

[10 March 2026] Agenda Pack / Scottish Railways Policing Committee

MEETING
10 March 2026 11:00 GMT

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3 March 2026

WEBSITE

Agenda

Location
Hybrid / St Rollox and Turnbull Meeting Rooms, Scottish Police Authority, 2 French Street, Clyde Gateway, Glasgow, G40 4EH & Microsoft Teams

Date
10 Mar 2026

Time
11:00 GMT

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SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes



Report

Report to: Scottish Railways Policing Committee
Date: 10/03/2026
Subject: Deputy Chief Constable's Report
Sponsor: Deputy Chief Constable Stuart Cundy
Author: Police Sergeant Russell Beattie
For: Noting

1. INTRODUCTION

- 1.1. In January 2026, Lorna McEwan has been substantively promoted to Chief Superintendent for British Transport Police (BTP) Scotland. Over the previous reporting quarter, partnership operations and targeted deployments have delivered improvements in key locations and during major events. Compared to other divisions BTP Scotland records lower levels of crime and demonstrates strong performance in solving crime.
- 1.2. A new Guardians of the Railway Strategy 2026 – 2029 for BTP, will commence in April 2026. The strategy is supported by a blueprint that aligns delivery to an agreed three year budget. There are five strategic objectives; three focus on operational outcomes - tackling serious harm, reducing disruption, and integrating railway policing and security; two focus on enabling outcomes - productivity through innovation and a modern, capable workforce.
- 1.3. Q3 performance reflects strong operational delivery and partnership working but highlights some persistent challenges across violence, disruption and VIAWG-related offences. The Division's focus on the priorities for Q4 with the introduction of VLOS Drone Operations represent a significant uplift in capability to support both reactive incidents and pre-planned operations.

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

2. AREAS OF CONCERN ARISING FROM Q3 2025/26

- 2.1. Violence remains slightly above last year (+1%), driven mainly by increases in violence without injury offences. Whilst 67% of violent crime is solved, an increase in reports of violence against rail staff is concerning. Robbery, though low volume, has increased and requires continued focus.
- 2.2. The force continues its focus on reducing disruption and the number of incidents involving injury or fatalities reduced by 21% compared to 2024/25. Overall disruption and delay minutes increased (+11%), primarily due to persistent trespass hotspots. Fatality hand-back times remain challenging due to remote locations and access challenges.
- 2.3. Sexual offences have increased (+12%). Solve rates remain robust at 59%, but the rising trend underscores the need for sustained safeguarding and prevention activity across high-risk locations and services.

3. PRIORITIES FOR Q4 2025/26

- 3.1. Targeted high-visibility deployments at key hubs and late-night services will continue, alongside joint patrols with Police Scotland and Train Operating Companies (TOC) security teams. Focus remains on early intervention, strong investigations, offender management, and enhanced staff engagement and intelligence sharing.
- 3.2. Partnership work with Network Rail will intensify to address trespass-related disruption through intelligence-led deployments, rapid-deployment CCTV, and hotspot problem-solving. Improvements to incident grading and multi-agency coordination aim to reduce response times and accelerate fatality hand-back.
- 3.3. Partnership activity with Police Scotland, Samaritans, Spike Aware UK, Safer Passenger Teams and TOCs will focus on prevention, reassurance, and safeguarding. Increased visibility on high-risk and night-time services will continue. Development of vulnerability capabilities, including the rollout of Flow Navigation Centre+, will improve management of mental health-related incidents.

4. CONCLUDING REMARKS

- 4.1. On behalf of the British Transport Police, sincere thanks are extended to SPA co-opted members Tom Halpin and Mary Pitcaithly for their diligent governance and support to policing across the rail network in Scotland. We welcome incoming SPA co-opted members Nancy Johnson and Garry Forsyth; Mike Jackson as a newly appointed BTP Authority Member and Tricia Hayes the incoming BTPA Chair. We look forward to working closely with all members as we continue to deliver policing services across Scotland's railways.

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

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BRITISH
TRANSPORT
POLICE

Scottish Railways Policing Committee

2025-26, Quarter 3

Policing Plan Update

WEBSITE



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

Crimes Incidents

Violence			Robbery		Staff Assaults		Officer Assaults	
Recorded Crime	Solved Crime	Solved Rate	Recorded Crime	Solved Crime	Recorded Crime	Solved Crime	Recorded Crime	Solved Crime
Violence Offences (25/25) 504 Diff 1.3%	Violence Offences (25/25) 335 Diff 6.0%	Violence Offences (25/25) 66.5% Diff 2.8%	Robbery Offences (25/25) 10 Diff 42.9%	Robbery Offences (25/25) 10 Diff 42.9%	Staff Assaults (25/25) 105 Diff 29.8%	Staff Assaults (25/25) 71 Diff 42.0%	Officer Assaults (25/25) 28 Diff -48.2%	Officer Assaults (25/25) 29 Diff -48.3%
Violence with Injury (25/25) 121 Diff -0.8%	Violence with Injury (25/25) 78 Diff -3.7%	Violence with Injury (25/25) 64.5% Diff -1.9%	Solved Rate Robbery Offences (25/25) 100.0% Diff 0.0%	Solved Rate Staff Assaults (25/25) 67.6% Diff 5.9%	Solved Rate Officer Assaults (25/25) 103.6% Diff -0.3%			
Violence without Injury (25/25) 382 Diff 2.7%	Violence without Injury (25/25) 256 Diff 9.4%	Violence without Injury (25/25) 67.0% Diff 4.1%						

Staff Assault by Injury Type

	Crime	Solved	S.R
With Injury	9 (0%)	8 (+1)	89% (+11%)
No Injury	99 (+33%, +27)	64 (+21)	65% (+5%)

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

Crimes Incidents

Anti-social behaviour Incidents				Incident Response Times (Immediate & Priority Graded)				Safeguarding Vulnerability Reports		Lifesaving Interventions	
ASB Related Incidents (25/25) 8,029 Diff -4.0%				Fail Pass 20.10% 79.90%				6,066 Chic SVR -7.5%		1,741 Lifesaving Interventions Diff -11.0%	
Average Incident Response Time				Average Incident Response Time				3,925 SPMH SVR -10.4%			
Incident Grade	Fail	Pass	Total	Incident Grade	Fail	Pass	Total	1,152 Dash SVR 15.2%			
Immediate	33.11	10.00	15.57	Immediate	36.78	10.35	17.01	7,289 AAR SVR -13.3%			
Priority	84.22	20.24	23.16	Priority	88.44	17.26	21.05				
Total	48.01	17.50	20.77	Total	44.68	13.95	18.87				

Keep the Network running

Disruption Related Incidents

Disruption Related Incidents				Disruption Incidents & Primary Minutes							Fatality Management Times	
Stats Classification	YTD Crimes	YTD Solved Crime	YTD Solved Rate	Category	Inc Current YTD	Inc Difference	% change	YTD Delay Minutes	Delay Mins Difference	% change	Average Handback Times (Mins) 105	
J29 Theft Of Cable Live (J29)	2			Cable Theft	1	0	0.0%	4	-32	-88.9%		
J30 Theft Of Metal Non Live (J30)	1	1	100.0%	Disorder/drinks or trespass	908	-35	-4.3%	8,321	335	5.6%		
Z28 Railway Trespass (Z28)	861	225	26.1%	Fatalities/injuries by being hit by a train	15	-4	-21.1%	2,835	-2,357	-83.2%		
Total	864	226	26.2%	Level Crossing incidents (inc misuse)	129	10	8.4%	1,869	432	30.1%		
				Trespass	893	107	13.6%	17,782	5,110	40.3%		
				Vandalism/theft (inc objects on line)	203	-18	-7.3%	1,187	-540	-45.5%		
				Total	2,049	61	3.1%	29,938	2,948	10.9%		

Disruption Related Incidents

Average Incident Response Time			
Incident Grade	Fail	Pass	Total
Immediate	30.72	12.54	18.09
Priority	106.13	27.76	33.98
Total	33.23	14.81	19.94

Prevent and reduce violence against women and girls

Violence & Intimidation against women and girls						Incident Response Times (Sexual Harassment/Sexually Motivated)		
Recorded Crime	Solved Crime	Solved Rate	Victims withdrawing Support for Investigation			Pass 100.0%		
Violence Offences (25/25) 120 Diff -9.1%	Violence Offences (25/25) 83 Diff 6.4%	Violence Offences (25/25) 69.2% Diff 10.1%	Violence Offences (25/25) 3 Diff -57.1%					
Violence with Injury (25/25) 26 Diff -3.7%	Violence with Injury (25/25) 17 Diff -22.7%	Violence with Injury (25/25) 65.4% Diff -18.1%	Violence with Injury (25/25) (Blank) Diff -100.0%					
Violence without Injury (25/25) 94 Diff -9.3%	Violence without Injury (25/25) 66 Diff 20.0%	Violence without Injury (25/25) 70.2% Diff 17.3%	Violence without Injury (25/25) 3 Diff -50.0%					
Sexual Offences (25/25) 56 Diff 14.3%	Sexual Offences (25/25) 37 Diff 2.8%	Sexual Offences (25/25) 66.1% Diff -7.4%	Sexual Offences (25/25) 1 Diff 0.0%					
Public Order Offences (25/25) (Blank) Diff (Blank)	Public Order Offences (25/25) (Blank) Diff (Blank)	Public Order Offences (25/25) (Blank) Diff (Blank)	Public Order Offences (25/25) (Blank) Diff (Blank)					
				Average Incident Response Time				
				Incident Grade	Pass	Total		
				Immediate	9.90	9.90		
				Priority	4.47	4.47		
				Total	7.18	7.18		

This slide shows a screenshot of Policing Plan Dashboard up to end of Q3. However, this is a live dashboard which refreshes and as such there are minor differences between this and the frozen dataset from 1st April – end December '25, used in this pack.

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



At the end of Q3, recorded crimes of violence are 1% higher than 2024/25.

The increase is due to a higher volume of violence without injury (+2%) whereas with injury crimes reduced (-2%).

Upward trend in recorded violence from May to a peak in August 2025. However, monthly totals had small variations, with August peak 11% higher than average, with a total of 73 recorded crimes (+7 c.f. monthly average.). There was a 19% reduction in incidents Q2 to Q3.

Solve rate of 67% (2025/26) - an improvement compared to Q2 and the same period in 2024/25 (+3%). While the solve rate for violence with injury has reduced by -2%, this equates to 3 crimes.

Physical assaults against rail staff have increased by +27 offences (+33% YTD), driven by more offences recorded at the start of the year. A solved rate of 67% YTD, is an improvement of (+5%).

Robbery has increased by 43%, but this equates to a low number of 10 recorded offences and a 100% solved rate YTD.

Keep the network running



At the end of Q3, disruption incidents are 3% higher than 2024/25. Primary lost minutes are up by 11%. This margin has narrowed since the end of Q2, when incidents and minutes were higher than the end of Q2 2024/25.

Trespass and disorder continue to account for the largest proportion of incidents recorded. Primary lost minutes for trespass are 59% of all lost minutes. Q3 has seen improved performance, with a reduction in incidents for both trespass and disorder. Annual trends shows trespass and disorder were both highest in Q1, with trespass remaining high in early Q2.

Average handback time for non-suspicious fatalities is 105 minutes.

Four incidents in Q3, two were in excess of 90 minutes, due to the incident locations and arrival times. One hand back took 139 minutes, due to the time to clear the area.

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



Violence against women and girls has reduced by -2% compared to 2024/25.

Violent crime, which makes up 67% of the total VIAWG offences, reduced by 10% in 2025/26. 79% of violent incidents have been without injury.

For violence with injury offences, 68% have been solved. Only two serious assaults against women have been recorded in 2025/26 (both are solved). Overall solved rate for violence against female victims is 70% (+10% c.f. 2024/25).

Overall, Sex offences (all victims) have increased by +12% YTD (+9 offences), with a solve rate of 56%.

Sex offences against women have increased by +26% (+7 crimes) compared to 2024/25. 59% of these offences are sexual assaults. The solved rate for sex offences against women is 64% (an increase of +10% compared to 2024/25).





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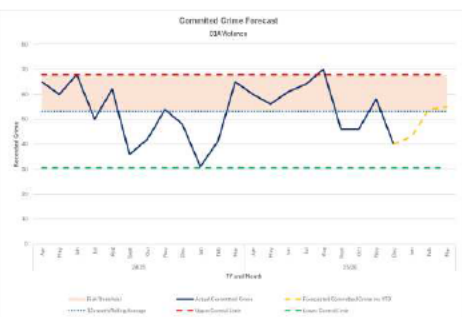
Crime

	2025/26 YTD	Solved Rates
Violence With Injury	121 (-2%, -2)	65% (-2%)
Violence Without Injury	381 (+2%, +9)	67% (+4%)
Total Violence	503 (+1%, +7)	67% (+3%)

	2025/26 YTD	Solved Rates
Violence Against Rail Staff	108 (+33%, +27)	67% (+5%)
Violence Against Officers	29 (-43%, -22)	100% (-2%)

	2025/26 YTD	Solved Rates
Robbery	10 (+43%, +3)	100% (0%)

Total Violence Committed Crime Forecast



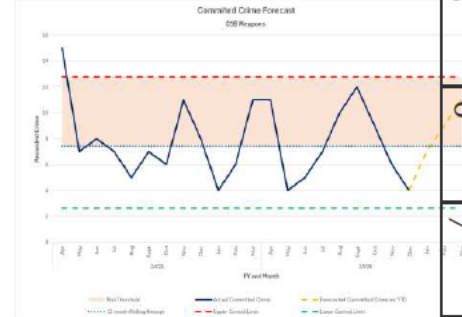
Staff Assault Committed Crime Forecast



Robbery Committed Crime Forecast



Weapons Committed Crime Forecast



Operational Activity / Results

Joint operations took place throughout the division in Q3 with additional resources deployed to Glasgow Central and Glasgow Queen Street to meet the increase in demand associated with Christmas season. Focus on gate lines and late-night services helped to support staff and provide a high visibility deterrent. Between 30th November and 3rd January, the Winter City Operation took place at Edinburgh. As part of this, there were joint patrols between BTP and Police Scotland in the vicinity around Edinburgh Waverley Station, Waverley mall and the Christmas markets. There were no incidents of violence recorded for Edinburgh Waverley during this period.

Court Results from Q3:

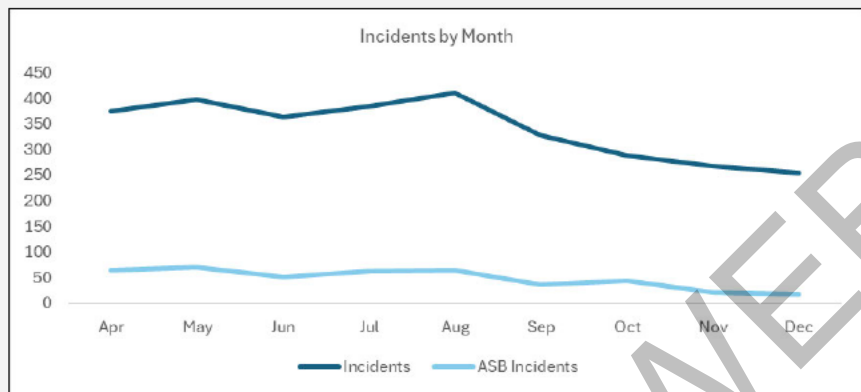
- A male has been sentenced to 20 months in prison for an assault and robbery at Hamilton Central Station (September 2025).
- A male pleaded guilty at Airdrie Sheriff Court after committing domestic assault to injury at Coatbridge Central Station (March 2025). The subject was sentenced to a two-year supervision order and is subject to a non-harassment order against his ex-partner for a period of two years.
- Three males were sentenced to a combined total of 495 hours of Community Service at Glasgow Sheriff Court after pleading guilty to assaulting two males onboard a train at Annesland Station in October 2022. This was made after extensive enquiry work utilising a range of tactics including intelligence, open source and partnership working with Police Scotland.



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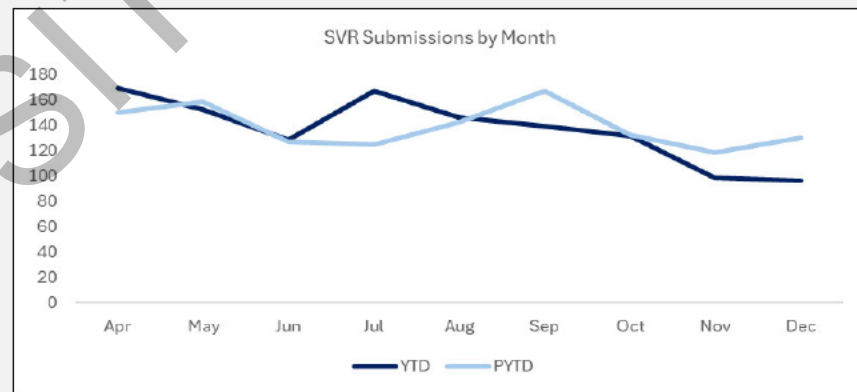
Incidents & Minutes

	2025/26 YTD	Response %		2025/26 YTD	Response %
Incidents	3,069 (+5%, +132)	85% (-3%)	ASB Incidents	433 (-15%, -)	90% (+2%)
Immediate Grade	1,532 (+6%, +85)	80% (-1%)	Immediate Grade	119 (-38%, -74)	80% (-1%)
Priority Grade	1,537 (+3%, +47)	94% (+1%)	Priority Grade	314 (0%)	94% (+1%)



Vulnerability

Safeguarding Vulnerability Report	2025/26 YTD	Interventions	2025/26 YTD
Adult at Risk (AAR)	561 (+20%, +94)	Life-saving Interventions	86 (+19%, +14)
Child & Young Person (CYP)	665 (-15%, -116)		
DASH	65 (+48%, +21)		
SPMH	283 (-18%, -50)		
Total	1,226 (-2%, -22)		



Operational Activity

Throughout Q3, BTP have continued to work together with local partners, committed to building safer communities and preventing harm on and around the rail network. Joint working has taken place at hub locations and throughout the network. On 8th December, Edinburgh Waverley held a proactive Safety Day. Alongside BTP, Police Scotland, Neighbourhood Watch Scotland, Scottish Fire & Rescue Service, CEC Trading Standards and The Railway Chaplain were in attendance and provided safety advice to staff and passengers. At Glasgow Central Station, engagement with premises have resulted in positive feedback from the community and a reduction in ASB.

Engagement around mental health has seen BTP, ScotRail, and Samaritans come together at Motherwell Station to promote the SHUSH campaign, an initiative aimed at encouraging active listening and supporting mental health. By working alongside organisations like Samaritans and ScotRail, this strengthens long term resilience and reinforces the positive role policing plays in community wellbeing.



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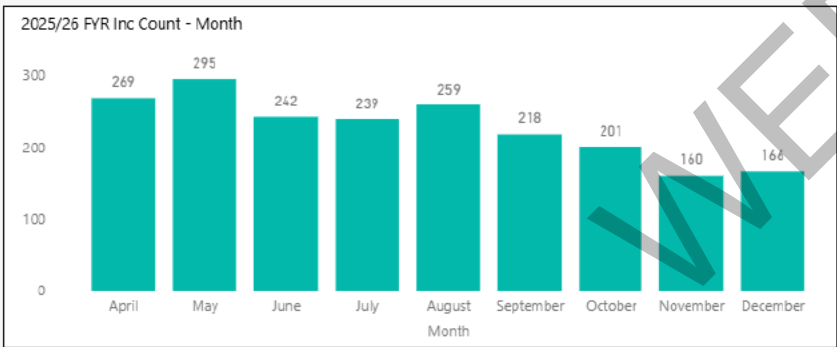
Incidents & Primary Minutes

		2025/26 YTD	Diff
Trespass	Incident Count	893	14%
	Primary Minutes	17,782	40%
Disorder/drunks or trespass	Incident Count	808	-4%
	Primary Minutes	6,321	6%
Vandalism/theft	Incident Count	203	-7%
	Primary Minutes	1,187	-31%
Level Crossing	Incident Count	129	8%
	Primary Minutes	1,869	30%
Fatalities/injuries	Incident Count	15	-21%
	Primary Minutes	2,835	-45%
Cable Theft	Incident Count	1	0%
	Primary Minutes	4	-89%
Total	Incident Count	2,049	3%
	Primary Minutes	29,998	11%

Response	2025/26 YTD
Immediate Response	74% (-6%)
Priority Response	96% (+4%)

Hand Back	2025/26 YTD
Hand Back Avg.	105 (-8)

High Frequency Repeat Presenters	2025/26 YTD
High Frequency Repeat Presenters	17 (+16)

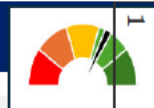


Financial Year	2025 - 2026										Total
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Total minutes		140		193	84	231	152	106	139	1,045	1,045
No. of Incidents		1		2	1	2	2	1	1	10	10
Avg Handback Time		140		97	84	116	76	106	139	105	105

Operational Activity/ Results

During Q3, the first-ever Drone Partnership operation between BTP and Network Rail Scotland took place. Multi-agency briefings at Network Rail ROC Glasgow ensured clarity and collaboration with industry colleagues. There were no graffiti crimes reported during a weekend historically when high-risk for this offence.

Joint working between BTP and partner agencies has kept the network running during large-scale events that see heavy footfall. Rangers v Roma - graded as a high-risk fixture - had a command structure in place, with a PSU deployment including cross-border support from other BTP divisions. Planning for the fixture involved engagement with Police Scotland and industry partners, particularly SPT. Due to the BTP deployment on the Subway, there were no offences recorded relating to this fixture with both sets of supporters able to safely travel to and from the stadium.



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Crime

Female victims	
2025/26 YTD	Solved Rates
Violence	119 (-10%, -13) 70% (+11%)
Sexual Assault	34 (+26%, +7) 64% (-10%)
Total VIAWG	177 (-2%, -4) 68% (+5%)

All victims	
2025/26 YTD	Solved Rates
Sex Offences Total	82 (+12%, +9) 59% (-18%)

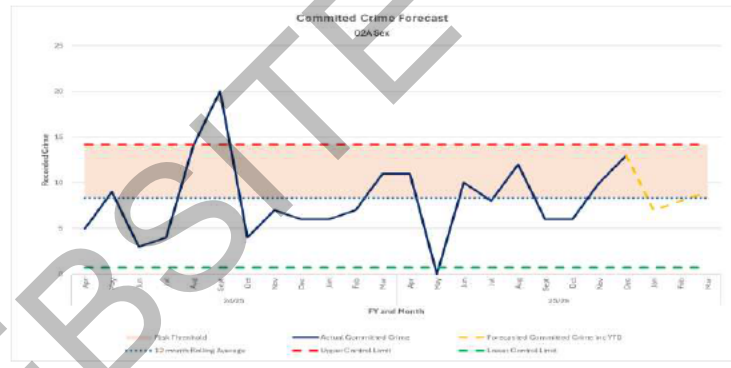
Minutes

	Response Time
Immediate Response (USB related)	100% (+14%)
Priority Response (USB related)	100% (0%)

VIAWG



Sex Offences (all victims)



Operational Activity/ Results

Throughout November and December, BTP formed a partnership with the National charity *Spike Aware UK*, an anti-spiking, awareness and education charity combatting violence against women and girls. *Spike Aware UK* provided a free online training session, made available to all BTP staff including Scotrail, SPT & Avanti. The online recording was shared with TOC partners to help educate staff on the signs and symptoms of spiking and what to do when dealing with a suspected incident. In addition to the training session, representatives from the charity deployed with officers on high visibility patrols, including the Glasgow Subway system. During the deployment, officers and staff spoke to members of the public & staff to educate and raise awareness around spiking-related incidents.

During December, BTP & Police Scotland carried out joint patrols around Glasgow City Centre and the main travel hubs to reduce VIAWG-related incidents. The patrols, joint briefing and intelligence sharing were very well received and through the BTP divisional TOC newsletter, BTP have been able to highlight instances where staff intervention has successfully helped to reduce the risk of VIAWG. On 4th December 2025 BTP supported White Ribbon events at Glasgow Queen Street, Glasgow Central, Edinburgh Waverley, Kilmarnock Inverkeithing, Stirling, Aberdeen and Inverness. Moreover, days of action such as the 16 days of activism took place at individual stations such as Motherwell and Dundee.

Court Result Q3:

In Q3, a 53-year-old male was sentenced for Public Indecency (exposure) onboard a late-night train between Dalreoch and Craigendoran stations (July 2024). Another male was 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.



OFFICIAL: POLICE AND PARTNERS

Joint Working Document

**British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 10 March 2026**



North

Within the North of Scotland, BTP officers based at Inverness train station continue to work closely with Police Scotland colleagues. On 16 December 2025, a joint initiative took place at Inverness train station involving a BTP officer, Police Scotland Preventions and Interventions team, City Centre policing team and the Drug and Alcohol Violence Reduction Unit. This operation [REDACTED] involved the promotion of Crime Stoppers and educating rail users and staff on County lines and criminal exploitation in the Highlands. This was well received by all and has hopefully resulted in greater knowledge, and more intelligence submissions.

Another initiative saw Preventions and Interventions officers work alongside a BTP officer. The officers travelled on some busy commuter trains handing out literature on Violence Against Women and Girls.

The City Centre policing team maintain strong relationships with BTP officers and patrol within the environs of the station frequently. N Division retail crime operation [REDACTED] has seen an increase in police officers on foot patrol and consequently the train station.

[REDACTED]

Within Tayside, during 16 days of action, there was a Crime Prevention stall on 3 December 2025. This was delivered with BTP, Neighbourhood Watch and Crimestoppers. It was a positive event whereby members of the public were provided with advice, guidance and literature around Crime Prevention and Safety.

East

The local City Centre Community Policing Team continue to co-ordinate [REDACTED], which is part of the local policing response to youth 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.

On 8 December 2025 Crime Prevention officers from E Div Prevention, Intervention & Partnerships (PIP) held a public festive engagement event at Waverley train station in partnership with BTP, SFRS and NHW Scotland, where advice was provided regarding party / travel safe, personal safety, fraud, home, and vehicle security.

E Div PIP continue to consult with BTP in respect of the Women's Safety on Public Transport Subgroup as part of the wider City of Edinburgh Council Women's Safety in Public Places Community Improvement Partnerships (CIP). There are plans to support BTP in providing contacts for Edinburgh Women's groups.

Fife Division continue to report routine positive partnership working with BTP during local football matches etc.

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OFFICIAL: POLICE AND PARTNERS
Joint Working Document
British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 10 March 2026



West

Within Greater Glasgow (G Division), a number of joint initiatives took place. In November, officers worked with BTP to facilitate Denmark fans travelling through Glasgow Central Station rather than conducting a fan march ahead of the international match with Scotland. Also in November, both organisations supported the Retailers Against Crime Scotland (RACS) Day of Action, with shops in and around stations taking part. In December, joint patrols were carried out within Central Station and the surrounding vicinity as part of the Winter Initiative. In January, a high-visibility Day of Action was delivered, involving joint working across multiple shifts focused on transport hubs and nearby areas.

[REDACTED]

[REDACTED]

BTP provide the Performance Hub with their plans and details of officers on duty for each weekend to ensure a joint approach with Police Scotland.

[REDACTED]

Further to this, BTP collaborates with Police Scotland during any Morton FC game, located in Port Glasgow. A joint approach is always adopted, with BTP officers engaging with those attending the game via train.

Renfrewshire share a weekly tasking document with BTP. On occasion BTP will attend the daily Renfrewshire community safety hub meeting, and incidents that occur near to or have any relevance to the rail network are shared with them for awareness.

Renfrewshire Policing division work closely with BTP in the lead up and during football matches played at the home of St Mirren Football Club directly adjacent to the St James Station, Paisley.

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Paper to: Scottish Railways Policing Committee

Date: 10 March 2026

Subject: Best Value Report 2026

Author: Head of Legitimacy and Performance

For: Discussion

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 London
 SW1W 9TJ

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www.btpa.police.uk

1. Purpose of paper

- 1.1 To focus discussion on BTP/A's progress in delivering Best Value in the context of the work of the Scottish Railways Policing Committee and BTP's work in Scotland.
- 1.2 To highlight for Members Audit Scotland's recent assessment of Best Value in Policing in Scotland. The full report can be found here [Best Value in Policing](#)
- 1.3 To summarise the key findings and highlight themes of potential relevance for the British Transport Police (BTP) and the BTPA Scottish Railways Policing Committee as they consider the extent to which these system-wide lessons may apply to railway policing.

2. Background

- 2.1 The Scottish Government set out four key design principles¹ for the Scottish Railways Policing Committee at its inception. These include commitment to the principle of Best Value, a duty which applies to all public bodies in Scotland.
- 2.2 The Scottish Public Finance Manual (SPFM) defines the duty of Best Value as:
 - To make arrangements to secure continuous improvement in performance while maintaining an appropriate balance between quality and cost; and,
 - In making those arrangements and securing that balance, to have regard to economy, efficiency, effectiveness, equal opportunities requirements, and to contribute to the achievement of sustainable development.
- 2.3 Public bodies are expected to implement Best Value in a way that reflects their specific roles, responsibilities and organisational circumstances, allowing flexibility in determining the arrangements most appropriate for securing continuous improvement.
- 2.4 Implementation should be proportionate and tailored to each organisation's priorities, scale, operating environment and functions, ensuring that improvement activity is appropriate, meaningful and aligned with the organisation's contribution to national outcomes.
- 2.5 Through 2025, HMICS and Audit Scotland undertook a joint Best Value audit of policing in Scotland (Police Scotland, Scottish Police Authority and Forensic Services.) The report, published in January 2026, is of potential value to BTP/A, both in evidencing BTP's key role in partnership working in Scotland, for example, and in helping develop BTP/A's approach to Best Value.

3. Evidencing Best Value

¹ 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

- 3.1 The timely publication of the Best Value audit report provides an opportunity to capitalize on the insights of established external oversight bodies into the delivery and evidencing of Best Value in the context of policing.
- 3.2 HMICS and Audit Scotland framed their work around 4 key questions:
- Is there a clear strategic direction?
 - How effectively are resources used?
 - How effective is partnership working?
 - How well is policing performing and demonstrating continuous improvement?
- 3.3 While recognising organisational and legislative differences, the Committee may wish to consider the relevance of the following cross-cutting themes for BTP/A:
- **Clarity and alignment of strategic direction**, including outcome measures and performance baselines.
 - **Scrutiny effectiveness**, particularly ensuring committee structures avoid duplication and enable focused oversight.
 - **Strengthening medium- to long-term financial and workforce planning**, especially future skills and demand scenarios.
 - **Embedding organisational learning** and continuous improvement as a system-wide discipline.
 - **Ensuring transformation programmes** are paced, prioritised and supported by clear benefits frameworks.
 - **Approaches to equality, diversity and inclusion**, including commitments to anti-racism and anti-discrimination.
 - **Emphasis on community and local policing**, and its relevance in a rail environment.

4. Recommendation

- 4.1 Members are invited to consider whether the report's key messages resonate as either areas of strength or areas for development for BTP/A.
- 4.2 Whether any identified areas for improvement can usefully be monitored through the Audit and Inspections Update to this Committee.

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Annex A: Summary of Key Messages

1.1 Strategic Direction

- Leadership across Scottish policing is assessed as strong, with constructive relationships and shared purpose at senior level.
- The Police Scotland *2030 Vision* provides clearer direction than previous plans, strengthening focus on outcomes such as safer communities, reducing crime, supporting victims, and developing a thriving workforce.
- The forthcoming 2026 review of statutory policing plans represents an opportunity to sharpen strategic alignment, prioritisation and clarity of outcomes across the policing system.
- The service has made explicit commitments to being anti-discriminatory and anti-racist, with significant equalities work underway.

1.2 Governance

- Governance arrangements are generally effective, but scrutiny could be improved by reviewing committee remits and sequencing to avoid duplication and ensure issues are considered in the most appropriate forum.

1.3 Use of Resources

- Financial management is sound, with annual budgets balanced in recent years. Work is progressing on medium-term planning, though a clearly articulated sustainable financial model for the future remains outstanding.
- Workforce planning is underdeveloped. Current officer establishment levels are based on affordability rather than assessed operational need, and challenges around absence management and modified duties require better oversight.
- While improvement activity is ongoing, previous transformation programmes lacked pace and coherence. New strategies for digital modernisation, estates and transformation exist, but effective prioritisation, oversight and resource allocation will be critical.

1.4 Partnership Working

- Partnership working is a recognised strength. Police Scotland plays a leading role in multi-agency collaboration and has positive working relationships with both central and local government.

1.5 Performance Management and Reporting

- High-level crime and detection trends have been relatively stable, but demand is increasingly complex, particularly in online and hidden harms.
- Public trust remains high, though confidence in local policing has declined. The 2030 Vision includes renewed emphasis on community policing.
- Despite extensive data publication, performance reporting is not clearly aligned to strategic outcomes, limiting the ability to demonstrate continuous improvement.

1.6 Continuous Improvement

- There is clear self-awareness of improvement needs. However, learning is not consistently captured or shared, and a more coordinated approach is needed to embed Best Value principles and support prioritisation of change activity.

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SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes



Report

Report to: Scottish Railways Policing Committee – March 2026

Date: 25/02/2026

Subject: 2025 All People Survey Action Plan Update - Scotland

Sponsor: Chief Superintendent Lorna McEwan

Author: PS Russell Beattie

For: Noting

1. PURPOSE OF PAPER

- 1.1. This paper provides the Committee with an update on the 2025 All People Survey Action Plan for Scotland, including the outcomes of APS Focus Groups and the progress made across key priority themes following the survey.
- 1.2. The Committee are invited to note the update.

2. BACKGROUND

- 2.1. The All People Survey (APS) is our force-wide staff survey used to understand morale, culture, leadership and performance, and to guide improvement activity.
- 2.2. Following the 2025 APS, D Division reviewed the findings and held focus groups and targeted working groups on five priority themes. The survey was undertaken against the backdrop of OPM/Establishment Reset, which influenced some responses.

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

3. THEMES AND OUTCOMES

- 3.1. **Recognition & morale:** SLT and supervisors have increased personal, meaningful recognition (verbal/email/letters), sent targeted recognition to top performers, and brought monthly productivity into the divisional performance meeting to ensure equitable workloads.
- 3.2. **“Positive change since last APS”:** SLT are attending more briefings to improve cascade accuracy; liaison is underway with NUMS on uniform allowance guidance; escalation for defective vehicles has been re-circulated; and a clearer case for the benefits of personal-issue laptops has been communicated.
- 3.3. **Clear direction from senior leaders:** SLT visibility shifts are set as a baseline (two per month), and the Divisional Commander’s monthly briefing now includes a QR feedback loop and a short “cascade pack” to sharpen understanding of the “why.”
- 3.4. **Confidence in leaders:** A local retention approach is being developed; a divisional recruitment event/ambassador model is being planned; Strategic Learning Requirement opportunities are being maximised (with a strong 2025/26 development pipeline), and specialist equipment needs have been submitted to improve operational capability.
- 3.5. **Strategy that motivates:** We are reinforcing “Guardians of the Railway” by explicitly linking daily activity and good work examples to the strategy so it feels practical and relevant to officers.

4. NEXT STEPS

- 4.1. Continue implementing the action plan, track impact via performance meetings and feedback loops, and myth-bust key issues through regular commander briefings and targeted comms.
- 4.2. A short Pulse Survey ran force-wide and closed in February 2026; we are awaiting results and analysis and will use these as a “temperature gauge” alongside APS insights for D Division and the wider force.

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

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes



Report

Report to: Scottish Railways Policing Committee (SRPC) – Q3 March 2026

Date: 17/02/2026

Subject: Drones Capability in Scotland

Sponsor: Chief Superintendent Lorna McEwan

Author: PS Russell Beattie

For: Noting

1. PURPOSE OF PAPER

- 1.1. This paper provides a high-level strategic update to the Scottish Railways Policing Committee on the development and implementation of BTP Scotland's drone capability.
- 1.2. It outlines progress on delivering Visual Line of Sight (VLOS) operations and summarises early preparatory work on Beyond Visual Line of Sight (BVLOS) activity.

2. BACKGROUND

- 2.1. Funding approved in November 2025 enabled BTP Scotland to move from planning to implementation of its drone programme, establishing an aerial capability designed to enhance policing effectiveness and modernise operational tools across the rail network.
- 2.2. The project framework has been aligned with BTP's national drone standards and supported by engagement with the central Drone Safety Team.

3. STRATEGIC PROGRESS TO DATE

- 3.1. The Drone Operations Project Team for Scotland has been formally established, providing dedicated oversight, structured governance, and clear alignment with national safety and operational frameworks.
- 3.2. Engagement with BTP's Drone Safety Team has ensured consistent application of regulatory standards across Scotland.
- 3.3. The expression-of-interest process attracted a strong cohort of applicants, and following assessment, a small number of officers were selected to progress to licensing and operational validation.
- 3.4. Training has been delivered through an external accredited provider, supported by practical development from the BTP national Drone Safety Team. This approach establishes a qualified and scalable workforce for future capability growth.

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

4. DELIVERY OF VLOS CAPABILITY

- 4.1. VLOS capability forms the first operational phase of the drone programme in Scotland and provides enhanced situational awareness, improved operational safety, and increased organisational resilience.
- 4.2. The initial deployment model is strategically centred on Scotland's major rail hubs to ensure efficient coverage of key areas of the network.
- 4.3. The introduction of VLOS capability improves decision-making during time-critical incidents, strengthens BTP's ability to assess rail-related disruption, and enhances oversight during major events.
- 4.4. It also reduces operational risk by allowing officers to remotely examine potentially hazardous environments before deploying staff on the ground.

5. FORWARD LOOK – DEVELOPMENT OF BVLOS CAPABILITY

- 5.1. Development of BVLOS capability has commenced through structured engagement with Police Scotland, the Scottish Police Authority, and the Scottish Government to establish shared governance, regulatory expectations, and a consistent approach to public communications.
- 5.2. These discussions ensure early alignment across Scotland's policing landscape.
- 5.3. Preparatory work is underway for a public consultation with a provisional aim of Q2 of 2026/27.
- 5.4. This consultation will explore public views on BVLOS usage, privacy safeguards, and deployment expectations, with consultation materials being drafted and approved across partner organisations across Q1 of 2026/27.
- 5.5. The BVLOS programme will continue through a structured roadmap, beginning with consultation development and approvals, followed by the consultation itself. Analysis and policy refinement will take place across Q2 and Q3 of 2026/27, with an aim to be in a position to test and deploy in 2027.

6. IMPLICATIONS FOR BTP SCOTLAND

- 6.1. The introduction of VLOS capability significantly enhances BTP Scotland's ability to assess incidents, support partners, and improve safety for both officers and rail users while reducing dependency on traditional resource-intensive responses.
- 6.2. Drone capability development reinforces BTP's commitment to digital modernisation and supports broader organisational ambitions to deliver flexible, technology-enabled policing.
- 6.3. The BVLOS development process further strengthens BTP Scotland's collaboration with Police Scotland, SPA, and Scottish Government, ensuring alignment with national priorities and contributing to wider innovation in policing across Scotland.

7. RECOMMENDATIONS

- 7.1. The Committee is invited to note the progress made in establishing VLOS capability, to support the continued development of BVLOS activity, and to endorse the proposed strategic roadmap and approach to governance and partnership engagement.

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

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



Report to: Scottish Railways Policing Committee
Date: 10/03/2026
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 by both BTP and the BTPA across D Division.

2. Engagement highlights to date

2.1. BTP's new External Affairs Advisor in Scotland has now taken up their post. They will be working with Scottish Government and industry partners in Scotland to promote the work of BTP, and will present a fuller external engagement plan at future meetings.

2.2. Prior to the last Committee in October, BTPA hosted a dinner in Glasgow, attended by external stakeholders from the Senior Influence Group (TfL's Siwan Hayward, TfW's Marie Daly and Jac Starr from the Rail Delivery Group) as well as regional partners (Graham Kelly from Caledonian Sleeper, Kirstin McPhee from Scottish Government and Chief Officers from Police Scotland).

2.3. In November 2025, External Affairs hosted an event in Scottish Parliament promoting the use of 61016 amongst Members of Scottish Parliament (MSPs). The event focused on myth-busting, highlighting that 61016 is free to use, open 24/7 and can be used to report any incident.

2.4. On the same day, ACC Ian Drummond-Smith and CS Lorna McEwan met with Cabinet Secretary for Transport Fiona Hyslop to discuss BTP in Scotland.

2.5. In November, CS McEwan and BTPA members met with the Convener of the Criminal Justice Committee in Scotland.

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

- 2.6. Throughout November and December, BTP Scotland formed a partnership with the National charity Spike Aware UK to help combat VAWG. Spike Aware UK provided a free online training session which was made available to all BTP staff including Scotrail, SPT (Subway) and Avanti staff. The online recording was also shared with TOC partners to help educate their staff on the signs and symptoms of spiking and what to do when dealing with a suspect incident. The training session was also a good opportunity for their own staff to ensure they are kept safe and well.
- 2.7. In December 2025, CS McEwan joined ScotRail for [their annual Christmas campaign – Respect the Rail Workers](#). The annual campaign coincides with the Christmas party season, which can see a rise in abuse on the rail network, and encourages customers to treat rail staff with courtesy and respect throughout this busy period.
- 2.8. In February 2026, RMT invited CS McEwan to a roundtable event in Scottish Parliament to discuss the safety of transport workers.
- 2.9. Also in February 2026, the Rail Enforcement Powers Working Group – made up of Transport Scotland, BTP and rail unions – submitted 11 recommendations which were subsequently accepted by Scottish Government. The Group's final report including the recommendations [has been published on the Transport Scotland website](#).
- 2.10. Inspector Alasdair McWhirter is now the Embedded Inspector for Transport Scotland, working closely with External Affairs. This role is partially-funded by Transport Scotland and provides a critical liaison role between Transport Scotland Operators and BTP, as well as operational support.

3. Forward Look

- 3.1. At time of writing, BTP are due to join ScotRail at a Parliamentary drop-in session on 4 March. This will give MSPs an opportunity to ask questions on issues facing their constituents.
- 3.2. The launch of Visual Line of Sight (VLOS) drones in Scotland is scheduled for April. External Affairs are working with the drones team to ensure partners are engaged with the project and the impact it will have on our efforts to reduce trespass and disruption.
- 3.3. In April, BTP will launch our new Strategic Plan for 2026-29. Industry partners provided important feedback on our draft strategic objectives during a consultation in Autumn 2025.
- 3.4. In March, BTP and RDG will launch their joint Violence and Intimidation against Women and Girls (VIAWG) strategy. This strategy sets out how the rail industry and BTP will collectively work together to tackle VAWG over the next three years.

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

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

- 3.5. Scottish Parliamentary Elections are due to take place in May 2026, with the pre-election period commencing at the end of March, which will limit some External Affairs activity. Cabinet Secretary for Transport Fiona Hyslop will not be standing for re-election.
- 3.6. BTP's annual Rail Staff Survey is expected to launch in April, and will be shared with internal communications colleagues at ScotRail, Caledonian Sleeper and Glasgow Subway. ScotRail were on the top 10 list of TOCs who responded, but in total the survey was only completed by just over 2000 rail staff. We will reach out to partners next month to see how we can increase the response rate.

WEBSITE

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

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



Report to: BTPA Scottish Railways Policing Committee
Date: 10/03/2026
Subject: Audit & Inspections Update
Sponsor: Deputy Chief Constable
Author: Interim Head of Audit and Assurance, Adrian ATHERLEY
For: Noting

1. PURPOSE OF PAPER

1.1. This paper is to meet the standing commission to provide a briefing on Audit and Inspections to the Scottish Railways Committee. It includes updates on HMICS, HMICFRS, GIAA & other assurance updates, activity

2. HMICS and HMICFRS

2.1. There has been no HMICS inspection in the previous quarter or planned HMICS inspection. BTP are included in the HMICS Strategic Review of Policing for the Commonwealth Games 2026.

2.2. BTP is preparing for a forthcoming HMICFRS Police Effectiveness, Efficiency and Legitimacy (PEEL) inspection. The inspection is due to be formally commissioned in March 2026 with preparatory work, document requests and some site visits to BTP ahead of the main inspection in September. As part of the inspection, HMICFRS intend to visit BTP in Scotland and will be supported by HMICS.

2.3. At the request of HMICFRS, BTP/BTPA voluntarily agreed to be one of seven police forces inspected as part of a national thematic inspection of Retrospective Facial Recognition. This inspection has been commissioned by the Home Secretary and BTP will be visited in March 2026, inspecting whether retrospective facial recognition is used efficiently, effectively and legitimately. The inspection will inform development of policy and practice in this area.

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

2.4. In November 2025, HMICFRS announced they had been commissioned by the Home Secretary to inspect how police forces, Counter Terrorism Policing (CTP) and partner organisations safeguard young and vulnerable people who may be at most risk of radicalisation or exploitation by extremist groups; or are under investigation for terrorism offences. BTP will be visited as part of the England and Wales inspection.

2.5. There are no outstanding recommendations from HMICS or HMICFRS inspection reports.

3. Government Internal Audit Agency

3.1. In the previous quarter GIAA have published audits on

- 3.1.1. Governance Arrangements - moderate assurance opinion given and
- 3.1.2. MTFP Governance and Process – moderate assurance opinion given.

3.2. The following GIAA reports are due to be published in the coming quarter:

- 3.2.1. Data Protection Legislative Requirement
- 3.2.2. Government Procurement Cards

4. Crime & Incident Audits

4.1. BTP's internal crime and incident auditing has been expanded to include a focus on ensuring that crimes disclosed as part of reports of anti-social behaviour (ASB) are correctly recorded. Force audits identified there had been previous under recording. Changes have been made to the crime recording process in the First Contact Centre and Force Control Rooms to improve consistency, which has seen improved assurance with a reduction in the number of incidents classified as ASB as more are now considered as crimes. Progress continues as audits show some ASB is being reported as non-crime incidents, rather than criminal offences.

4.2. Incidents are audited randomly across BTP meaning that Scottish cases are a small proportion of the audit sample. In Q3, 53 Scotland incidents were audited, of these 33 crimes were required to be recorded and 25 (75%) were recorded. Of the 25 recorded crimes, 21(84%) had been correct classified and 24 (96%) were recorded within the required 72 hours. The unrecorded crimes were mainly secondary crimes, which are required to be recorded under Scottish Crime Recording Standard, the issue of not recording crimes link to ASB is less prevalent in Scotland.

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

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Minutes

Scottish Railways Policing Committee

Tuesday 25 November 2025 at 11.00am in the Burns Meeting Room, COSLA Conference Centre, 19 Haymarket Yards, Edinburgh, EH12 and via Microsoft Teams

Present:

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

Apologies:

None

In attendance:

British Transport Police Authority Executive

- Hugh Ind (Chief Executive)
- Kate Carr (Head of Legitimacy and Performance)
- Fiona Mackie (Head of Chief Executive’s Office)
- Jon Newton (Analyst)
- Alistair MacLellan (BTPA Board Secretary / Minutes)

British Transport Police

- Stuart Cundy (Deputy Chief Constable)
- Ian Drummond-Smith (Assistant Chief Constable)
- Lorna McEwan (Chief Superintendent)
- Lara Adamson (Analytical Insights and Statistical Manager)
- Russell Beattie (Staff Officer)
- Jen Crowther (Strategic Planning Manager)
- Paul Edmonds (Staff Officer)
- Johnny Shilton (Head of External Affairs and Media)

Scottish Police Authority Corporate

- Lesley Carnegie (Performance and Impact Lead)
- Rachael Nicolson (Operational Policing Lead)

Police Scotland

- Scott McCarren (Chief Superintendent)

External

- Brian McNulty (His Majesty’s Inspectorate of Constabulary in Scotland)
- Kirstin McPhee (Head of Police Sponsorship and Governance, Scottish Government)

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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 10 (BTP / Police Scotland Joint Working) to operations in Edinburgh.
3. There were no other declarations.

UK Rail Passenger Safety Survey – D Division Overview

Agenda Item 3

4. Members considered a paper regarding the UK Rail Passenger Safety Survey – D Division Overview and the following points were made.
 - a. The Analytical Insights and Statistics Manager introduced the paper, noting
 - i. 74% of respondents reported feeling safe when travelling on the railway network. That said, persons aged 55 and Black persons were less likely to feel safe.
 - ii. Top priorities of respondents included anti-social behaviour (ASB), followed by vulnerable people feeling unsafe.
 - iii. 67% of respondents agreed with statements relating to police performance, with positive results for BTP in Scotland compared to England and Wales.
 - b. A question from a Member prompted a general discussion regarding ASB, and the following points were made.
 - i. The BTP Chief Superintendent acknowledged the numbers involved in persons making use of 61016 text reporting, noting that BTP in Scotland received 350 texts per month. The service was widely advertised across both ScotRail and bus services. There was a weekly meeting between BTP and the ScotRail TravelSafe team to establish whether reporting was best addressed by BTP or ScotRail.
 - ii. The Assistant Chief Constable highlighted the merit of 61016 as a discreet method of reporting in a closed rail carriage environment.
 - iii. The Assistant Chief Constable noted Member comments that members of the public would perhaps not differentiate between differing interpretations of ASB used by BTP and suggested that the forthcoming 2026 survey questions could be tailored to recognise that fact.

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5. **RESOLVED**, that the paper regarding the UK Rail Passenger Safety Survey – D Division be noted.

Rail Staff Survey Overview – D Division

Agenda Item 4

6. Members considered a paper providing a rail staff survey overview for D Division and the following points were made.
 - a. The Analytical Insights and Statistics Manager introduced the paper, noting
 - i. The number of respondents to the 2025 survey had halved on year.
 - ii. Whereas only 38% of respondents felt safe – stark when compared to passenger feedback – this was in line with the previous year.
 - iii. 42% of staff had confidence in BTP, influenced by perceptions of slow attendance and lack of visibility. That said, 63% of staff reported seeing BTP on a daily/weekly basis.
 - b. In response to a question from a Member regarding the low rate of staff respondents, the BTP Chief Superintendent acknowledged that the Force did not undertake the same level of engagement in 2025 compared to 2024, where officers were proactively on gate lines encouraging rail staff to complete surveys. That said, engagement still took place if not to the same extent, with low response rates no doubt compounded by survey fatigue among staff prompted by their own organisational surveys. The Deputy Chief Constable suggested that the Force could explore aligning its rail staff surveys with industry surveys to mitigate such survey fatigue.
 - c. In response to a comment regarding the fact a high proportion of rail staff did not know how to contact BTP, the BTP Chief Superintendent noted that rail staff often used their own internal networks to contact BTP, and moreover ScotRail did a good job of encouraging reporting to BTP.
 - d. The Scottish Government Head of Police Sponsorship and Governance noted that BTP was participating in a working group on enforcement powers, and that Transport Scotland would be welcome to provide a representative to the group.
7. The Chair concluded discussion by encouraging the Force to incorporate comments by the Committee in its planning for both the rail passenger safety survey and rail staff survey conducted in 2026 (Action 12/2025).
8. **RESOLVED**, that the paper providing a rail staff survey overview for D Division be noted.

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Policing Plan Update and Strategy Development

Agenda Item 5

9. Members considered a paper regarding a Policing Plan Update, and Strategy Development and the following points were made.
- a. In response to a question, the Deputy Chief Constable acknowledged that ASB had been an overriding concern expressed in the passenger and rail staff surveys discussed earlier on the agenda, and reassured Members that the Force response to ASB was embedded within many of the stated priorities of the Policing Plan / Strategy. Moreover the associated Rail Safety Action Plans overseen by Divisions allowed officers to tailor their responses to issues such as ASB according to local context.
 - b. The BTP Chief Superintendent confirmed that ASB featured heavily in her deployment plans in Scotland. The Police Scotland Chief Superintendent endorsed this point, noting that partnerships between BTP and Police Scotland were effective and based on a culture of information sharing.

10. **RESOLVED**, that the paper regarding a Policing Plan Update and Strategy Development be noted.

British Transport Police Deployment Model in Scotland

Agenda Item 6

British Transport Police Deployment, Exercise and Testing

Agenda Item 6.1

11. **RESOLVED**, that the paper regarding British Transport Police Deployment, Exercise and Testing be noted.

Public Presentation – British Transport Police Deployment in Scotland – Budget Proposal

Agenda Item 6.2

12. Members were in receipt of a PowerPoint presentation entitled BTP Deployment in Scotland – Budget Proposal and the following points were made.
- a. The Assistant Chief Constable spoke to the slides and made the following points,
 - i. The Force accepted it was a realistic aim to be able to respond to most incidents, particularly those on more remote areas of then network, within 60 minutes.
 - ii. The Force acknowledged the need to balance demand in the central belt with the ability to respond to more rural areas – albeit there was a need to invest more in urban areas to meet demand.
 - iii. Scenario A in the Force’s proposed Medium Term Financial Plan would allow more investment in Scotland and improved deployment to areas in the north and east of the country.

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- iv. That said, Scenario A did not restore the size of the Force in proportion to the railway that it was in 2010.
- v. The Force was forecasting a 20%-21% increase in crime over the next three years, which it aimed to address through investment in technology.
- vi. Negotiations were ongoing with Transport Scotland with regards the potential to secure investment through an Enhanced Policing Services Agreement.

- b. A Member welcomed the presentation and took comfort in the fact that representations made by the Committee had been taken on board by the Force. He encouraged Force leadership to articulate the Force's relationship with Police Scotland as one of integration and co-location, rather than of reduced reliance.
- c. In response to a question, and setting drones to one side, the Assistant Chief Constable replied that artificial intelligence perhaps had the most potential to secure efficiencies for the Force in Scotland. Nevertheless, he warned that even under Scenario A there was a risk that officer numbers would decline in Year 3 of the forthcoming Medium Term Financial Plan. The Deputy Chief Constable added that the Force could also be alive to the potential to reviewing its internal processes with a view to enabling officers to be more visible on the network.
- d. In response to a question, the Assistant Chief Constable reassured Members that the railway was a safe environment for passengers, with 27 crimes per million passenger journeys – that said, BTP was keen to make it safer.
- e. In response to a question, the Assistant Chief Constable confirmed that the Force remained committed to effective exercise and testing even in the event of encountering financial challenges.

13. **RESOLVED**, that the PowerPoint presentation entitled BTP Deployment in Scotland – Budget Proposal be noted.

British Transport Police External Affairs Update
Agenda Item 7

14. Members considered a paper regarding British Transport Police External Affairs in Scotland, and the following points were made.

- a. In response to a question regarding planned activity, the Head of External Affairs and Media committed to sharing an updated forward look outside of the meeting (Action 13/2025).
- b. Both Members and the BTPA Chief Executive noted recent instances of BTP corresponding and meeting with Scottish Ministers without the BTPA or the Committee being adequately sighted. All present agreed that it would be appropriate for the Force to review its ways of working with regards external affairs

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in Scotland to ensure the BTPA Executive and the Committee were adequately sighted on Ministerial engagement and correspondence, to ensure the Committee was better able to comply with its terms of reference (Action 14/2025).

- c. The Assistant Chief Constable noted that the Force had convened an event publicising 61016 at the Scottish Parliament on 26 November 2025, following which he would be meeting informally with the Cabinet Secretary for Transport.
- d. The Chair concluded discussion by directing that a further external affairs paper be submitted to the March 2026 meeting of the Committee and noting that he would welcome external affairs briefings in the meantime (Workplan).

15. **RESOLVED**, that the paper regarding British Transport Police External Affairs in Scotland be noted.

Scottish Railways Policing Committee – Operational Update
Agenda Item 8

16. Members considered a paper that provided an operational update to the Committee, and the following points were made.

- a. The Deputy Chief Constable noted that he would go into greater detail regarding performance detail at the following item, and in the meantime highlighted,
 - i. His thanks to Assistant Chief Constable Drummond-Smith for acting as BTP Chief Officer Lead for the Committee pending the Deputy Chief Constable's arrival.
 - ii. How heartened he was to see evidence of strong partnerships and performance in Scotland.
 - iii. The fact that the recent mass stabbing at Huntingdon could have occurred anywhere on the rail network in England, Wales and Scotland, which underscored the importance of effective exercise and testing, and spoke to the fact that the Force needed a sustainable deployment model to ensure its capacity to respond to incidents.
 - iv. The high performance of BTP in Scotland with regards crime recording, the low instance of rail staff assaults and high solved rate.
 - v. BTPs focus on joint working with ScotRail.
 - vi. BTPs forthcoming focus on the festive season and addressing the recent stark increase in graffiti.

17. **RESOLVED**, that the paper providing an operational update to the Committee be noted.

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Policing Plan Performance Update Q2 2025/26

Agenda Item 9

18. Members considered a paper regarding Policing Plan Performance Q2 2025/26, and the following points were made.

- a. The Deputy Chief Constable introduced the paper, acknowledging the level of staff assaults, increase in disruption due to trespass, and the collective response involved in the number of life saving interventions reported.
- b. The BTP Chief Superintendent continued the Force’s introduction of the paper, highlighting work undertaken to date to discuss with the Scottish Police Authority the use of beyond visual line of sight (BVLOS) drones in Scotland, and emerging plans for their operational use by D Division. This would include training up to 10 pilots. She would bring a paper fully describing the position to the Committee in March 2026 (Workplan).
- c. The Chief Superintendent concluded her introductory remarks by noting that the Force had completed a successful pilot of Naloxone deployment by officers, with 18 instances of it being deployed (and thus lives saved). Naloxone was now available for issue to BTP officers in Scotland on a voluntary basis.
- d. A Member welcomed the remarks regarding the use of BVLOS drones in Scotland and encouraged the Force to seek out and apply relevant material, policies and lessons learned from the Scottish Police Authority and Police Scotland. Likewise, the Force should be alive to the sensitivities of the use of such technology in Scotland when embarking on any consultation.
- e. In response to a question, the BTP Chief Superintendent acknowledged that officer/staff absence levels had increased, largely due to seasonal illnesses. Likewise, retention was affected by attractive opportunities in the rail sector, and generational turnover of officers and staff in small teams. The Assistant Chief Constable added that 7 new recruits would shortly graduate from the Scottish Police College at Tulliallan, and a further 8 officers in January 2026.
- f. In response to a question, the BTP Chief Superintendent noted that the increase in trespass could be explained in part by alcohol, largely due to low level issues such as e.g. youths holding train doors open at stations. That said, there were also instances of trespass by vulnerable persons, including repeat presenters. The Force had been working with the Harm Reduction Team to facilitate speedier interventions in such cases – she could report back to the Committee on the efficacy of this new process at a future meeting (Workplan). She asked Members to note that the bulk of primary minutes lost referenced in the paper was due to one vulnerable person.

19. **RESOLVED**, that the paper regarding Policing Plan Performance Q2 2025/26 be noted.

The meeting was adjourned for a comfort break between 12.35pm – 12.40pm.

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British Transport Police / Police Scotland Joint Working Q2 2025/26

Agenda Item 10

20. Members considered a paper regarding BTP / Police Scotland Joint Working at Q2 2025/26 and the following points were made.

- a. The Police Scotland representative highlighted the positive trend in shoplifting referenced within the paper.
- b. The Chair welcomed the evidence of wider agency approaches to anti-social behaviour within the paper, in light of discussion of ASB earlier in the meeting.

21. **RESOLVED**, that the paper regarding BTP / Police Scotland Joint Working at Q2 2025/26 be noted.

Audit and Inspections Update Q2 2025/26

Agenda Item 11

22. Members considered an Audit and Inspections Update for Q2 2025/26 and the following points were made.

- a. The Deputy Chief Constable noted that the Force was involved as an interested party in the forthcoming HMICS strategic review of planning for policing of the Commonwealth Games in Glasgow in 2026.
- b. In response to a question, both the Police Scotland representative and the HMICS attendee confirmed that evidence of BTP best practice from recent inspections was signposted to Police Scotland for consideration.
- c. In response to a question, the Deputy Chief Constable replied that, whereas crime recording of anti-social behaviour was an area for improvement across the entirety of BTP, it was less of an issue for BTP in Scotland in particular.

23. **RESOLVED**, that the Audit and Inspections Update for Q2 2025/26 be noted.

Minutes

Agenda Item 12

24. **RESOLVED**, that the minutes of the meeting held on 19 September 2025 be approved.

Actions

Agenda Item 13

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

- a. The Chair noted that an update regarding Action 9/2025 (BTP/Police Scotland discussion regarding BVLOS drones) had been provided earlier in the meeting, so that action could be closed.

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- b. Members agreed that Actions 6/2025, 7/2025, 8/2025, 10/2025 and 11/2025 could be closed.

26. **RESOLVED**, that the paper detailing actions arising from previous meetings be noted.

Workplan

Agenda Item 14

27. Members considered the workplan and the following points were made.

- a. The Head of Legitimacy and Performance acknowledged the forecast March 2026 agenda was lengthy, and work would therefore be undertaken to establish whether it could be streamlined.
- b. The Deputy Chief Constable remarked that drones would be a key item of business in March 2026.

28. **RESOLVED**, that the workplan be noted.

Any Other Business in Public Session

Agenda Item 15

Thanks from the Scottish Government Police Sponsorship Team

29. The Scottish Government Head of Police Sponsorship and Governance placed on record her thanks to British Transport Police for participating in a recent Stop and Search best practice review.

Exclusion of the Public

Agenda Item 16

30. **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 17

31. **RESOLVED**, that the non-public minutes of the meeting held on 19 September 2025 be approved.

Non-Public Presentation - British Transport Police Deployment in Scotland – Budget Proposal

Agenda Item 18

32. Members were in receipt of a non-public presentation regarding British Transport Police Deployment in Scotland – Budget Proposal which mirrored that provided in public session barring provision of information regarding potential BTP deployments.

33. **RESOLVED**, that the non-public presentation regarding British Transport Police Deployment in Scotland – Budget Proposal be noted.

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Any Other Business in Non-Public Session

Agenda Item 19

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

The meeting ended at 1.08pm.

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SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Action/Paper	Owner	Outcome
12/2025	25 November 2025	The Chair concluded discussion [on rail passenger and rail staff surveys] by encouraging the Force to incorporate comments by the Committee in its planning for both the rail passenger safety survey and rail staff survey conducted in 2026	Analytical Insights and Statistics Manager	Recommended for Closure BTP are currently reviewing certain questions within the Rail Passenger Survey to make them clearer for the public, with changes anticipated for the survey in May 2026. For the Rail Staff Survey, BTP are looking to align its survey with Train Operating Companies or Rail Delivery Group as much as possible. BTP staff will also be meeting with the BTP Assistant Chief Constable leading on the Rail Staff Survey in March 2026 to secure his feedback on the Survey.
13/2025	25 November 2025	In response to a question regarding planned activity, the Head of External Affairs and Media committed to sharing an updated forward look outside of the meeting.	Head of External Affairs and Media	Recommended for Closure The External Affairs paper submitted to the March 2026 meeting includes a Forward Look section.
14/2025	25 November 2025	All present agreed that it would be appropriate for the Force to review its ways of working with regards external affairs in Scotland to ensure the BTPA Executive and the Committee were adequately sighted on Ministerial engagement and correspondence, to ensure the Committee was better able to comply with its terms of reference.	Head of External Affairs and Media	Update to be provided at March 2026 meeting

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

[March 2026]

4 June 2026	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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
<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 13. Legitimacy update – Use of policing powers [BV Theme: Equality] 14. County Lines [BV Themes: Performance Management / Effective Partnerships]

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OFFICIAL

Quarter 2 Meeting – Date TBC	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 12. Policing Plan – Annual Refresh [BV Themes: Vision and Leadership / Effective Partnerships / Performance Management] 13. Annual Passenger Survey update [BV Theme: Effective Partnerships] 14. Annual Rail Staff Survey update [BV Theme: Effective Partnerships]

Quarter 3 Meeting – Date TBC	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 13. Annual Report – Best Value (inc. Evaluation Framework)

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Quarter 4 Meeting – Date TBC	
Standing / Administrative Items	Suggested Items
<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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

1. Relevant Strategic Risk Deep Dives
2. Thematic / Operational issues e.g. Stop and Search
3. Industry Voice / wider transport stakeholders to be invited e.g. bus companies co-located at rail hubs
4. **For inclusion on a future agenda (matter arising at the November 2025 meeting):** In response to a question, the BTP Chief Superintendent noted that the increase in trespass could be explained in part by alcohol, largely due to low level issues such as e.g. youths holding train doors open at stations. That said, there were also instances of trespass by vulnerable persons, including repeat presenters. The Force had been working with the Harm Reduction Team to facilitate speedier interventions in such cases – she could report back to the Committee on the efficacy of this new process at a future meeting

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Best Value Themes and proposed Committee coverage

Best Value Theme	Standing Items	Suggested Items
Vision and leadership	<ul style="list-style-type: none"> Quarterly Policing Plan Performance Quarterly Joint Working update Industry Voice 	<ul style="list-style-type: none"> Policing Plan – Annual Refresh All People Survey Action Plan
Governance and Accountability	<ul style="list-style-type: none"> Quarterly agendas / papers / meetings available to public Quarterly Policing Plan Performance Quarterly Joint Working update Quarterly Audit and Inspections Update Bi-Annual Strategic Risk Update 	<ul style="list-style-type: none"> 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		<ul style="list-style-type: none"> BTP Policing Model in Scotland BVLOS Drones Capability in Scotland
Effective Partnerships	<ul style="list-style-type: none"> Quarterly Policing Plan Performance Quarterly Joint Working update Industry Voice 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Quarterly Policing Plan Performance ACC Cover Paper / Operational Performance Quarterly Joint Working update 	<ul style="list-style-type: none"> Policing Plan – Annual Refresh County Lines
Cross Cutting Theme Sustainability		
Cross Cutting Theme Equality		<ul style="list-style-type: none"> Custody External Scrutiny – Scotland specific themes Legitimacy risk thematic – Use of policing powers

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