded where relevant.

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# Previous Incidents

- Storm Eowyn January 2025 (All of Scotland) Trains Suspended
- Storm Isha & Jocelyn January 2024 (All of Scotland) Trains Suspended
- Storm Darragh December 2024 (Ayrshire and North)
- Storm Babet October 2023 (East & North East) North/North East Disruption
- Storm Malik January 2022 (North) North & ECML Disruption
- Storm Arwen November 2021 (North, North East) Part Suspension



# Joint Collaboration

- Attendance at Extreme Weather Action Team meetings (EWAT Industry Lead)
- Embed Inspector within Route Control (Scotland)
- Attendance along with Industry at Transport Scotland Tactical Meetings
- Joint representation at LRP's across Scotland
- Attendance at Multi Agency Co-ordination Centres (MACC)
- Attendance at National Operations Centre (Op Tupelo)
- Tactical and Strategic Meeting Attendance

# STORM EOWYN

- Implemented Severe Weather Plan Structures and Guidance
- Strategic Commander appointed
- Meeting attendance at all levels
- MACC Representation (Remote)
- Rep attended Police Scotland Strategic/Tactical Meetings
- Network Rail restoration of services provided to BTP
- Remote meetings(Teams) into multiple LRPs across Scotland



# Questions?

## EPRR

EMERGENCY PREPAREDNESS,  
RESILIENCE & RESPONSE



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Report to: Scottish Railways Policing Committee

Date: 5 March 2025

Subject: SRPC Evaluation Framework

For: Decision and Review

3 Ebury Bridge,  
Westminster SW1W 8RP

E: [btpa-enquiries@btp.police.uk](mailto:btpa-enquiries@btp.police.uk)

[www.btpa.police.uk](http://www.btpa.police.uk)

## 1. Purpose of Paper

1.1 To provide the Scottish Railways Policing Committee (SRPC) Members with proposed options for updating the quarterly evaluation framework and to provide this quarter's update using the existing framework.

## 2. Background

2.1 In September 2020, the SRPC agreed a paper outlining the methodology for an evaluation framework, using a scorecard approach with performance indicators designed to support the Committee's work in the context of its design principles. It was agreed that these should be kept under review as the Committee matures.

## 3. Proposed updates to the evaluation framework

3.1 A review of the evaluation framework has been undertaken with the aim of ensuring that it continues assist in monitoring the effectiveness of the Committee. This has considered the history of the framework, progress undertaken by the SRPC towards meeting its aims, which has resulted in the current evaluation report indicators consistently being rated mostly as 'Achieved' (or 'Green'), and possible approaches for updating it.

### Considerations

3.2 In conducting this review a number of questions have been considered, including:

- Is a quarterly evaluation framework with a scorecard and performance indicators based around the Design Principles still useful?

If so:

- Is a quarterly update still the correct frequency?
- Should the BTPA Executive continue to assess progress? (An alternative approach could be for SRPC Members to assess progress/assurance against the indicators)

## Potential approaches

3.3 A possible methodology could be to continue to frame the scorecard around the Design Principles<sup>1</sup> but to also include the Best Value themes for Scotland. Two potential updated scorecard approaches both framed around the Design Principle and Best Value themes, but with different approaches for the indicators are shown at Appendices A and B:

3.3.1 The proposal at Appendix A is based around indicators that are more closely aligned to the Committee's responsibilities as set out in its Terms of Reference. The reasoning for this is that these are the agreed upon SRPC responsibilities and this approach would aim to outline whether or not the Committee is achieving these. However, this approach would result in a number of the indicators remaining similar to the currently used ones and a case could be made that the Committee is well established in meeting a number of these objectives.

3.3.2 The proposal at Appendix B is based around the workplan for the year ahead which could be reviewed on a periodic basis, potentially leading to an Annual Best Value assessment. This would aim to complement the work plan and frame the subjects covered more clearly around the Design Principles and Best Value themes for Scotland, and assess delivery as the year progresses. This approach might result in indicators being undelivered/unachieved at the start of the year, but with progress being evidenced during the year. With this approach however, care may need to be taken to not lose sight of the SRPC's core deliverables and current progress which might not be referenced in the updated evaluation report.

## 4. Current evaluation report card

4.1 The current evaluation report card for this meeting is shown at Appendix C.

## 5. Recommendations

5.1 The Committee is asked to review and discuss the considerations at 3.2 and whether either of the proposed approaches at 3.4 and Appendices A or B should be progressed.

5.2 The Committee is also asked to note for information the current Evaluation Report shown at Appendix C.

<sup>1</sup> Addressing the democratic deficit in Scotland, Meaningful accountability and transparency for railway policing in Scotland, Safe and effective management and operational delivery of railway policing in Scotland, Designed on best value principle and provide an appropriate mechanism to ensure value for money.

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Appendix A

Design Principle Themes*	Best Value Theme	KPI	Frequency	Q1	Q2	Q3	Q4	Assurance / Progress (TBC)
1. BTP's work in Scotland reflects the priorities of service users and service providers in Scotland	Vision and Leadership	1.1	Recommend to the BTPA Board the Scottish Railways Policing Plan, ensuring due regard has been taken of policing priorities set by Scottish Government, strategic plan set by SPA and Police Scotland, Policing Scotland's annual policing plan and that effective consultation has informed development of the plan	Annual				
		2.1	Review recommendations from audits, inspections and other evaluations in relation to railway policing in Scotland, and ensure that action is taken within agreed timescales, subject to BTPA approval	Quarterly				
2. The performance of BTP in Scotland is reviewed and reported in public	Governance and Accountability	2.2	Meeting open to be observed by members of the public (apart from under exceptional circumstances as outlined in the Terms of Reference)	Quarterly				
		2.3	Agenda to be circulated to Members at least five working days prior to the meeting (excluding matters taken in private).	Quarterly				
		2.4	Summary report to be provided to the Chief Executives of BTPA and SPA after each Committee meeting	Quarterly				
		2.5	<i>SRPC Chair to provide updates to the Convenor of the Scottish Parliament Justice Committee</i>	2x py				
		2.6	Forward looking work plan for the year to be produced, describing objectives, actions and proposed outcomes	TBC				
		2.7	Review progress against the work plan for the year	TBC				
		3. Ensure the safe and effective management and operational delivery of railway policing in Scotland	Performance Management	3.1	Scrutinise the performance of BTP against the Policing Plan in Scotland (and recommend to the BTPA Board any improvement required)	Quarterly		
3.2	Take into account relevant data and research available in relation to policing, including independent evidence and benchmarking information			TBC				
Performance Management / Effective Partnerships	3.3		Provide oversight of the effectiveness of interoperability between BTP and Police Scotland (and recommend any improvements to the BTPA Board and the SPA)	Quarterly				
	Effective Partnerships		3.4	Scrutinise BTP's public and stakeholder engagement work in Scotland	TBC			

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4. Oversee the delivery of value for money delivered by BTP in Scotland using the Best Value framework where relevant	Effective Use of Resources	4.1	Scrutinise the delivery in Scotland of the BTP Strategic Plan, Police Service Agreements and any other documentary agreements relating wholly or mainly to Scotland (and report progress to the BTPA Board)	Annual					
		4.2	Provide visibility and oversight of the funding as it applies to rail providers operating in Scotland, with a view to achieving best value (and recommend any changes to the BTPA Board)	Annual					
	Sustainability (Cross-cutting)	4.3							
	Equality (Cross-cutting)	4.4							

\*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

WEBSITES

Appendix B

Design Principle Themes*	Best Value Theme		Indicator	Frequency	Q1	Q2	Q3	Q4	Update
1. BTP's work in Scotland reflects the priorities of service users and service providers in Scotland	Vision and leadership	1.1	Recommend to the BTPA Board an annual Policing Plan for the Scottish Railways, ensuring due regard has been taken of policing priorities set by Scottish Government, strategic plan set by SPA and Police Scotland, Policing Scotland's annual policing plan and that effective consultation has informed development of the plan.	Annual					
2. The performance of BTP in Scotland is reviewed and reported in public	Governance and accountability	2.1	<i>Hold meetings in public and publish papers and minutes</i>	Quarterly					
		2.2	<i>Note to the Chairs of the BTPA and SPA after each Committee meeting</i>	Quarterly					
		2.3	<i>Regular reporting to SPA and Scottish Parliament: SRPC Chair to provide updates to the Convenor of the Scottish Parliament's Justice Committee</i>	2x per year					
		2.4	Audit and inspection update - Review recommendations from audits, inspections and other evaluations in relation to railway policing in Scotland	Quarterly					
		2.5	Forward looking work plan for the year to be produced, describing objectives, actions and proposed outcomes.	Quarterly					
3. Ensure the safe and effective management and operational delivery of railway policing in Scotland	Performance management	3.1	Scrutinise the performance of BTP against the Policing Plan in Scotland	Quarterly					
	Effective partnerships	3.2	Provide oversight of the effectiveness of interoperability between BTP and Police Scotland (and recommend any improvements to the BTPA Board and the SPA)	Quarterly					
		3.3	Industry voice - rail industry/wider stakeholders	Quarterly					
		3.4	Thematic- Transport Focus in Scotland	1x item					
		3.5	Public consultation data	TBC					
4. Oversee the delivery of value for money delivered by BTP in Scotland using the Best Value framework where relevant	Effective use of resources	4.1	Annual Best Value Report	Annual					
	Cross-cutting theme: Equality	4.2							
	Cross-cutting theme: Sustainability	4.3							

\*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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Appendix C - Scottish Railway Policing Committee – Evaluation Report  
5 March 2025

Design Principle Themes*	How Achieved	Progress	Achieving: ● / In Progress: ● / Not Achieving: ●			
			Mar-24	Sep-24	Nov-24	Mar-25
1. BTP's work in Scotland reflects the priorities of service users and service providers in Scotland	Alignment of BTP's strategic direction in Scotland, where appropriate to the SG's Strategic Police Priorities	<p>In progress as the 2025-27 Policing Plan is currently in development and is due to be published in April.</p> <p>In the 26 November SRPC meeting, Members considered the proposed 2025-27 Policing Plan and endorsed the proposals to the BTPA Full Authority for approval at its December 2024 meeting. The proposed 2025/27 Policing Plan was approved at the December Full Authority meeting subject to changes in light of the Budget settlement approved for the Force.</p> <p>The proposed Plan was subsequently discussed at BTPA's Strategy and Planning Committee on 18 February, where it was resolved that the three priorities remained unchanged and that the revised proposal removes any targets or trajectories associated with them.</p>			●	●
	Reporting against the achievement of the strategic outcomes	<p>Quarterly update on performance against the Policing Plan provided at Agenda Item 6. This provides an overview of BTP efforts to tackle crime and police related disruption in Q3, noting that crime saw an 8% reduction compared to Q2 and reductions in disruption incidents and lost minutes for the year to date.</p> <p>In response to the Policing Plan paper to the 26 November meeting, Members commented on a number of areas including:</p> <ul style="list-style-type: none"> <li>- Media interest in the role of organised shoplifting and whether there was a corporate affairs element to take into account when addressing topical crime issues, which resulted in the Force acknowledging that BTP needed to be on the front in terms of its social media and that more broadly their External Affairs Team was integral to addressing issues and sentiments identified in their staff and passenger surveys.</li> <li>- The spike in sexual offences in September 2024, noting that this merited further scrutiny in the current quarter.</li> <li>- BTP and the Authority would need to keep a watching brief on whether the Force qualified for funding for the policing of the Commonwealth Games.</li> </ul>	●	●	●	●
2. The performance of BTP in Scotland is reviewed and reported in public	Effective performance reporting, where appropriate, against the same outcomes as Police Scotland	The Policing Plan Performance and British Transport Police and Police Scotland / Joint Working updates (Items 6 and 7) include examples of joint operational work, for example in Edinburgh where the City Centre Community Improvement Partnership chaired by Police Scotland has facilitated collaborative working and problem solving on priority crime, in West Dunbartonshire and Argyll to deal with ongoing ASB which has resulted in several arrests with letters being sent to the parents of youths in parallel making them aware that the behaviour of their child could impact their housing tenancy, and as part of the County Lines National Intensification Week in November where BTP worked proactively with Police Scotland and others, resulting in a range of activity and outcomes including 3 arrests, 5 drug seizures and engagement with the public and key partners raising awareness of County Lines.	●	●	●	●

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		In the previous meeting, the Police Scotland Chief Superintendent highlighted areas of joint working including for events including the 152 <sup>nd</sup> Open Golf at Troon and for Police Scotland's Youth Disorder Action Plan which was delivered in conjunction with BTP throughout the summer holidays.				
	Regular public reporting to SPA and Scottish Parliament: <i>SRPC Secretariat note to both SPA and BTPA Chief Executives</i>	Summary of the business of the 19 September meeting was sent to the Chief Executives of BTPA and SPA on 23 December 2024.	●	●	●	●
	Regular public reporting to SPA and Scottish Parliament: <i>SRPC Chair to provide updates to the Convenor of the SP Justice Committee</i>	Letters providing a progress update on the business of the SRPC sent on 27 June 2024 and 2 February 2025.  The February 2025 letter resulted in an offer from the Scottish Parliament to meet in Parliament to explore joint ways of working.		●	●	●
	Hold meetings in public	Meeting attendance details available on the BTPA website.  The November meeting had three external attendees, from ScotRail, His Majesty's Inspectorate of Constabulary in Scotland, and the BTP Federation.	●	●	●	●
	Publish papers and minutes	Papers published to BTPA website on 27 February.	●	●	●	●
3. Ensure the safe and effective management and operational delivery of railway policing in Scotland	Sharing of operational good practice between Police Scotland and BTP	In the November meeting, the Police Scotland Chief Superintendent noted BTP's cooperation with Police Scotland in developing and adopting BTP's Naloxone policy, and delivery of training to BTP's officers to allow them to participate in a Naloxone pilot. This quarter's Policing Plan Performance update (Item 6) outlines that training was completed and volunteer officers issued with kits. It also notes that BTP will be attending the Scottish Police College to provide an input on County Lines in Scotland.  The British Transport Police and Police Scotland / Joint Working update (Item 7) notes that Police Scotland hosted a Senior Investigating Officers Conference in February which brought together delegates from across Police Scotland and external partners including BTP with the aim of learning from the experiences of each other and being open to new and innovative methods of investigating serious crime.	●	●	●	●
	Regular joint planning & management engagement	The Policing Plan Performance and British Transport Police and Police Scotland /Joint Working updates (Items 6 and 7) include examples of engagement and joint planning, including further joint work in respect of County Lines in the spring, a 999 day for West Dunbartonshire to be held in early spring 2025, and with meetings to discuss issues and challenges in the Glasgow City Centre and to discuss collaboration between the two police forces and other agencies to share views and discuss ongoing youth ASB issues involving groups of young people.  In the previous meeting, as noted above the Police Scotland Chief Superintendent highlighted joint work for events including the 152 <sup>nd</sup> Open Golf at Troon, and for Police Scotland's Youth Disorder Action Plan.	●	●	●	●
	Effective working with stakeholders to reduce disruption and protect the most vulnerable	A number of examples of work with stakeholder to reduce disruption and protect the vulnerable are included in the Policing Plan Performance update (Item 6), including work with partners in North with regards to supporting complex service users, including housing, drug and alcohol advocacy and action for children, also through the monthly Joint Industry, Crime, ASB and Trespass Tactical Meeting with partners including ScotRail and Network Rail, and efforts to tackle trespass.	●	●	●	●

		The Industry Voice / Joint Planning for Extreme Weather Events update (Item 8) provides an overview of how BTP works with partners including the rail industry and others, to plan and prepare for, and respond to extreme weather events				
4. Oversee the delivery of value for money delivered by BTP in Scotland using the Best Value framework where relevant	Effective engagement with relevant inspection and oversight bodies to inform performance reporting and scrutiny	The Audit and Inspections Update (Item 10) provides an update on audit and inspection activity, and notes that a verbal update will be provided to the Committee on BTP's meeting with HMICS on 26 February.	●	●	●	●
	Transparency and oversight of funding and delivery of best value: <i>Annual update on value for money</i>	Annual Best Value Report provided at the 26 November meeting. Points raised included that: <ul style="list-style-type: none"> <li>- The Vision and Leadership theme could be addressed, in part, by scrutiny of the Force's All People Survey,</li> <li>- There would be a Best Value assessment of policing carried out during 2025 and there was an opportunity to apply evidence secured from Police Scotland to BTP,</li> <li>- There may be value in securing external review and insight of BTPA's Best Value assessments,</li> <li>- The Chair requested that future Best Value assessments be aligned with the Committee's Evaluation Framework going forward</li> </ul>			●	
	Transparency and oversight of funding and delivery of best value: <i>Quarterly oversight of best value in updates to SRPC</i>	In Progress subject to work on the Committee Workplan and discussions about the evaluation report and better aligning with the Best Value themes.	●	●	●	●

\*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

## Scottish Railways Policing Committee Workplan 2024/25 & 2025/26

[March 2025]

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

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

<sup>1</sup> Last considered at June 2024 meeting, where Members noted future iterations should reference UK-wide trends and focus on areas outside of Scottish central belt.

OFFICIAL

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

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

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10 March 2025 [to be rescheduled to avoid clash with SPA Legal Committee]	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> <li>1. Apologies</li> <li>2. Declarations</li> <li>3. Minutes</li> <li>4. Actions</li> <li>5. Strategic Risk</li> <li>6. Policing Plan Performance</li> <li>7. Joint Working</li> <li>8. Industry Voice – see (13)</li> <li>9. Audit and Inspections Update</li> <li>10. Workplan</li> <li>11. Evaluation Framework</li> <li>12. Any Other Business</li> </ol>	

**Suggested items for inclusion on future agendas**

Update on Disruption (suggested at November 2024 meeting)

Relevant Strategic Risk Deep Dives

Thematic / Transport Focus in Scotland

Thematic / Operational issues e.g. Stop and Search

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

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

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