[25 November 2025] Agenda Pack / Scottish Railways Policing Committee

MEETING
25 November 2025 11:00 GMT

PUBLISHED
18 November 2025

Agenda

Location	Date	Time
Burns I Meeting Room, COSLA Conference Centre, Verity House, 19 Haymarket Yards, Edinburgh, EH12 5BH / Teams	25 Nov 2025	11:00 GMT

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1	Apologies	Chair	11:00	-
2	Declarations	All		-
3	UK Rail Passenger Safety Survey – D Division Overview	Analytical Insight and Statistics Manager	11:05	4
4	Rail Staff Survey Overview – D Division	Analytical Insight and Statistics Manager	11:15	9
5	Policing Plan Update and Strategy Development	Deputy Chief Constable	11:25	13
6	British Transport Police Deployment Model in Scotland			-
6.1	British Transport Police Deployment Model in Scotland / Exercise and Testing	Assistant Chief Constable	11:40	23
6.2	Public Presentation - British Transport Police Deployment in Scotland / Budget Proposal	Assistant Chief Constable	11:50	-
7	British Transport Police - External Affairs in Scotland Update	Head of External Affairs and Media	12:20	27
	Placeholder / Comfort Break		12:30	-
8	Scottish Railways Policing Committee / Operational Update	Deputy Chief Constable	12:35	29
9	Policing Plan Performance Q2 2025/26	Deputy Chief Constable	12:40	32
10	Joint Working Q2 2025/26	Chief Superintendent - Police Scotland	12:50	39
11	Audit and Inspections Update Q2 2025/26	Deputy Chief Constable	12:55	41
12	Minutes	Chair	13:00	49
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14	Workplan	Head of Legitimacy and Performance	13:10	58
15	Any Other Business in Public Session	All		-
16	Exclusion of the Public	All	13:15	-

BRITISH TRANSPORT POLICE

REPORT TO: **Scottish Railway Policing Committee (SRPC).**

DATE: **25th November 2025**

SUBJECT: **Policing Plan Update and Strategy Development**

SPONSOR: **Ian Drummond-Smith**

AUTHOR: **Jennifer Crowther**

1. PURPOSE OF PAPER

1.1 To update Members on the Rail Safety Action Plan for Scotland and to inform about how the Policing Plan will be reviewed and prepared for publication next year, in line with a new strategy.

2. CONTEXT

2.1. Members will remember the development of the existing Policing Plan during 2024 which led to a streamlined plan with three core aims for operational policing: to protect and prevent against high harm crime and vulnerability, reduce disruption and respond robustly to violence against women and girls (VAWG). See Figure 1.

2.2. The Policing Plan was published in April 2025 and covers a two-year period of 2025 – 2027.

3. PERFORMANCE MONITORING

3.1. Policing Plan Performance is reported quarterly to the Finance, Legitimacy and Performance Committee.

4. RAIL SAFETY ACTION PLAN

4.1. Each division holds a corresponding Rail Safety Action Plan (RSAP), where activity is organised through a 4P's approach, recognised by HMICFRS. This allows divisions to respond to local concerns and use their local performance meetings to channel activity.

4.2. The first six-months of activity has been collated and summarised (Appendix 1 for Scotland RSAP).

4.3. This information will be used to provide insight and guide performance discussions through Force Performance Meeting.

BRITISH TRANSPORT POLICE

5. STRATEGY 2026 – 29

5.1. Guardians of the Railway (GoTR), launched in 2022. The strategy is currently being revised to ensure that we meet our statutory responsibilities and, that we reflect and respond to the current operating environment.

5.2. The strategy will run to March 2029 in line with the tenure of the current Chief Constable. Figure 2.

5.3. The development of the new strategy has considered the operating context for policing and rail in Scotland, Wales and England, including changes in demand, officer numbers, infrastructure development, trust, confidence and legitimacy, the exploitation of technology.

5.4. Three of our Objectives maintain our operational focus on high harm crime, preventing and limiting the impact of disruption events and integrating railway policing and security.

5.5. The remaining two Objectives focus on how we will increase productivity and ensure our people have the capabilities needed for modern policing environment.

5.6. Each Objective has a series of future states; these demonstrates where we will be as a force by the end of the strategy.

5.7. A Blueprint will focus governance of all force activities on a year-on-year basis including the Investment and Innovation Plans, as well as business as usual activity.

5.8. For the first time, our strategic plan and financial plan are intertwined. The Blueprint has been modelled to align with the MTFP Scenario A (8%).

5.9. A written consultation with Industry and partners commenced from 27th October for 4-weeks, focussing on the five Objectives.

5.10. The final Strategy proposal will be presented to the BTPA Full Authority Meeting in December, ahead of publication in April 2026.

6. POLICING PLAN NEXT STEPS

6.1. To ensure compliance with our statutory responsibilities there will be a requirement to review the existing Policing Plan when our new Strategy is published. This will ensure: -

- Our new Strategic Objectives and operational Policing Prioirties align.
- Alignment with our first multi-year, medium-term financial plan; including any investment options for network policing.

6.2.   Whilst initial assessment of the proposed Strategic Objectives would indicate no requirement for change to the existing Policing Plan Prioirties, this review cannot be undertaken until the Guardians of the Railway Strategy 2026-2029 and MTFP are finalised at Full Authority in December 2025.

6.3.   The Policing Plan will be reviewed in early 2026, with a view to republishing through to 2027.

Figure 1: Policing Plan Priorities 2025-27

Passenger and Staff Confidence
Underpinned by a pan-industry and prevention approach

High harm offences and protecting vulnerable people

We will create a hostile environment for high harm offences, disorder and vulnerability by:
- Protecting the vulnerable and deterring the exploitation of the network for criminal purposes.
- Tackling serious violence, aggression, and antisocial behaviour.
- Targeted crime, disorder and harm prevention activity.

Disruption and delay

We will keep the network running by:
- Effective management of police related disruption incidents (primary delay minutes).
- Targeted activity to tackle the causes of disruption; trespass, vandalism, and theft.

Violence against women and girls

We will prevent and reduce violence against women and girls by:
- Effective and sensitive investigation and robust offender management.
- Targeted activity to identify and apprehend those intent on offending.

Figure 2: Strategic Objectives and Future States

We will increase productivity through innovation, data and technology – driving efficiency and effectiveness.

- Digitally Optimised Frontline Operations
- Data-Driven Decision Making
- Smarter Scheduling
- Advanced Automation
- Enabling Agents
- Innovation Capability
- Deliver against our efficiency target

We will strengthen our visible presence and improve coordination through integrated railway policing and security.

- Integrated Command and Control
- Coordinated Patrols and Visibility
- Training and Accreditation
- Community-Embedded Prevention
- Intelligence and Technology Integration
- Public Confidence and Engagement

We will prevent the most serious crime and protect those who need us most.

- Proactive, Intelligence Led
- Safeguarding as a Core Competency
- Evidence-Based Practice
- Holistic approach to forensic science
- Passenger and Victim Focussed

We will accelerate our efforts to reduce disruption, keeping the railway moving.

- Real-Time Disruption Intelligence
- Rapid Response and Mobile Capability
- Designing out Disruption
- Integrated Rail Industry Collaboration
- Public-Facing Transparency

We will build a modern and inclusive workforce who are well equipped, well trained, well led and well cared for.

- Modern, Agile Workforce
- Inclusive Culture and Courageous Leadership
- Proactive Wellbeing
- Continuous Learning and Development
- Trusted and capable officers and staff

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - Management

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes

Report

Report to:	Scottish Railways Policing Committee (SRPC)
Date:	11/11/2025
Subject:	BTP Deployment, Exercising & Testing
Sponsor:	ACC Drummond-Smith
Author:	PS Russell Beattie
For:	Noting

1. PURPOSE OF PAPER

1.1. This paper responds to the action raised at the September 2025 meeting, requesting an explanation of the British Transport Police's (BTP) deployment model in Scotland.

1.2. It outlines how the model is designed to maximise operational capability across Scotland's rail network, balancing the high demand in the central belt with the unique challenges of rural coverage.

1.3. It also references BTP's approach to multi-agency training and exercising, which underpins its preparedness for major incidents.

2. DEPLOYMENT MODEL OVERVIEW

2.1. BTP's deployment model in Scotland is designed to be agile, intelligence-led, and responsive to the diverse demands of the rail network.

2.2. It is structured to ensure coverage across the Central Belt where high passenger volumes and incident demand necessitate a concentrated presence in urban hubs such as Glasgow, Edinburgh, and surrounding areas.

2.3. Out with the Central Belt resources are flexibly deployed to ensure coverage supported by mobile units and regional coordination. While demand is lower, the geographic spread and potential for serious incidents require adaptability.

2.4. In recognition of the distinct operational landscape across Scotland's rail network, rural and district police posts—particularly within the North Sector—have for many years operated with smaller officer numbers due to significantly lower demand and disruption profiles. We are now looking to increase numbers in these posts, to ensure we can better respond to railway incidents.

2.5. These posts have consistently followed early and late shift patterns, without nightshift coverage, reflecting local need and the fact the railway is not running at night.

2.6. Recent natural attrition, including retirements, combined with a recruitment freeze to manage financial pressures, has disproportionately impacted certain locations such as Dundee and Perth. However, officer deployment remains intelligence-led and prioritised according to threat, risk, and harm, with flexible support drawn from other areas to maintain coverage.

2.7. Recruitment has now recommenced to address establishment gaps, with probationary officers recently starting at the Scottish Police College and a further intake scheduled for January 2026. Additionally, we are also recruiting transferee police officers in our Scotland Division.

2.8. To help address geographical challenges, BTP has recently trained several Police Constables as Operational Commanders in Inverness and Aberdeen, enhancing local response capability. However, in common with the more remote areas of England and Wales, resourcing levels in the North remain thinly spread.

2.9. BTP seek to address this in two ways. Firstly, since February we have been in talks with Transport Scotland regarding additional funding to uplift resources across Scotland.

2.10.   Second, in December we are seeking growth in Scotland as part of our Medium-Term Financial Plan (MTFP) submission to the British Transport Police Authority (BTPA).

2.11.   If both these aspects are successful, we shall create a much more robust deployment model in Scotland which meets increasing demand and passenger numbers.

2.12.   The attached power point presentation offers a visible representation of these issues.

3. TRAINING AND OPERATIONAL PREPAREDNESS

3.1. BTP Scotland has invested significantly in Major Incident (MI) command training and multi-agency preparedness.

3.2. Major Incident Command Training has been developed and delivered internally. This programme has trained all supervisors from Sergeant to Chief Inspector in incident command roles. This includes annual CPD to maintain operational competence. To aid resilience, together with the local Sergeant, Constables have also received this training in Inverness and Aberdeen.

3.3. Joint Emergency Services Interoperability Principles (JESIP) and METHANE are embedded in training to ensure interoperability and effective communication during incidents.

3.4. All training in Scotland is tailored to ensure Scots Law competence and aligns with "Preparing Scotland" guidance, ensuring relevance and legal accuracy.

3.5. Joint On Scene Incident Command (JOSIC) training is delivered at the Scottish Fire and Rescue Service (SFRS) National Training Centre. The three-day course integrates BTP supervisors with other emergency services in scenario-based learning, fostering collaboration and shared understanding.

3.6. BTP's embedded role within the Scottish Multi Agency Training and Exercising Unit (SMARTEU) has led to the inclusion in the development of the Multi Agency Strategic Incident Management (MASIM) course, Scotland's new strategic command programme.

4. SPECIALIST CAPABILITIES AND TACTICAL ADVICE

4.1. BTP Scotland benefits from access to National Inter Agency Liaison Officers (NILOs) and Emergency Procedures Advisors (EPAs).

4.2. These accredited tactical advisors operate across all command levels and are integrated into the Scottish Crime Campus at Gartcosh which is a major multi-agency hub designed to tackle serious organised crime and terrorism.

4.3. They have deployed to both spontaneous and pre-planned events, including the recent visits of the President and Vice President of the United States, and are vital assets in the counter-terrorism and major incident response.

4.4. Work continues to build relationships with partner agencies to increase BTP representation at SMARTEU, integration with the Organised Crime and Counter-Terrorism Unit (OCCTU) for Counter-Terrorism Police Operations Room (CTPOR) and inclusion by partners into their training programmes.

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

5. CHALLENGES

5.1. Recent financial challenges within BTP have led to the reduction in the force wide supporting teams which will make testing and exercising more challenging in the future

6. SUMMARY

6.1. BTP, Police Scotland and partners maintain a strong collaborative partnership to ensure public safety across the Scottish Rail Network. This extends to BTP's work cross-border to ensure the safety of the public.

6.2. Coordination between the two forces is embedded in daily operations, with both agencies supporting each other during incidents that span jurisdictions.

6.3. To further strengthen this cooperation, BTP and Police Scotland engage in joint training and continuous professional development (CPD) alongside other emergency services, including the Scottish Fire and Rescue Service (SFRS) and the Scottish Ambulance Service (SAS).

6.4. This includes exercises focused on major incident response and command.

6.5. The JESIP doctrine is fully embedded within BTP operations which ensures a unified and effective multi-agency response to incidents.

6.6. These measures collectively reinforce the operational readiness and collaborative capability of BTP and Police Scotland, ensuring a robust response to any incidents affecting the rail network in Scotland and beyond.

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

BRITISH TRANSPORT POLICE

Report to:	Scottish Railways Policing Committee
Date:	25/11/2025
Subject:	External Affairs Update
Sponsor:	Head of External Affairs & Media
Author:	External Affairs Lead
For:	Noting

1. Purpose of paper

1.1. This paper provides an overview of External Affairs activity and priorities within the Scottish division of BTP.

2. Engagements to date

2.1. External Affairs have implemented a new system that formalises the diarising of and preparation for meetings with stakeholders, while ensuring cross-organisational understanding of any issues raised.

2.2. Following the outcomes of our Optimised Policing Model (OPM), ACC Drummond-Smith and CS Lorna McEwan have ensured regular engagement with partners from Scotrail, Transport Scotland, Network Rail, Caledonian Sleeper and SPT. Supt Chris Shields also meets regularly with security leads to cover operational matters.

2.3. CC Lucy D'Orsi and ACC Drummond-Smith met with Scottish Cabinet Secretary for Transport Fiona Hyslop in November 2025. It was a productive meeting where funding was discussed, alongside how Transport Scotland, Scottish Government and BTP could work closer together. She raised concerns about Perth, Dundee and Dumbarton. She was keen for Scottish Government to be more involved in future budget discussions and any future EPSAs. Subsequent to this, ACC Ian Drummond-Smith wrote to the Cabinet Secretary regarding the station closures and response times, advising more information on the charging model and funding settlement can come from BTPA if desired.

2.4. BTP attend the Scottish Strategic Transport Group (SSTG) that focuses on joined-up working and problem solving across the transport sector in Scotland. There is also a communications sub-group that BTP are involved in.

2.5. The Transport Scotland Embedded Inspector role (currently Insp ███████████) works closely with External Affairs and provides a critical liaison role between Transport Scotland and BTP, facilitating crime prevention and information sharing with our partners.

2.6. BTPA hosted a stakeholder dinner on 8 October in Glasgow, before the Full Authority the following day. This was an opportunity for partners in Scottish rail and Government to catch up with the BTP

senior team. We also invited members of the Senior Influence Group (TfL, TfW, RDG) who offer an industry voice into BTP's financial planning.

2.7. CI Alasdair McWhirter attended a Scotrail Roundtable in Glasgow, joining senior representatives from the industry and unions. Discussions focused on passengers, particularly tourists, feeling safe at Glasgow Central and Queen Street and CI McWhirter outlined the joint working taking place at these stations.

2.8. In August, the RMT published a press release condemning planned cuts to BTP. There was follow up coverage in the Scotsman. External Affairs are continuing to monitor the situation and will keep partners informed of any subsequent developments.

3. <u>Forward Look</u>

3.1. In November, External Affairs are planning a 61016 event in Scottish Parliament to raise the profile of the text service with MSPs and their constituents. While 61016 is well-known across the network, there is often a misunderstanding of what happens to those messages after you press send.

3.2. The External Affairs post covering Scotland has been vacant since September 2024, and replacement was stalled by the recruitment freeze imposed shortly after the outcome of the budget settlement that year and the subsequent Establishment Reset. The absence of an individual in this post has put significant pressure on the team, which has been at 60% of its established posts, and has impacted their ability to engage as well as in previous years. The rest of the External Affairs team covered this post where possible, but there has been some feedback from partners on the gap in BTP's engagement.

3.3. Now the Establishment Reset is concluded for the Communications Department, this vacancy has been advertised and interviews are due to take place soon.

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

BRITISH TRANSPORT POLICE

Report to:	Scottish Railways Policing Committee
Date:	03/11/2025
Subject:	Scottish Railways Policing Committee / Operational Update
Sponsor:	**ACC Drummond-Smith**
Author:	PS Paul Edmond
For:	Noting

1. Purpose of paper

1.1. This paper provides an overview of key areas of performance concerns and priorities within the Scottish division of BTP.

2. Operational Performance

2.1. Between 1 July and 30 September we have recorded 625 crimes within Scotland, returning a solved rate of 42%.

2.2. 55 of these offences are recorded with a rail staff victim and the solved rate for rail staff offences sits at 70%. 8 of these offences remain under investigation.

2.3. The top five recorded crime groups within Scotland in this timeframe are:

Crime Group	Total	Percentage of all Crime	Scotland solved rate	Force solved rate
Violence	184	29%	60%	21%
Theft of Passenger Property	77	12%	20%	2%
Graffiti	65	10%	2%	0.3%
Burglary* & Theft Railway	63	10%	29%	12%
Pedal Cycle	52	8%	29%	2%
*Technically the offence of Burglary does not exist in Scotland, being replaced with Theft Housebreaking however this exists merely as a crime group to show like offences across the force				

2.4. A breakdown of high harm offending in Scotland below shows a strong solved rate across all crime types since the start of the performance year:

Crime Group	Total	Percentage of all crime	Scotland solved rate	Force solved rate
Sexual Offending	32	5%	63%	20%
Violence	185	30%	60%	21%
Weapons	31	5%	81%	73%
Robbery	4	0.6%	100%	10%

2.5. The performance pack provided to the committee provides a deeper level of insight into these statistics.

3. **Areas of Concern**

3.1. **Sexual Offending** – Sequential quarter on quarter we have seen a drop in the number of recorded sexual offences which is a positive, however when comparing against last year, there has been a rise of five offences (19%). The total number of solved crimes remains broadly similar with one additional solved crime. Although this is a relatively small increase , there is a significant personal impact to each of the victims in these cases, and any increase continues to highlight the work that needs to continue to protect the travelling public. Our continued focus in this area will remain a priority. Additional sexual offending focused patrols have taken place and the general focus is on increased afternoon/late evening patrols to combat this type of offending throughout the week and at weekends. Scotland remains the best performing Division in the force for solving sexual offences.

3.2. **Staffing and resilience** – Staffing and resilience across Scotland, especially within the North Sector, remains a concern. As described in previous SRPC meetings, we await a response from Transport Scotland on proposals presented in July to provide additional funding. BTP's budget submission to the BTPA for 2026/7 includes a modest uplift of resources in Scotland.

3.3. The staff turnover rate in 2025-26 remains high at 8% when compared with the force average of 5% for the same period.

3.4. **Disruption** – Our average non-suspicious hand-back time in Scotland between July and October was 94 minutes, which is an improvement from the previously SRPC report average of 104. This brings us closer to the target time of 90 minutes.

4. **Areas of Priority**

4.1. **Visibility** – The coming quarter will see the commencement of our festive plans where we see higher numbers of travellers for nights out, Christmas Markets or seeing family and friends. Our festive plans will focus on ensuring that we are maximising visibility in stations and on-train to reassure public and rail staff.

4.2. As you will have recently seen in the news the tragic events at Huntingdon resulted in us implementing Operation Step Up to improve our visibility across the network to provide reassurance. Across these days (2nd to 5th November) officers recorded 372 general patrols equating to 388 policing hours at 77 unique locations in Scotland alone. I am hopeful that you will have observed an increased presence on the network over this period. This surge is only possible through 12-hour shifts, overtime, and a pause on non-urgent paperwork, including prosecution files. This cannot be sustained for long. I am thankful to our officers for their hard work and dedication to protecting and providing reassurance across the Scottish rail network at this critical time.

4.3. **Graffiti** – This quarter has seen an increase of 44 graffiti offences (210%) when compared with the previous performance year. These offences have been predominantly committed in or around rail depots and are related to football affiliation. We have been working to address this issue through a variety of tactics and we will continue our focus in the coming quarter.

5. **BTP Deployment, Testing and Exercising**

5.1. I noted the comments from the Committee during our last meeting regarding the deployment model of BTP in Scotland, alongside some insight into our testing and exercising capability. Across the last quarter we have seen several incidents across BTP jurisdiction highlighting the importance of this capability.

5.2. A separate presentation is provided.

6. **New Deputy Chief Constable**

6.1. We are delighted to announce that our new Deputy Chief Constable, Stuart Cundy, has now been appointed into his role commencing service with BTP on 27th October.

6.2. Stuart joins us from his previous role as Deputy Assistant Commissioner with the Metropolitan Police where he held key leadership roles across Corporate Services and Transformation, Professionalism and Frontline Policing, having begun his policing career in 1994.

6.3. He has already been touring the country, meeting with colleagues in Scotland where he took time to visit Paisley, Kilwinning and Glasgow.

Scottish Railways Policing Committee

2025-26, Quarter 2

Policing Plan Update

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

- At the end of Q2, recorded crimes of Violence are 3% higher than LY. Overall, 66% of cases YTD have been solved. However, for cases involving injury, the rate is 69% (+15% PY). Recorded injury has decreased by 8% on LY.

- Physical assault of rail staff members has increased in 25/26 by 47%, with 88% of this Common Assault. There has been just 1% with injury and no serious assault. Solved rate sits at 65% (a 7% improvement on PY).

- In contrast, violence against Police officers has seen reduction in recorded incidents, down by 27%. Solve rate, though showing as decreased on PY (-6%), still sits at 100%.

- Robbery is level with PY, at a total of 6 incidents recorded YTD (0% change). 4 robberies were recorded in the past quarter, with 100% solved rate. Overall robbery has a 150% solved rate YTD, with 7 crimes solved.

- Immediate & Priority incidents are up by 8% overall YTD, and ASB incidents by 4%. BTP response time to incidents remain consistent at 85% overall and 94% for ASB incidents.

- Safeguarding Vulnerability Reports are at the same level as LY (0% change). Although there have been more submissions relating to adults, there have been less Children & Young Persons.

Keep the network running

- At the end of Q2, incidents of disruption are sitting 10% above LY. Trespass and Disorder continue to account for the largest proportion of incidents recorded

- Total lost minutes are up 24% and primary minutes by 25%. Trespass is by far the main contributor to total lost minutes (43% of total) and primary minutes for this category currently sit 49% higher than LY.

- At 108 minutes average hand back time for non-suspicious fatalities, there has been minimal change from LY (+4).

- However, there has been improvement since Q1 hand back of 140, when 1 incident in Aberdeen had an extended arrival time. Of 5 incidents in Q2, 2 were under the hand back of 90 minutes. Individual circumstances impact on arrival, classification and hand back of line.

Prevent and reduce violence against women and girls, sexual offences and harassment

- Violence against women and girls has seen a 9% reduction against LY.

- Violence has seen an increase of 7 crimes. What is the violence breakdown.

- With a 72%, solved rate YTD for violence against women, there has been an increase since Q1 and an improvement of 14% on solve rate LY.

- There have been 39 sex offences recorded against women. Solve rate is 68%.

- Overall, for all victims, sex offences are up by 21% YTD. Solve rate in this category is 62%.

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

Crimes **Incidents**

Violence

Recorded Crime	Solved Crime	Solved Rate
Violence Offences (25/26) **355** Diff 1.1%	Violence Offences (25/26) **236** Diff 6.3%	Violence Offences (25/26) **66.5%** Diff 3.2%
Violence with Injury (25/26) **85** Diff -6.6%	Violence with Injury (25/26) **58** Diff 5.5%	Violence with Injury (25/26) **68.2%** Diff 7.8%
Violence without Injury (25/26) **269** Diff 4.3%	Violence without Injury (25/26) **178** Diff 7.2%	Violence without Injury (25/26) **66.2%** Diff 1.8%

Robbery

Recorded Crime
Robbery Offences (25/26) **6** Diff 0.0%

Solved Crime
Robbery Offences (25/26) **7** Diff 133.3%

Solved Rate
Robbery Offences (25/26) **116.7%** Diff 66.7%

Staff Assaults

Recorded Crime
Staff Assaults (25/26) **83** Diff 43.1%

Solved Crime
Staff Assaults (25/26) **55** Diff 57.1%

Solved Rate
Staff Assaults (25/26) **66.3%** Diff 5.9%

Officer Assaults

Recorded Crime
Officer Assaults (25/26) **21** Diff -34.4%

Solved Crime
Officer Assaults (25/26) **21** Diff -34.4%

Solved Rate
Officer Assaults (25/26) **100.0%** Diff 0.0%

Keep the Network running

Disruption Related Incidents

Disruption Related Offences

Stats Classification	YTD Crimes	YTD Solved Crime	YTD Solved Rate
J29 Theft Of Cable Live (J29)	2		
J30 Theft Of Metal Non Live (J30)		1	Infinity
Z28 Railway Trespass (Z28)	635	158	24.9%
Total	**637**	**159**	**25.0%**

Disruption Incidents & Minutes

Category	Inc Current YTD	Inc Difference	% change	YTD Delay Minutes	Delay Mins Difference	% change
Cable Theft	1	0	0.0%	4	-32	-88.9%
Disorder/drunks or trespass	595	18	3.1%	4,484	319	7.7%
Fatalities/injuries by being hit by a train	11	1	10.0%	1,791	-888	-33.1%
Level Crossing Incidents (inc misuse)	80	2	2.6%	1,345	652	94.1%
Trespass	675	99	17.2%	13,702	4,535	49.5%
Vandalism/theft (inc objects on line)	160	25	18.5%	918	-133	-12.7%
Total	**1,522**	**145**	**10.5%**	**22,244**	**4,453**	**25.0%**

Fatality Management Times

Average Handback Times (Mins)
108

Prevent and reduce violence against women and girls

Violence & Intimidation against women and girls

Recorded Crime	Solved Crime	Solved Rate
Violence Offences (25/26) **78** Diff -12.4%	Violence Offences (25/26) **56** Diff 9.8%	Violence Offences (25/26) **71.8%** Diff 14.5%
Violence with Injury (25/26) **19** Diff -9.5%	Violence with Injury (25/26) **14** Diff 0.0%	Violence with Injury (25/26) **73.7%** Diff 7.0%
Violence without Injury (25/26) **59** Diff -11.9%	Violence without Injury (25/26) **42** Diff 16.7%	Violence without Injury (25/26) **71.2%** Diff 17.5%
Sexual Offences (25/26) **37** Diff 15.6%	Sexual Offences (25/26) **25** Diff 31.6%	Sexual Offences (25/26) **67.6%** Diff 8.2%
Public Order Offences (25/26) **(Blank)** Diff (Blank)	Public Order Offences (25/26) **(Blank)** Diff (Blank)	Public Order Offences (25/26) **(Blank)** Diff (Blank)

Victims withdrawing Support for Investigation

Incident Response Times (Sexual Harassment/Sexually Motivated)

Pass
100.00%

Average Incident Response Time

Incident Grade	Pass	Total
Immediate	4.60	4.60
Priority	4.47	4.47
Total	4.52	4.52

*This slide shows a screenshot of Policing Plan Dashboard up to end of Q2 (screenshot dated 13th November 2025). This is a **live dashboard** which refreshes and as such there are minor differences between this and the frozen dataset from 1st April – end September '25, used to prepare the performance summary in this pack.*
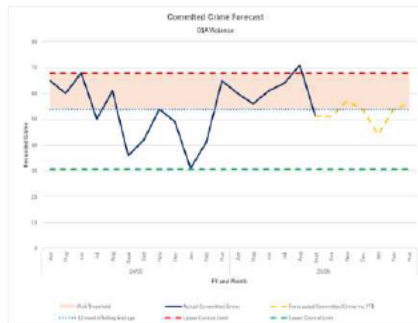
Crime

	YTD	Solved Rates
Total Violence	363 (3%, +12%)	66% (+4%)
With Injury	85 (-8%, -7)	69% (+15%)
Without Injury	277 (+7%, +19)	66% (+2%)

	YTD	Solved Rates
Violence Against Rail Staff	85 (+47%, +27)	65% (+7%)
Violence Against Officers	22 (-27%, -8)	100% (-6%)

	YTD	Solved Rates
Robbery	6 (0, 0%)	117% (+67%)

Total Violence Committed Crime Forecast

Staff Assault Committed Crime Forecast

Robbery Committed Crime Forecast

Weapons Committed Crime Forecast
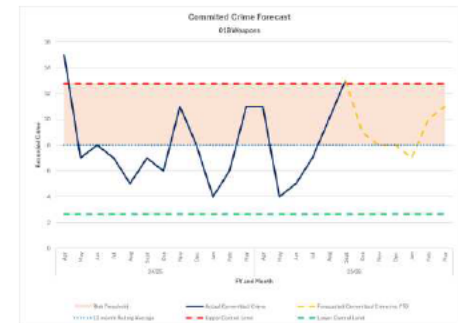
Operational Activity

On 13th August, a male was sentenced to 10 years' imprisonment for the attempted murder of his 2-year-old son in an incident in 2023 at Garrowhill Railway Station, where he deliberately stepped in front of a train while holding his son in his arms. In addition to the custodial sentence, the male has been made subject to a Non-Harassment Order, which will remain in place until his son reaches the age of 18. Other Court results for violence include a male sentenced to 3 years in prison after being found guilty of the assault of his partner and the serious life-threatening assault of a good Samaritan member of the public at Bellshill Station in April 2023.

As with previous quarters, Glasgow Central Station remained the top location for violence through summer. Tasking and briefing activity as part of the Summer Plans saw focus on visibility at key points within the station to provide deterrence and reassurance to staff and the public.

 In September, a joint initiative was undertaken with West Sector BTP officers and the Travel Safe Team in the Dumbartonshire area in response to an increase in youth activity, including violence. This operation saw joint station and on train patrols, with Scotrail staff from the Customer Service CCTV Centre in Paisley helping to identify groups of youths gathering. Patrols could then quickly be directed to specific areas. During this operation, specific attention was given to Helensburgh Central which has seen youths from the local area harassing rail staff members. BTP is working jointly with ScotRail around repeat staff victims to identify specific concerns and learning points.

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Incidents & Minutes

|	YTD	Response %
Incidents	2,260 (+8%, 166)	85% (-2%)
Immediate Grade	1,113 (+7%, +76)	83% (0%)
Priority Grade	1,147 (-1%, -10)	94% (0%)

	YTD	Response %
ASB Incidents	353 (+4%, +13)	91% (+1%)
Immediate Grade	94 (-27%, -35)	83% (0%)
Priority Grade	256 (+45)	94% (0%)

Incidents by Month
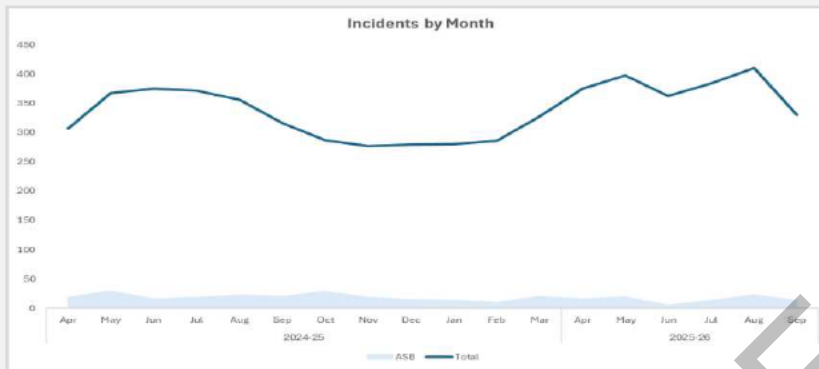
Vulnerability

Safeguarding Vulnerability Report	YTD
Adult at Risk (AAR)	395 (+15%, 52)
Child & Young Person (CYP)	472 (-10%, -53)
DASH*	46 (+44%, +14)
SPMH	196 (+24%, +68)
Total	868 (0%, +1)

Interventions	YTD
Life-saving Interventions	86 (+19%, +14)

SVR Count by Month and Performance year

Performance year ● 2024/25 ● 2025/26
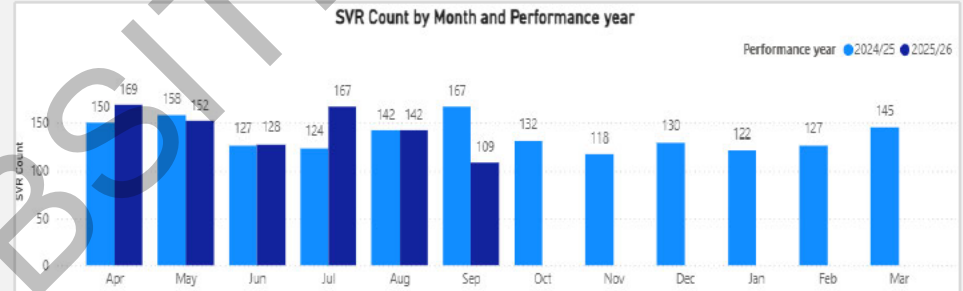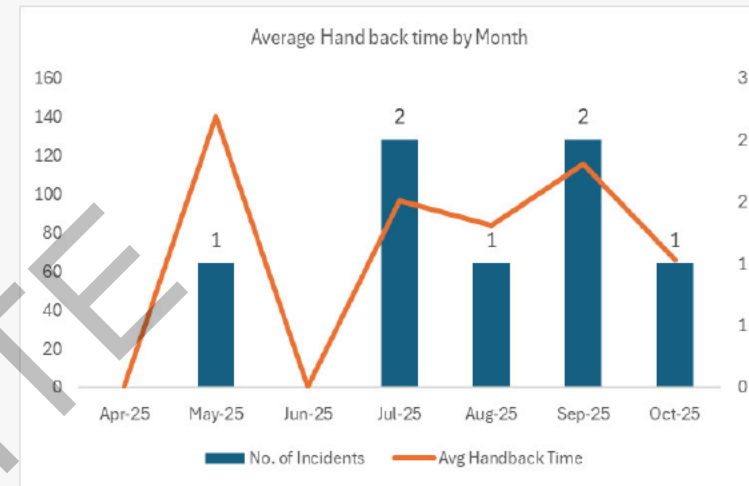
Operational Activity

Throughout Q2, joint patrols with ScotRail's Travel Safe Team (TST) were conducted, focussing on youth ASB at various locations. The new team in the East have been working in Fife, and positive feedback has been received via the Transport Scotland & Industry Liaison Inspector of the support the TST have received from Kirkcaldy officers by offering guidance and support during their deployments into the sector. There has been a noticeable decrease in youth-related ASB in this location, which has had a positive impact on the running of the rail network. Moreover, at the beginning of September, an operation saw officers and TST jointly patrol the Paisley sector stations, both on the line of route and on-train. This resulted in no instances of ASB or calls for service in the area over the course of the operation. Feedback from both sides was very positive - a great example of the beneficial impact of having targeted visibility at key times.

Officers continue to be regularly involved in lifesaving interventions, with a total of 49 made in Q2. In September, a high-risk missing man was traced Aberdour following a search involving considerable resources. With time a critical factor in this search, BTP completed a coordinated search alongside Police Scotland, the Coast Guard and RNIL. BTP officers located the male and quickly handed him into the care of Police Scotland and healthcare professionals, who carried out a mental health assessment and treatment. This life-saving intervention was made possible due to effective partnership working and the persistence of those involved in the search.

Incidents & Primary Minutes

		PYTD	YTD	Difference
Trespass	Primary Minutes	9,167	13,669	4,502
	Incident Count	576	673	97
Fatalities/injuries	Primary Minutes	2,697	1,791	-888
	Incident Count	10	11	1
Disorder/drunks or trespass	Primary Minutes	4,165	4,466	301
	Incident Count	577	593	16
Vandalism/theft	Primary Minutes	1,051	921	-130
	Incident Count	135	160	25
Level Crossing	Primary Minutes	693	1,345	652
	Incident Count	78	80	2
Cable Theft	Primary Minutes	36	4	-32
	Incident Count	1	1	1
Total	Primary Minutes	17,791	22,196	4,405
	Incident Count	1,377	1,518	141

Average Hand back time by Month — No. of Incidents / Avg Handback Time (Apr-25 through Oct-25)

Operational Activity

In Quarter 2, there were several summer concerts at both Hampden Park and Murrayfield, including the high-profile Oasis listing. Through joint working and resource operations, these events ran successfully without disruption on the network. As well as large-scale event policing, BTP also regularly manage limited resources at times of conflicting demands. For example, on Saturday 20th August, there were Left and Right-Wing protests taking place on Buchanan Street close to Queen Street Station and Buchanan Street Subway. In this instance, there were several pockets of disorder relating to the demonstrations – one of which resulted in 2 arrests for possession of offensive weapons. At the same time, there was a large group of Hibs football risk members requiring escort to Ibrox Stadium via the subway. There had been pre-planned disorder with Rangers Risk close to Ibrox stadium. On this occasion, there was one arrest made for hate crimes towards members of the public. Again, effective communication and management of resources ensured the network ran as planned without disruption.

Over the last quarter, several Verbal Discretionary Warnings have been issued for drivers failing to comply with the safe crossing operation at Hospital Mill Level Crossing. There has been a noticeable decrease in incidents relating to the crossing, which shows enforcement is having a positive impact on behaviours of crossing users. There has also been a decrease in incidents at Broughty Ferry Level Crossing since enforcement of Road Traffic Act has been implemented with the fixed camera at the crossing.

Between Monday 29th September and 2nd October, senior pupils from all over the Edinburgh area attended a partnership event with Edinburgh Council, Police Scotland, Fire service , Ambulance service , spinal Injuries Scotland, Lothian buses and Brainkind. At this event, 1,000 pupils used the VR headsets showing a trespass incident that highlights the dangers of the offence.
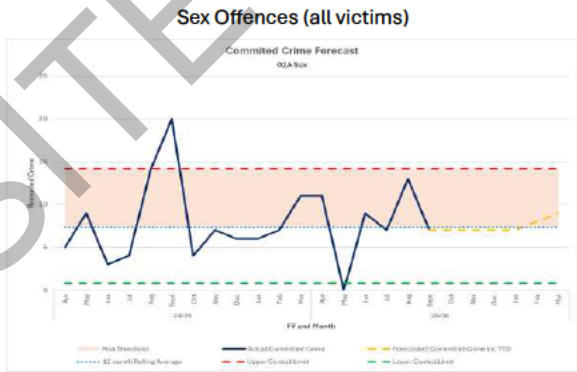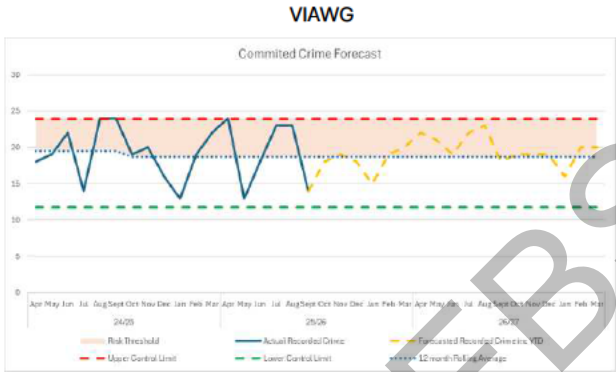
Crime

Women and Girls

	YTD	Solved Rates
Total VIAWG	115 (-5%, -6)	71% (+13%)
Violence	81 (-9%, -8)	72% (+15%)
Sexual Assault	39 (+22%, +7)	64% (+5%)

All victims

	YTD	Solved Rates
Sex Offences Total	53 (+21%, +9)	62% (-6%)

Minutes

	Response Time
Immediate Response (USB related)	100% (+25%)
Priority Response (USB related)	100% (0%)

VIAWG

Sex Offences (all victims)

Operational Activity

Detailed investigations have led to several positive results for violence against Women and Girls. At the end of Q2, a male was been sentenced after committing a series of Sexual Offences onboard trains in September 2024. He was found guilty at Glasgow Sheriff Court where he was sentenced to 9 months in prison and will be on the Sex Offenders register for 10 years. Another male pled guilty at Airdrie Sheriff Court after committing a Domestic Assault to Injury at Coatbridge Central Station in March of this year. He was sentenced to a two-year Supervision Order and is subject to a Non-Harassment Order against his now ex-partner also for a period of two years.

Over the summer months, joint patrols were carried out with the Travel Safe Team at VIAWG & ASB hot spots around the West coast. Joint patrols which saw a visible increase in both BTP and TST staff on specific lines of route at specific times where we knew most of the people travelling would be youths travelling to and from the beaches with a higher likelihood to become involved in violent incidents. In August BTP officers from the Paisley area and Operational Support unit teamed up with the Travel Safe Team to carry out a 3-night operation in the Inverclyde area in response to an increase in youth VIAWG & Anti-Social Behaviour. Officers conducted a number of both station and on train travels with the Travel Safe Team to deter disrupt and detect any offences. The operation was a great success with no instances of VAP or ASB reported on that line of route during the 3 nights of the operation, and no crimes recorded.

Engagement and policing activity in relation to Violence Against Women and Girls continues with local groups such as in Paisley, Motherwell and East Ayrshire. BTP attended the IAWP conference held in Glasgow the week commencing 8th September 2025.

Joint Working Document
British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 25th November 2025

North

Within the North of Scotland, BTP officers based at Inverness train station continue to work closely with Police Scotland colleagues. Inverness City Centre Policing Team, work alongside BTP staff conducting joint hi-visibility patrols, being a visible presence within transport hubs of Inverness. Joint initiatives include promotion of Crimestoppers to rail users and staff and the Op Lambie retail crime task force campaign which has seen a marked increase in Police Scotland officers in the city centre, including the train station.

As the Christmas period approaches, N Division are working with a BTP officer in Inverness to in seasonal campaigns around the nighttime economy with many individuals attending the city centre by rail. Police Scotland are committed to working alongside BTP colleagues to keep our communities and rail users safe.

East

Within Edinburgh City Division (E Division), As part of the on-going work to prevent and detect shoplifting, BTP at Waverley Train Station have agreed to support delivery of the Shopwatch scheme, by accepting and monitoring a Shopwatch radio, allowing them to hear transmissions made by nearby retailers in respect of on-going incidents at their premises, including shoplifting, suspicious persons etc. Thereby allowing them to quickly be alerted to descriptions of persons involved and their direction of travel, especially if headed into the railway station. This will also facilitate participation in future planned days of action by the Divisional Retail Crime Team on the lead up to the festive period.

Between 29/09/25 to 02/10/25, the annual Young Drivers event was held at the Edinburgh Corn Exchange. E Division Partnerships, Interventions and Preventions (PIP), local Roads Policing (RP) and the City of Edinburgh Council co-ordinated this event, which was attended by 6th year pupils from across all Edinburgh secondary schools. The event aims to provide road safety education and challenge attitudes towards dangerous driving. Various partners, including BTP were involved in the planning stages and their workshop centred around the promotion of safety on the railways, utilising Virtual Reality (VR) headsets as an effective training tool.

The local City Centre Community Policing Team continue to co-ordinate Op Verbeia, which is part of the local policing response to youth Anti-Social Behaviour (ASB) and violence within Edinburgh City Centre on Friday and Saturday evenings. Officers engaged on the operation routinely engage with BTP colleagues as part of this work, as Waverley Mall and Waverley train station are areas within the identified patrol matrix.

E Division 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 continue to support these meetings, sharing ideas and opportunities for partnership working.

West

Within Greater Glasgow (G Division) Inspector Watters from Glasgow City Centre Police Office continues to meet with BTP Inspector Richard McCartney every Tuesday to discuss incidents and coordinate joint activity. G Division and BTP continue to conduct joint patrols to increase visibility in and around Central Station and enhance intelligence sharing.

Sergeants at Glasgow City Centre Police Office are in regular contact with BTP supervisors communicating and continuing collaborative working practices to tackle incidents such as retail crime, information and intelligence sharing and coordinating activity.

A recent example of which is a protest held in Glasgow Central Station for GGEC (Gaza Genocide Emergency Committee) - Stop the War which took place on Sat 11th October 2025.

The engagement and collaboration continue especially around Glasgow Central Station which is the busiest beat in Glasgow for several issues. BTP as well as Police Scotland 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. Again, PS and BTP are working collaboratively on our Festive Plans. PS and BTP officers will jointly attend the launch of Glasgow City Councils Festive campaign in late November. PS continue to meet with BTP every week with Glasgow City Council to discuss issues and challenges in the City Centre. This meeting takes place every Tuesday. PS and BTP both attend the Pan Local Authority meeting which are great platforms to share our joint views with colleagues from other Police divisions and social work. We continue to liaise about ongoing incidents and enquiries which have a locus in or near the train stations and subway network.

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Minutes
Scottish Railways Policing Committee

Friday 19 September 2025 at 11.00am in the St Rollox and Turnbull Meeting Rooms, Scottish Police Authority, 2 French Street, Clyde Gateway, Glasgow, G40 4EH and via Microsoft Teams

Present:

Iain Whyte (Chair)
Kenna Kintrea
Tom Halpin (SPA Co-Opted Member)
Mary Pitcaithly (SPA Co-Opted Member)

Apologies:

None

In attendance:

British Transport Police Authority 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
Lucy D'Orsi (Chief Constable)
Mike Furness (Chief of Staff)
Ian Drummond-Smith (Assistant Chief Constable)
Lorna McEwan (Chief Superintendent)
Paul Adams (Risk Management Lead)
Lara Adamson (Analytical Insight and Statistics Manager)
Simon Bachelor (Head of Drones Programme)
Russell Beattie (Staff Officer)
Paul Edmond (Staff Officer)
Charlene Jacobs (Audit and Inspectorate Lead)
Johnny Shilton (Head of External Affairs and Media)

Scottish Police Authority Corporate
Amanda Coulthard (Head of Strategy and Performance)
Lesley Carnegie (Performance and Impact Lead)
Rachael Nicolson (Operational Policing Lead)

Police Scotland
Scott McCarren (Chief Superintendent)

External
Ryan Griffiths (BTP Federation)
Adam Bortkiewicz (The Scottish Government)
Brian McInulty (His Majesty's Inspectorate of Constabulary in Scotland)
Kirstin McPhee (The Scottish Government)
Jorjie Woodroffe (Government Internal Audit Agency)

Apologies
Agenda Item 1

1. There were no apologies.

Declarations
Agenda Item 2

2. Iain Whyte noted he was an elected City of Edinburgh councillor. He made that declaration given there were references at Item 7 (British Transport Police / Police Scotland Joint Working) to operations in Edinburgh.

3. There were no other declarations.

Minutes
Agenda Item 3

4. **RESOLVED**, that the minutes of the meeting held on 4 June 2025 be approved.

Actions
Agenda Item 4

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

    a. **Action 6/2025 (Supreme Court Ruling on Sex and Gender).** In response to a question, the SPA Head of Strategy and Performance confirmed that a further SPA paper was available and committed to sharing it with Members outside of the meeting.

    b. Members agreed that Actions 2/2025, 4/2025 and 5/2025 could be closed.

6. **RESOLVED**, that the paper regarding actions arising from previous meetings be noted.

Assistant Chief Constable's Report / Operational Updates
Agenda Item 5

7. Members considered the Assistant Chief Constable's Report regarding operational updates and the following points were made.

    a. The Assistant Chief Constable introduced the report, noting that the 16% staff turnover rate equated, in real terms, to a small number of officers and staff, and further noting the challenges around achieving a 90minute hand back time

following rail disruption, given the sensitivities where disruption involved a fatality.

b. The Chief Superintendent continued the introduction, highlighting the 7% reduction in violence following collaborative approaches to that issue with Police Scotland. Moreover, BTP were encouraging ScotRail staff to make more use of body worn video. With regards the 10% increase in disruption, BTP were working with both ScotRail and Network Rail to review data and target mitigating action to trespass hotspots. This included, where possible, fresh approaches including the installation of pedestrian footbridges. Finally, the rise in sexual offending represented increased confidence in reporting.

c. A Member commented on the concern expressed in the paper around staffing and resilience and noted this was not a new issue for BTP in Scotland. In reply, the Assistant Chief Constable noted that BTP had faced a £8.5m budget pressure across Scotland, England and Wales in 2025/26, and had made the conscious decision to protect officer numbers in Scotland. BTP leadership had an ambition to grow officer numbers in Scotland but this ambition was dependent on the forthcoming budget settlement from the BTPA in December 2025.

d. The Assistant Chief Constable continued, highlighting that one factor affecting resilience was the balance between demand and geography e.g. the ability to deploy resources to more rural areas of the rail network in Scotland whilst also meeting increased demand on the network more generally, given that passenger journeys had increased by 0.9billion since 2010. He concluded by reassuring Members that BTP's recruitment freeze from September 2024 had been lifted, and cohorts of officers would soon be completing training. Between 8-10 officers were expected in November 2025, and a further 8-10 officers in January 2026. There would inevitably be some gaps in deployment as those officers were made ready to deploy.

e. In response to a question, the Chief Superintendent replied that the drivers underpinning disruption were many and varied, and that BTP's patrol plans were drafted accordingly.

f. In response to a question regarding BTPs ambition to open stations at Aberdeen, Inverness, Kirkcaldy and Stirling seven days a week, 16 hours a day, the Assistant Chief Constable noted that this reflected a new approach by the Force. The Chief Superintendent added that these were comparatively small stations where, at present, there were not enough officers posted in order to maintain the desired tempo of deployment due to e.g. annual leave requirements. The ambition expressed in the paper highlighted what BTP would choose to do if it had the resources to do so.

g. The Chair commented that BTP should be clear with Transport Scotland that BTPs ambition for the stations in question represented an increase in funding.

h. An SPA Member commented that he had understood the requirement to close Dundee and Perth stations due to BTPs Optimised Policing Model. These latest proposals to his mind raised the question of general availability of resource, rather than a reliance metrics such as e.g. opening hours. He asked whether the proposals in the paper warned of an operational absence by BTP across large areas.

i. The Chief Constable reassured Members of BTPs focus on ensuring persons using the railways in Scotland did so safely. She noted that BTP had made a strong case for investment in December 2024 that was based on increased demand, but the settlement awarded had meant BTP had had to cut its cloth accordingly. BTP leadership had decided to maintain officer numbers in Scotland- and had made choices elsewhere within BTP to achieve that. The Committee also heard that ScotRail had seen reduced charges through the BTPA's new Cost Allocation Model, and as a result talks were ongoing to determine whether BTP service in Scotland could therefore be enhanced by further investment.

j. The Chief Constable concluded by noting that BTP made resource deployment choices based on exercise and testing and suggested that this feature as an item at a future meeting of the Committee (Workplan).

k. The SPA Member expressed his thanks for the assurances provided, and suggested that BTP provide a paper to the November 2025 meeting explaining BTPs deployment model in Scotland, and how it was designed to maximise the Force's capability across Scotland's rail network whilst balancing the challenges of meeting high demand in the central belt versus more rural areas of the network (Workplan).

l. Members concluded the item by agreeing it was appropriate for the Committee to highlight to the BTPA's Full Authority the need to ensure that the challenge posed by geography in Scotland was addressed within the building blocks of the forthcoming Medium-Term Financial Plan (Action 7/2025). The Chief Constable added that BTP could socialise the building blocks of the MTFP with the Committee (Action 8/2025).

8. **RESOLVED**, that

a. The Assistant Chief Constable's Report regarding operational updates be noted.

b. Members of the Committee highlight to the BTPA's Full Authority the need to ensure that the challenge posed by geography in Scotland was addressed within the building blocks of the forthcoming Medium-Term Financial Plan.

Policing Plan Performance Q1 2025/26
Agenda Item 6

9. Members considered a paper regarding Policing Plan Performance at Q1 2025/26 and, noting exchanges regarding performance during the previous item, the following points were made.

   a. In response to a question, the Assistant Chief Constable confirmed he was assured by the level of Crime recording compliance by BTP in Scotland, noting the governance oversight overseen by the Chief Superintendent, and the legal context within which BTP D Division operated.

10. **RESOLVED**, that the paper regarding Policing Plan Performance at Q1 2025/26 be noted.

Members agreed to vary the order of items on the agenda so that Item 8 (Use of Drones in Scotland) was taken next.

Use of Drones in Scotland
Agenda Item 8

11. Members received a verbal update regarding the use of drones in Scotland and the following points were made.

   a. Members noted the fact that BTP had discussed the introduction of beyond visual line of sight (BVLOS) drones in Scotland with the Scottish Government, and the potential for BVLOS drones to reduce response to and clearance of incidents, together with the related debate to be had around whether BVLOS drones should be based in more urban areas, or rural areas to support BTP response times.

   b. The Chief Constable emphasised the challenge of accessing various pockets of funding in support of BLVOS capability. There was a £12.5m building block for drones within the forthcoming MTFP which, if not approved, would mean BTP would be reliant on the rail industry for funding. She suggested that BVLOS capability would form a key part of keeping Scotland's railways safe.

   c. In response to a question, the Chief Constable and Head of the Drones Programme confirmed that BTP was compliant with Civil Aviation Authority rules, albeit the situation was complex, with BTP reliant on a series of exemptions.

   d. An SPA Member was delighted to hear of the proposals and reminded BTP of the relevant Code of Practice, which the Force would want to be comply with if it proved applicable to BVLOS. He noted that, when discussed previously at Committee, Members had suggested a BVLOS pilot study in Scotland alongside those that BTP were conducting in England. The SPA Head of Strategy and Performance noted the relevant Memo of Understanding on matters of public

interest and strongly encouraged a conversation between all parties to ensure Police Scotland understood the use and benefits of BVLOS capability (**Action 9/2025**).

    e.   The Chair welcomed the update and requested that the Committee be updated further at its March 2026 meeting (Workplan).

12. **RESOLVED**, that the verbal update regarding the use of drones in Scotland be noted.

British Transport Police / Police Scotland Joint Working Q1 2025/26
Agenda Item 7

13. **RESOLVED**, that the paper regarding British Transport Police / Police Scotland Joint Working Q1 2025/26 be noted.

British Transport Police All People Survey 2025
Agenda Item 9

14. Members considered a paper regarding the British Transport Police All People Survey 2025 with regards D Division, and the following points were made.

    a.   The Chief Superintendent introduced the paper, noting her disappointment regarding low scores within the Survey given the level of activity leadership had undertaken over the past 12 months in response to the All People Survey 2024. Whereas there had been some improvement in scores with regards uniform and equipment, there were other areas where D Division performed less well, and these were areas outwith her control e.g. pay scales, the ability to offer development opportunities. She also referenced the likely impact of BTPs Optimised Policing Model on morale within the Division. In response to the 2025 scores, she was convening a series of focus groups to determine root causes of the sentiments reported within the Survey.

    b.   Both Members and the Chief Superintendent noted that the sentiments in the Survey did not tally with the engagement they had with rank-and-file officers and staff. Members queried whether this reflected any cultural issue within the Division and welcomed the fact that the Chief Superintendent would be bringing a paper to the Committee at a future meeting reporting on the outcome of the planned focus groups and the resulting workplan (Workplan).

15. **RESOLVED**, that the paper regarding the British Transport Police All People Survey 2025 with regards D Division be noted.

Thematic / Legitimacy – Use of Policing Powers
Agenda Item 10

16. Members considered a thematic paper regarding Legitimacy – Use of Policing Powers, and the following points were made.

a. The Assistant Chief Constable introduced the paper and made reference to BTP's s66 Criminal Justice (Scotland) Act 2026 powers, the level of officer assaults, efficacy of Taser, and inherent challenges in the type of data available to BTP in reviewing its Legitimacy.

b. An SPA Member referenced the Scottish Government's advice and guidance document *Stop and Search of the person in Scotland: code of practice for constables* and in particular learning from how young persons were subject to stop and search.

c. In response to a question, the Assistant Chief Constable replied that BTP training scenarios were drawn from dip sampling stop and searches as case studies, including the use of body-worn video footage.

d. A representative of the Scottish Government emphasised the importance of sex and gender during stop and search and invited BTP to participate in an ongoing consultation on Stop and Search guidance **(Action 10/2025).**

17. **RESOLVED**, that the thematic paper regarding Legitimacy – Use of Policing Powers be noted.

British Transport Police External Affairs in Scotland
Agenda Item 11

18. The Chair noted that this item had been withdrawn, to allow more time for BTP to develop a substantive paper for consideration by the Committee at its November 2025 meeting (Workplan).

Audit and Inspections Update Q1 2025/26
Agenda Item 12

19. Members considered the Audit and Inspections Update for Q1 2025/26 and the following points were made.

a. The Audit and Inspectorate Lead introduced the paper and highlighted BTPs forthcoming engagement with His Majesty's Inspectorate of Constabulary in Scotland regarding the 2026 Commonwealth Games in Glasgow.

b. An SPA Member welcomed reporting on the Police Scotland *Tools of the Trade* review, and the positive reference to BTP approaches to uniform and equipment.

20. **RESOLVED**, that the Audit and Inspections Update for Q1 2025/26 be noted.

Biannual Strategic Risk Update
Agenda Item 13

21. Members considered a paper regarding the Biannual Strategic Risk Update, and the following points were made.

    a. The Risk Management Lead noted the decreased in score from 16 to 12 for the Strategic Legitimacy Risk.

    b. In response to a question, the Risk Management Lead reassured Members that the high percentage of turnover reported in the Assistant Chief Constable's Report at Item 5 equated to small numbers of officers and staff.

    c. The Risk and Assurance Manager noted the intention to reference Employer Value and BTPs benefits strategy in the March 2026 strategic risk update (Workplan).

22. **RESOLVED**, that the Biannual Strategic Risk Update be noted.

Any Other Business in Public Session
Agenda Item 14

23. There was no other business in public session.

Exclusion of the Public
Agenda Item 15

24. **RESOLVED**, that the public be excluded from the meeting for the following items of business as per paragraph 39, Annex 2 (Procedural Standing Orders) of the British Transport Police Authority's Code of Governance (June 2025).

Non-Public Minutes
Agenda Item 16

25. **RESOLVED**, that the non-public minutes of the meeting held on 4 June 2025 be approved.

British Transport Police D Division Resourcing
Agenda Item 17

26. Members discussed British Transport Police D Division Resourcing.

Any Other Business in Non-Public Session
Agenda Item 18

27. There was no other business in non-public session.

The meeting ended at 1.15pm.

No.	Date	Action/Paper	Owner	Outcome
6/2025	4 June 2025	The SPA Head of Strategy and Performance noted that a relevant paper to the Supreme Court Judgement being considered by a SPA Committee the week commencing 9 June 2025 – she could share that paper in due course.	SPA Head of Strategy and Performance	**Completed** At the 19 September 2025 meeting, Members asked for the most recent reporting, on top of that reported to the September meeting. The 28 August 2025 paper was emailed to Members on 24 September 2025. There has been no further reporting to date.
7/2025	19 September 2025	Members concluded the item by agreeing it was appropriate for the Committee to highlight to the BTPA's Full Authority the need to ensure that the challenge posed by geography in Scotland was addressed within the building blocks of the forthcoming Medium-Term Financial Plan.	Board Secretary	**Completed** This point was highlighted to the Strategy and Planning Committee at its meeting on 24 September 2025 and then raised at Full Authority on 9 October 2025.
8/2025	19 September 2025	The Chief Constable added that BTP could socialise the building blocks of the MTFP with the Committee.	Board Secretary	**Recommended for Closure** SRPC Members to advise whether they wish to take advantage of this offer.
9/2025	19 September 2025	The SPA Head of Strategy and Performance noted the relevant Memo of Understanding on matters of public interest and strongly encouraged a conversation between all parties to ensure Police Scotland understood the use and benefits of BVLOS capability	Head of Legitimacy and Performance	**In Progress** SPA Corporate advised following the September 2025 meeting that Force-level meeting(s) had been convened – verbal update to be provided at November 2025 meeting.
10/2025	19 September 2025	A representative of the Scottish Government emphasised the importance of sex and gender during stop and search and invited BTP to participate in an ongoing consultation on Stop and Search guidance.	Board secretary	**Completed** BTP D Division confirmed in September 2025 their involvement in planned consultation activity.
Non-Public Action 11/2025	19 September 2025	The Chair requested that Transport Scotland representatives be included in the invitation list to the BTPA Stakeholder Dinner and/or Full Authority meeting on 8/9 October 2025.	Board Secretary	**Completed** Transport Scotland were an existing invitee to the BTPA Stakeholder Dinner.

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

[November 2025]

2025/26

25 November 2025	
Standing / Administrative Items	Suggested Items
1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Operational Performance update 6. Policing Plan Performance, including Performance Against Rail Safety Action Plan 7. Joint Working 8. Audit and Inspections Update 9. Workplan 10. Any Other Business	11. Annual Passenger Survey update [BV Theme: Effective Partnerships] 12. Annual Rail Staff Survey update [BV Theme: Effective Partnerships] 13. BTP Policing Model in Scotland [BV Themes: Effective Partnerships, Governance and Accountability / Use of Resources] 14. BTP External Affairs in Scotland [BV Themes: Effective Partnerships / Governance and Accountability]

10 March 2026	
Standing / Administrative Items	Suggested Items
1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Bi-Annual Strategic Risk Update: Employer Value and BTP Benefits Strategy 6. Operational Performance update 7. Policing Plan Performance 8. Joint Working 9. Industry Voice 10. Audit and Inspections Update 11. Workplan 12. Any Other Business	13. Annual Report – Best Value (inc. Evaluation Framework) 14. Policing Plan – Annual Refresh [BV Themes: Vision and Leadership / Effective Partnerships / Performance Management] 15. BTP Disruption update [BV Theme: Performance Management] 16. Transport Focus in Scotland [BV Theme: Effective Partnerships] 17. All People Survey Action Plan [BV Theme: Vision and Leadership] 18. BVLOS Drones Capability in Scotland [BV Theme: Use of Resources]

4 June 2026	
Standing / Administrative Items	Suggested Items
1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Operational Performance update 6. Policing Plan Performance 7. Joint Working 8. Industry Voice 9. Audit and Inspections Update 10. Workplan 11. Any Other Business	12. Annual Review of Terms of Reference [BV Theme: Governance and Accountability] 13. Custody [BV Themes: Effective Partnerships / Governance and Accountability / Equality] 14. External Scrutiny – Scotland specific themes [BV Themes: Effective Partnerships / Governance and Accountability / Equality]

2026/27

Quarter 1 Meeting – Date TBC	
Standing / Administrative Items	Suggested Items
1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Bi-Annual Strategic Risk Update 6. Operational Performance update 7. Policing Plan Performance 8. Joint Working 9. Industry Voice 10. Audit and Inspections Update 11. Workplan 12. Any Other Business	13. Legitimacy update – Use of policing powers [BV Theme: Equality] 14. County Lines [BV Themes: Performance Management / Effective Partnerships]

Quarter 2 Meeting – Date TBC	
Standing / Administrative Items	Suggested Items
1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Operational Performance update 6. Policing Plan Performance	12. Policing Plan – Annual Refresh [BV Themes: Vision and Leadership / Effective Partnerships / Performance Management] 13. Annual Passenger Survey update [BV Theme: Effective Partnerships]

7. Joint Working 8. Industry Voice 9. Audit and Inspections Update 10. Workplan 11. Any Other Business	14. Annual Rail Staff Survey update [BV Theme: Effective Partnerships]

Quarter 3 Meeting – Date TBC	
Standing / Administrative Items	Suggested Items
1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Bi-Annual Strategic Risk Update 6. Operational Performance update 7. Policing Plan Performance 8. Joint Working 9. Industry Voice 10. Audit and Inspections Update 11. Workplan 12. Any Other Business	13. Annual Report – Best Value (inc. Evaluation Framework)

Quarter 4 Meeting – Date TBC	
Standing / Administrative Items	Suggested Items
1. Apologies 2. Declarations 3. Minutes 4. Actions 5. Operational Performance update 6. Policing Plan Performance 7. Joint Working 8. Industry Voice 9. Audit and Inspections Update 10. Workplan 11. Any Other Business	12. Annual Review of Terms of Reference [BV Theme: Governance and Accountability] 13. Annual Custody Update [BV Themes: Effective Partnerships / Governance and Accountability / Equality]

Suggested items for inclusion on future agendas
Relevant Strategic Risk Deep Dives
Thematic / Operational issues e.g. Stop and Search
Industry Voice / wider transport stakeholders to be invited e.g. bus companies co-located at rail hubs

Best Value Themes and proposed Committee coverage

Best Value Theme	Standing Items	Suggested Items
Vision and leadership	• Quarterly Policing Plan Performance • Quarterly Joint Working update • Industry Voice	• Policing Plan – Annual Refresh • All People Survey Action Plan
Governance and Accountability	• Quarterly agendas / papers / meetings available to public • Quarterly Policing Plan Performance • Quarterly Joint Working update • Quarterly Audit and Inspections Update • Bi-Annual Strategic Risk Update	• BTP Policing Model in Scotland • BTP External Affairs in Scotland • Annual Review of Terms of Reference • Custody • External Scrutiny – Scotland specific themes
Use of Resources		• BTP Policing Model in Scotland • BVLOS Drones Capability in Scotland
Effective Partnerships	• Quarterly Policing Plan Performance • Quarterly Joint Working update • Industry Voice	• Annual Passenger Survey update • Annual Rail Staff Survey update • BTP Policing Model in Scotland • BTP External Affairs in Scotland • Policing Plan – Annual Refresh • Custody • External Scrutiny – Scotland specific themes • County Lines
Performance Management	• Quarterly Policing Plan Performance • ACC Cover Paper / Operational Performance • Quarterly Joint Working update	• Policing Plan – Annual Refresh • County Lines
Cross Cutting Theme Sustainability		
Cross Cutting Theme Equality		• Custody • External Scrutiny – Scotland specific themes • Legitimacy risk thematic – Use of policing powers