

[4 June 2026] Agenda Pack / Scottish Railways Policing Committee

MEETING
4 June 2026 11:00 BST

PUBLISHED
28 May 2026

WEBSITE

Agenda

Location
Hybrid / COSLA Conference Centre, 19 Haymarket Yards,
Edinburgh, EH12 5BH

Date
4 Jun 2026

Time
11:00 BST

	Item	Owner	Time	Page
1	Apologies	Chair		-
2	Declarations	All		-
3	Deputy Chief Constable's Report	Deputy Chief Constable	11:00	3
4	Policing Plan Performance Q4 2025/26	Deputy Chief Constable	11:15	6
4.1	Two-Year Trend Reporting			13
5	BTP / Police Scotland Joint Working Q4 2025/26	Police Scotland	11:30	17
6	BTP Planning for Commonwealth Games 2026	BTP Inspector (Operations)	11:40	-
7	BTP External Affairs in Scotland	BTP External Affairs Advisor	11:55	19
	Recommended Break Point		12:10	-
8	Audit and Inspections Update Q4 2025/26	Deputy Chief Constable	12:15	21
9	Post-Incident Support for BTP Employees	BTP Representative	12:25	24
10	Annual Review / Terms of Reference	Head of Legitimacy and Performance	12:35	28
11	Workplan	Head of Legitimacy and Performance	12:40	34
12	Minutes	Chair	12:45	38
13	Actions	Chair	12:50	48
14	Any Other Business	All		-

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes



Report

Report to: Scottish Railways Policing Committee
Date: 04/06/2026
Subject: Deputy Chief Constable's Report
Sponsor: Deputy Chief Constable Stuart Cundy
Author: Police Inspector Russell Beattie
For: Noting

1. INTRODUCTION

- 1.1. This report provides an overview of British Transport Police (BTP) Scotland (D Division) performance at the conclusion of Q4 2025/26, alongside key developments since the last committee. Overall performance remains stable, with reductions in anti-social behaviour and strong investigative outcomes across several crime types, set against ongoing challenges in disruption and workforce demand.
- 1.2. I am pleased to update the committee of the substantive promotion of Chris Shields to Superintendent for BTP Scotland, which further strengthens leadership capacity and continuity within the division.
- 1.3. The new Guardians of the Railway strategy 2026–2029 was launched in April 2026. Divisional leaders have engaged directly with officers and staff to communicate its intent, with early feedback indicating this approach has been well received.
- 1.4. The Force also undertook its first Pulse Survey, with D Division results showing improvement in leadership visibility, communication and recognition of good work. Areas for continued focus include workload balance, involvement in decision-making and support through change.
- 1.5. On 30 April 2026, the UK national threat level was raised from Substantial to Severe, meaning an attack is highly likely. While there is no specific intelligence relating to

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

Scotland, policing and protective security activity has been reviewed to ensure an appropriate and proportionate response.

2. Major Fire at Glasgow Central Station

- 2.1. At the last committee I provided a verbal report on the significant fire adjacent to Glasgow Central Station that has required a sustained multi-agency response. Effective partnership working enabled the station to re-open in phases, ensuring continuity of service where safe to do so. The Union Street and Gordon Street sides remain closed while stabilisation work continues on the exposed gable wall, with reopening anticipated later in the summer, subject to progress.
- 2.2. Police officer and staff wellbeing following this incident was of paramount importance and subject to regular review through established processes. No significant concerns have been identified.

3. AREAS OF CONCERN ARISING FROM Q4 2025/26

- 3.1. Overall recorded crimes of violence remain stable with strong detection rates; however, violence against rail staff has increased, which remains a key concern due to its impact on staff confidence, wellbeing and service delivery.
- 3.2. Disruption continues to present a challenge, with increased delay minutes largely driven by trespass and the complexity of incident management. While fatalities have reduced year-on-year, average handback times remain high, reflecting environmental and operational challenges. This is driven through challenges of incidents at remote and inaccessible locations which have increased response times.
- 3.3. While VAWG offences have reduced and detection rates improved, there has been a slight increase in sexual offences overall, reinforcing the need for continued prevention and confidence-building activity.

4. PRIORITIES FOR Q1 2026/27

- 4.1. The Division will prioritise targeted, intelligence-led policing activity to address violence, anti-social behaviour and repeat offending, with a particular focus on reducing assaults on rail staff through prevention, enforcement and partnership working.
- 4.2. A continued focus will be placed on reducing disruption, particularly through joint working with Network Rail and partners to address trespass hotspots and improve incident management, supported by problem-solving approaches and use of technology.

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

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- 4.3. The Division will continue to embed the Guardians of the Railway Strategy 2026–2029 and respond to Pulse Survey feedback through improved engagement and workforce support.
- 4.4. Preparations are well advanced for the 2026 Commonwealth Games in Glasgow (23 July – 2 August). This will involve a full joint policing operation with Police Scotland and partners, ensuring public safety, effective transport coordination and network resilience during the event.

5. CONCLUDING REMARKS

- 5.1. D Division concluded the 2025/26 policing year with stable performance, reductions in anti-social behaviour and strong investigative outcomes, set against ongoing challenges in disruption and violence. It was the highest performing division within BTP's Network Policing. The refreshed strategy and positive Pulse Survey progress provide a strong foundation to further enhance organisational performance while addressing workforce challenges.
- 5.2. The response to the Glasgow Central fire demonstrates the strength of partnership working and the ability to restore services effectively while maintaining public safety. Work to stabilise affected structures continues, and BTP will remain engaged with partners to support safe reopening.
- 5.3. Looking ahead, the Glasgow 2026 Commonwealth Games will be a key operational focus and an opportunity to demonstrate effective, coordinated policing at scale across Scotland's rail network.
- 5.4. BTP Scotland remains committed to delivering a safe, secure and reliable railway through proactive policing, strong partnership working and a continued focus on public confidence.
- 5.5. The committee is invited to note this report.

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



BRITISH
TRANSPORT
POLICE

Scottish Railways Policing Committee

2025-26 Policing Year

D Division Policing Plan Update (end Q4)



High Harm, Disorder & Vulnerability



High harm offences includes Violence, Robbery and Officer or Staff Assaults classified under Violent offences

Crimes			
Violence	Crime	Solved	S.R.
Total	634 (-0.5%, -3)	412 (+1.5%, +6)	65.0% (+1.2%)
With Injury	151 (-5.6%, -9)	97 (-7.6%, -8)	64.2% (-1.4%)
Without Injury	482 (1.7%, +8)	314 (+5%, +15)	65.1% (+2.1%)
Staff Victim			
Crime	Solved	S.R.	
Total	140 (+21.7%, +25)	86 (+26.5%, +18)	61.4% (+2.3%)
Officer Victim			
Crime	Solved	S.R.	
Total	40 (-36.5%, -23)	42 (-33%, -11)	106.7% (6.7%)

Robbery	Crime	Solved	S.R.
Total	15 (+36.4%, +4)	16 (+60%, +6)	106.7% (+15.8%)

Vulnerability Incidents

Safeguarding Vulnerability Reports (SVRs)	Total
Total	1,560 (-53)
Life-saving Interventions	Crime
Total	149 (+27)

ASB Incidents	
ASB CW Inc	Total
Total	560 (-109, -16%)

Total Incidents Response		
Grade	Response Rate*	Average Response Time
Immediate (% attended in 20 mins)	80% (-1%)	15 minutes
Priority (% attended in 60 mins)	93% (0%)	17 minutes

*Note: (%) in brackets shows the difference compared to 2024/25

Keep the network running



Disruption Incidents										
Classification	YTD	Solved	Solved Rate	Category	Inc Current YTD	Inc Difference	% change	YTD Delay Minutes	Delay Mins Difference	% change
Theft Live Cable	3	-	-	Trespass	1,134	129	12.8%	22,378	6,206	38.4%
				Disorder/drunks or trespass	1,015	-86	-7.8%	7,819	143	1.9%
Theft Metal non live	3	1	33.3%	Vandalism/theft (inc objects on line)	255	-27	-9.6%	1,585	-573	-26.6%
				Level Crossing Incidents (inc misuse)	182	15	9.0%	2,811	1,009	56.0%
Railway Trespass	1,074	276	25.7%	Fatalities/injuries by being hit by a train	22	-4	-15.4%	3,960	-2,734	-40.8%
				Cable Theft	2	1	100.0%	147	111	308.3%
Total	1,080	27	25.6%	Total	2,610	28	1.1%	38,700	4,162	12.1%

Fatality Management

Average Hand back Time
110 (+6 on PY)

Prevent and reduce violence against women and girls



VIAWG Crimes				
VIAWG	Crime	Solved	Solved Rate	Victim Attrition Rate
Violence	153 (-7.3%, -12)	105 (4%)	68.6% (+7.5%)	3
With Injury	32 (-11%, -4)	23 (-20.7%)	71.9% (-8%)	-
Without Injury	121 (-5.5%, -7)	82	67.8% (+12%)	3
Sex Offences	74 (+4.2%, +3)	55 (10%)	74.3% (+4%)	1
Public Order	0 (-100%, -1)	-	-	-

Incident Response Times	
Grade	Response Rate*
Immediate (% attended in 20 mins)	50% (+40%)
Priority (% attended in 60 mins)	100% (0%)
Category	Avg. Response
Immediate (% attended in 20 mins)	13 minutes
Priority (% attended in 60 mins)	11 minutes

Policing Plan

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



D Division recorded 634 violent crimes in 2025/26, marking a 1% reduction on 2024/25 (-3 crimes). Overall levels of violence remained broadly stable, with only marginal changes. Violence with injury increased slightly (+8), whilst without injury reduced (-9), indicating no material shift in underlying demand.

Investigative performance for violence remained strong with a solved rate of 65%, improving by 1% on 2024/25. Solved rate for crime resulting in injury was also stable at 64%.

Violence against rail staff increased by 22% (+25), with a total of 140 crimes. Of these, 10 involved injury, but there were no cases of Serious Assault. Solved crime increased by 27%, with an overall detection rate of 61%. Recorded assaults against officers decreased by 37% (-23).

While Robbery recorded a 60% increase, this equates to just four additional offences across the year. Performance in this category has remained positive with a solved rate exceeding 100% (107%).

Keep the network running



D Division concluded the year with incident volumes mainly in line with last year, recording a 1% increase (+28). Primary minutes increased by 12% (+4,162), with significant rises in delay associated with Trespass (+6,206 minutes).

A total of 2,610 incidents were recorded, predominantly from Trespass (1,134) and Disorder categories (1,015). Incidents followed established seasonal trends, although higher levels persisted into Q2, rather than declining from Q1 as observed in 2024/25.

In 2025/26, 16 non-suspicious fatalities were recorded, a reduction of three year-on-year. Average handback time was 110 minutes, with 75% of incidents (12 incidents) exceeding 90 minutes.

In Q4, six incidents recorded all had high handback times. As a result, the end year average time was higher than in 2024/25 (+6 mins). While individual factors impact incident management, each case is reviewed to identify opportunities for process refinement and performance improvement.

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



Violence Against Women and Girls (VAWG) offences decreased in 2025/26 by 4% (-12 offences), with 227 crimes recorded.

Violence-related offences continued to account for the majority at 67% (153 crimes), but has reduced by 7% compared to last year. Violence within & without injury both saw decreases of 11% & 6%, respectively. As with previous years, Common Assault represented the largest proportion of these offences with only 4 Serious Assaults recorded across the year, all of which were successfully resolved (100% detection rate), reflecting strong outcomes for high-harm incidents.

Sex offences involving female victims increased marginally in 2025/26 (+3 year-on-year). This aligns with the broader trend in sexual offending, where total offences (not limited to VAWG) rose slightly (+9).

Detection rates for Sex Offences involving female victims was a strong outcome rate at 71% (7% improvement on 2024/25).





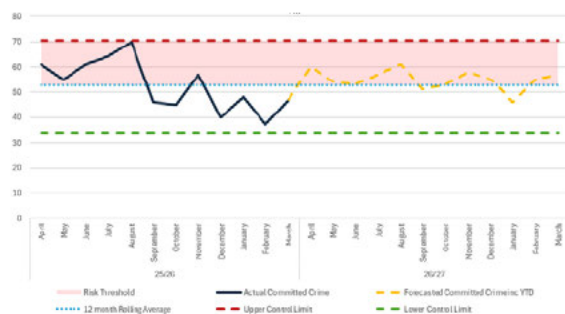
Crime

	2025/26 YTD	Solved Rates
Total Violence	634 (-0.5%, -3)	65.0% (+1.2%)
With Injury	151 (-5.6%, -9)	64.2% (-1.4%)
Without Injury	482 (1.7%, +8)	65.1% (+2.1%)

	2025/26 YTD	Solved Rates
Violence Against Rail Staff	140 (+21.7%, +25)	61.4% (+2.3%)
Violence Against Officers	40 (-36.5%, -23)	106.7% (6.7%)

	2025/26 YTD	Solved Rates
Robbery	15 (+50%, +5)	107% (+7%)

Total Violence Committed Crime Forecast



Staff Assault Committed Crime Forecast



Robbery Committed Crime Forecast



Overview

- Overall violence has seen a slight reduction with improved solved rates in 2025/26. Robbery ended the year on a 50% rise, albeit this equates to 5 extra offences.
- The main increase recorded in Scotland during 2025/26 was violence against rail staff by 22%. Increases were seen in on train common assaults, mainly during late night services (9-11pm). Themes from the data suggest increased visibility by Scotrail staff on ticketing checks have led to spitting/pushing of staff.

Activity/Results

On 16th January, BTP officers took part in a multi-agency operation within Glasgow city centre. This saw Police Scotland, Glasgow City Council, Immigration Services, and various other third-sector charities working together to deter and disrupt offending. The operation resulted in positive interactions, detections, and the arrest of outstanding offenders, whilst enabling partners to share intelligence and work collaboratively. Further days of action are planned for Q1 of 2026/27.

During Q4, a prolific offender was apprehended. Following liaison with social work and partners, the subject was placed in Secure accommodation. This has had a significant impact on the offending within the Paisley, Glasgow and Motherwell area, and has improved rail staff confidence.

In Q4, multiple court outcomes were secured for harm-related offences across the rail network. A male was sentenced to 12 years in prison for an attempted murder at Larbert. Furthermore, following a Serious Assault at Possilpark & Parkhouse Station (February 2025), a male was given 27 months imprisonment.



Incidents & Minutes

	2025/26	Response Rate*		2025/26	Response Rate*
Incidents (Immediate & Priority)	4,036 (+5%, +205)	85% (-3%)	ASB	560 (-109, -16%)	89% (0%)
Immediate (% attended in 20 mins)	1,990 (+8%, +154)	80% (-1%)	Immediate (% attended in 20 mins)	158 (-34%, -81)	80% (-1%)
Priority (% attended in 60 mins)	2,046 (+3%, +51)	93% (0%)	Priority (% attended in 60 mins)	402 (-7%, -28)	93% (0%)

Immediate & Priority Incidents

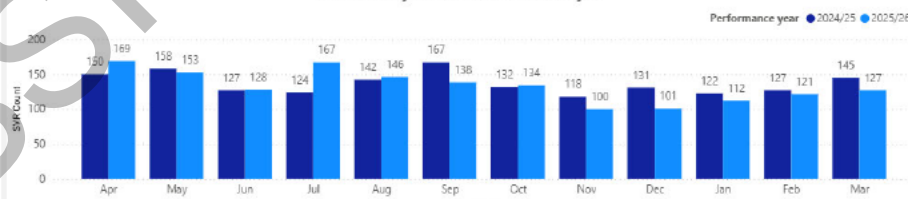


*Note: (%) in brackets shows the difference compared to 2024/25

Vulnerability

Safeguarding Vulnerability Report	2025/26 YTD	Interventions	2025/26 YTD
Adult at Risk (AAR)	717 (+95)	Life-saving Interventions	149 (+27)
Child & Young Person (CYP)	879 (-142)		
DASH	86 (+27)		
SPMH	351 (+53)		
Total	1,560 (-53)		

SVR Count by Month and Performance year



Overview

- Immediate & Priority incidents have seen a rise compared to 2024/25. Most of this increase has been concern for person incidents, trespass or violence related. While offences are spread across the week Friday & Saturday evenings (8-11pm) have seen the majority.
- Continued increases in vulnerability reports are due to a mixture of improved recording standards within BTP and a generally busier network.

Activity/Results

On 20th March, Police Scotland implemented a temporary dispersal zone covering a significant section of Glasgow City Centre, including Glasgow Central & surrounding streets. BTP worked closely to utilise this effectively and attend weekly meetings with Police Scotland to share feedback & monitor progress. Early indications suggest this is achieving its intended purpose and contributing to a safer environment.

A local ASB forum has been arranged with partners in Paisley to create joint working opportunities to deter & detect crime. This will focus on key times between Glasgow and Paisley. Another example of activity in the West Outer sector is the Safer Shores forum, which relates to warmer weather and travel to the Ayrshire beaches. This year has seen a refresh of partners and priorities identifying useful developments like the Councils installation of AI CCTV cameras.

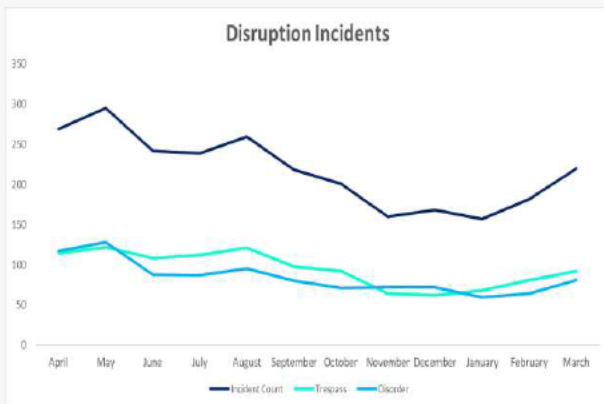
In Q4, officers sustained proactive engagement with mental health charities. On 17th of March, BTP participated in a 'Small Talk Saves Lives' event at Irvine Station, receiving positive feedback from Samaritans.



Incidents & Primary Minutes

Category	Inc Current YTD	Inc Difference	% change	YTD Delay Minutes	Delay Mins Difference	% change	High Frequency Repeat Presenters	2025/26
Trespass	1,134	129	12.8%	22,378	6,206	38.4%	Total	19 (+16)
Disorder/drunks or trespass	1,015	-86	-7.8%	7,819	143	1.9%		
Vandalism/theft (inc objects on line)	255	-27	-9.6%	1,585	-573	-26.6%	Response	2025/26*
Level Crossing Incidents (inc misuse)	182	15	9.0%	2,811	1,009	56.0%		
Fatalities/injuries by being hit by a train	22	-4	-15.4%	3,960	-2,734	-40.8%		
Cable Theft	2	1	100.0%	147	111	308.3%		
Total	2,610	28	1.1%	38,700	4,162	12.1%	Immediate (% attended in 20 mins)	73% (-5%)
							Priority (% attended in 60 mins)	95% (+1%)

*Note: (%) in brackets shows the difference compared to 2024/25



Fatality Handback (non-suspicious)

Financial Year	2025 - 2026													Total
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total	
Total minutes		140		193	84	231	152	106	139	101	351	255	1,752	1,752
No. of Incidents		1		2	1	2	2	1	1	1	3	2	16	16
Avg Handback Time		140		97	84	116	76	106	139	101	117	128	110	110

Overview

- Disruption delay minutes have risen by 12% compared to last year, a faster rate than incidents (+1%), meaning each incident is causing more delay on average. Trespass continues to see the highest volume & incident rise overall with Motherwell & Haymarket the highest repeat locations.
- Fatality handbacks averaged 110 minutes from 16 incidents, with 6 incidents taking over 120 minutes to handback. Remote locations, body recovery & daylight hours were the main issues affecting fatality incidents.

Activity/ Results

Graffiti offences remained prevalent throughout Q4. While not all incidents resulted in disruption, the nature, timing, and location of certain offences impacted Train Operating Companies' (TOCs) ability to operate services, particularly where trains or infrastructure were vandalised. Refreshed Design Out Crime reports have been completed for each affected railway depot and shared with the relevant TOCs, with initial improvements already evident. Continued focus will be required into the forthcoming policing year to sustain and build on progress.

ScotRail is currently rolling out analytical CCTV, which supports the early identification of potential offences and enables tannoy warnings to be issued. This technology also allows both ScotRail and the police to be alerted more quickly when suspicious behaviour is detected. Problematic repeat locations are regularly discussed with Industry.



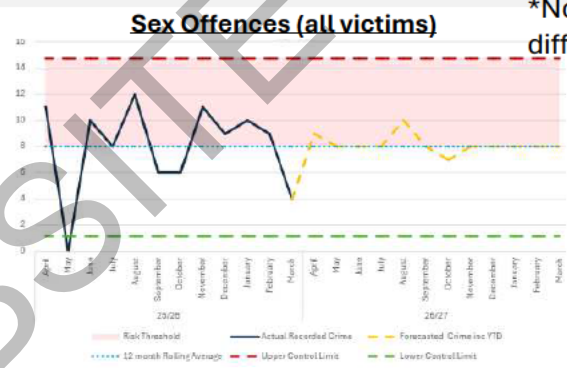
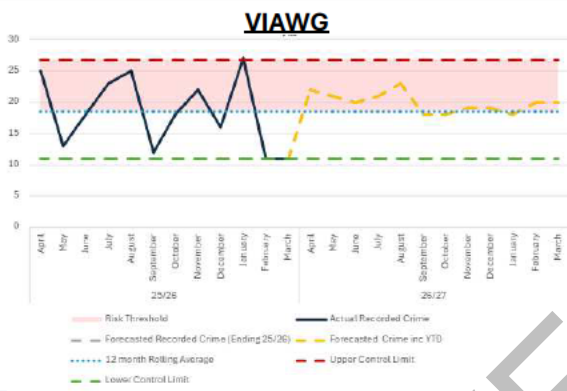
Crime

Minutes

	Female victims	
	2025/26 YTD	Solved Rates
Violence	153 (-7%, -12)	68.6% (+7.4%)
Sexual Assault	74 (-4%, -3)	74.3% (0%)
Total VIAWG	227 (-4%, -10)	70.5% (+6.8%)

	All victims	
	2025/26 YTD	Solved Rates
Sex Offences	102 (+5%, +5)	67.6% (-4.5%)

	Response Rate*
Unwanted sexual behaviour immediate incidents (% attended in 20 mins)	80% (+5%)
Unwanted sexual behaviour priority incidents (% attended in 60 mins)	100% (0%)



*Note: (%) in brackets shows the difference compared to 2024/25

Overview

- VIAWG offences compared to Forcwide have reduced across all categories with improvements in solved rates also recorded. It is worth noting the overall reduction in sex offences solved rate equates to a decrease of one solved crime.
- Response rates remain favourable compared to Force levels, but numbers are much smaller (10 incidents in 2025/26)

Activity/ Results

Throughout March, BTP strengthened partnership working with Glasgow Clyde College, engaging senior stakeholders to identify opportunities for coordinated activity across campuses and adjacent railway stations. Following an initial engagement session with staff and students, BTP secured invitations to deliver a programme of further inputs across multiple college campuses in Glasgow. On 31 March, officers also delivered a targeted safety input at Hillhead High School, identified due to its diverse pupil population. This engagement has provided a platform to build trust and confidence, with the school subsequently offered the opportunity for pupils to participate in accompanied patrols alongside officers. This initiative is designed as a confidence-building measure, reinforcing perceptions of the rail network as a safe environment. BTP has progressed activity to establish partnerships with local football clubs, supporting wider campaign objectives.

As a result of close working partnership between BTP and Spike Aware UK, BTP received an invitation to attend a Scottish Government round-table discussion chaired by the Minister responsible for VIAWG. This provided an excellent platform to highlight the effective work being undertaken jointly and how this activity supports both divisional and Force objectives.

Violence without injury 2-year trend

OFFICIAL



Division

D Division

Month

Multiple selections



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 (25/26) 626 Diff -14.1%	Violence Offences (25/26) 409 Diff -13.7%	Violence Offences (25/26) 65.3% Diff 0.3%	Robbery Offences (25/26) 15 Diff 36.4%	Robbery Offences (25/26) 16 Diff 60.0%	Staff Assaults (25/26) 139 Diff 1.5%	Staff Assaults (25/26) 86 Diff 2.4%	Officer Assaults (25/26) 39 Diff -41.8%	Officer Assaults (25/26) 41 Diff -40.8%
Violence with Injury (25/26) 148 Diff -21.7%	Violence with Injury (25/26) 96 Diff -22.8%	Violence with Injury (25/26) 64.9% Diff -0.7%	Robbery Offences (25/26) 15 Diff 36.4%	Robbery Offences (25/26) 16 Diff 60.0%	Staff Assaults (25/26) 139 Diff 1.5%	Staff Assaults (25/26) 86 Diff 2.4%	Officer Assaults (25/26) 39 Diff -41.8%	Officer Assaults (25/26) 41 Diff -40.8%
Violence without Injury (25/26) 477	Violence without Injury (25/26)	Violence without Injury (25/26)	Robbery Offences (25/26) 15 Diff 36.4%	Robbery Offences (25/26) 16 Diff 60.0%	Staff Assaults (25/26) 139 Diff 1.5%	Staff Assaults (25/26) 86 Diff 2.4%	Officer Assaults (25/26) 39 Diff -41.8%	Officer Assaults (25/26) 41 Diff -40.8%

Keep the Network running

Disruption Related Incidents

Disruption Related Incidents & Primary Minutes

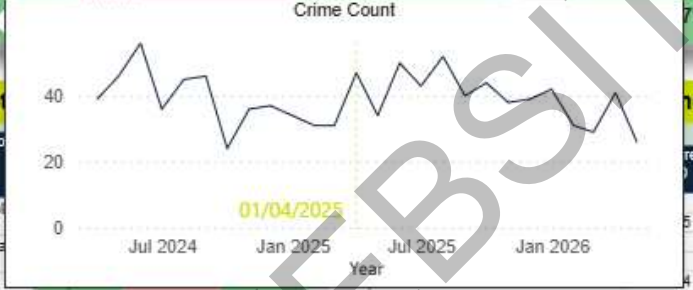
Stats Classification

Inc	% change	YTD Delay Minutes	Delay Mins Difference	% change
0	0.0%	147	107	267.5%
-203	-18.7%	7,819	-845	-9.8%
-5	-18.5%	3,980	-2,740	-40.9%
6	3.4%	2,811	984	52.2%
15	1.3%	22,378	3,800	20.5%
-54	-17.5%	1,585	-715	-31.1%
Total	-241	38,700	571	1.5%

Fatality Management Times

Average Handback Times (Mins)

110



Prevent and reduce violence against women and girls

Violence & Intimidation against women and girls

Recorded Crime	Solved Crime	Solved Rate	Victims withdrawing Support for Investigation
Violence Offences (25/26) 156 Diff -17.5%	Violence Offences (25/26) 107 Diff -8.1%	Violence Offences (25/26) 68.6% Diff 8.3%	Violence Offences (25/26) 3 Diff -57.1%
Violence with Injury (25/26) 32 Diff -25.6%	Violence with Injury (25/26) 23 Diff -25.6%	Violence with Injury (25/26) 71.9% Diff -0.2%	Violence with Injury (25/26) (Blank) Diff -100.0%
Violence without Injury (25/26) 124 Diff -14.5%	Violence without Injury (25/26) 84 Diff 2.4%	Violence without Injury (25/26) 67.7% Diff 11.2%	Violence without Injury (25/26) 3 Diff -50.0%
Sexual Offences (25/26) 74 Diff -8.3%	Sexual Offences (25/26) 55 Diff 0.0%	Sexual Offences (25/26) 74.3% Diff 4.7%	Sexual Offences (25/26) 1 Diff -50.0%
Public Order Offences (25/26) (Blank) Diff -100.0%	Public Order Offences (25/26) (Blank) Diff (Blank)	Public Order Offences (25/26) (Blank) Diff (Blank)	Public Order Offences (25/26) (Blank) Diff (Blank)

Incident Response Times (Sexual Harassment/Sexually Motivated)

	Fail	Pass
Average Incident Response Time	10.00%	90.00%
Incident Grade		
Immediate	22.30	10.65
Priority		10.82
Total	22.30	10.74

Staff Assaults breakdown and 2-year trend

OFFICIAL



Division

D Division

Month

Multiple selections



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

Crimes

Incidents

Keep the Network running

Disruption Related Incidents

Prevent and reduce violence against women and girls

Violence

Recorded Crime: Violence Offences (25/26) 6

Solved Crime: Violence Offences (25/26) 1

Solved Rate: Violence Offences (25/26) 4

Robbery

Recorded Crime: Robbery Offences (25/26) 10

Solved Crime: Robbery Offences (25/26) 7

Solved Rate: Robbery Offences (25/26) 70.0%

Staff Assaults

Recorded Crime: Staff Assaults (25/26) 39

Solved Crime: Staff Assaults (25/26) 86

Solved Rate: Staff Assaults (25/26) 119.9%

Officer Assaults

Recorded Crime: Officer Assaults (25/26) 39

Solved Crime: Officer Assaults (25/26) 41

Solved Rate: Officer Assaults (25/26) 105.1%

Violence with Injury

Recorded Crime: 10 (Diff -9.1%)

Solved Crime: 7 (Diff -12.5%)

Solved Rate: 70.0% (Diff -2.7%)

Violence without Injury

Recorded Crime: 129 (Diff 2.4%)

Solved Crime: 79 (Diff 3.9%)

Solved Rate: 61.2% (Diff 0.9%)

Stats Class	Recorded Crime	Solved Crime	Solved Rate
J29 Theft Of Live (J29)	107	68.6%	68.6%
J30 Theft Of Non Live (J30)	32	71.9%	71.9%
Z28 Railway Trespass (Z28)	124	67.7%	67.7%
Total	156	107	68.6%

Stats Class	Recorded Crime	Solved Crime	Solved Rate
Violence with Injury (25/26)	32	23	71.9%
Violence without Injury (25/26)	124	84	67.7%
Sexual Offences (25/26)	74	55	74.3%
Public Order Offences (25/26)	(Blank)	(Blank)	(Blank)

Stats Class	Recorded Crime	Solved Crime	Solved Rate
Violence with Injury (25/26)	3	(Blank)	(Blank)
Violence without Injury (25/26)	3	3	100.0%
Sexual Offences (25/26)	1	1	100.0%
Public Order Offences (25/26)	(Blank)	(Blank)	(Blank)

Delay Mins Difference	% change
107	267.6%
-845	-9.8%
-2,740	-40.9%
984	52.2%
3,800	20.5%
-715	-31.1%
571	1.5%

Fatality Management Times

Average Handback Times (Mins): 110

Incident Response Times (Sexual Harassment/Sexually Motivated)

Incident Grade	Fail	Pass	Total
Immediate	22.30	10.65	12.98
Priority		10.82	10.82
Total	22.30	10.74	11.90

VIAWG Violence offences 2-year trend

OFFICIAL



Division

D Division

Month

Multiple selections



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

Crimes

Incidents

Violence

Recorded Crime	Solved Crime	Solved Rate
Violence Offences (25/26) 626 Diff -14.1%	Violence Offences (25/26) 409 Diff -13.7%	Violence Offences (25/26) 65.3% Diff 0.3%
Violence with Injury (25/26) 148 Diff -21.7%	Violence with Injury (25/26) 96 Diff -22.6%	Violence with Injury (25/26) 64.9% Diff -0.7%
Violence without Injury (25/26) 477 Diff -11.2%	Violence without Injury (25/26) 312 Diff -10.3%	Violence without Injury (25/26) 65.4% Diff 0.6%

Robbery

Recorded Crime
Robbery Offences (25/26) 15 Diff 36.4%
Solved Crime Robbery Offences (25/26) 16 Diff 60.0%
Solved Rate Robbery Offences (25/26) 106.7% Diff 15.8%

Staff Assaults

Recorded Crime
Staff Assaults (25/26) 139 Diff 1.5%
Solved Crime Staff Assaults (25/26) 86 Diff 2.4%
Solved Rate Staff Assaults (25/26) 61.9% Diff 0.6%

Officer Assaults

Recorded Crime
Officer Assaults (25/26) 39 Diff -41.8%
Solved Crime Officer Assaults (25/26) 41 Diff -40.6%
Solved Rate Officer Assaults (25/26) 105.1% Diff 2.1%

Keep the Network running

Disruption Related Incidents

Disruption Related Incidents

Stats Classification	YTD Crimes	YTD Solved Crime	YTD Solved Rate
J29 Theft Of Cable Live (J29)	3		
J30 Theft Of Metal Non Live (J30)	3	1	33.3%
Z28 Railway Trespass (Z28)	1,075	276	25.7%
Total	1,081	277	25.6%

Disruption Incidents & Primary Minutes

Category	Inc Current YTD	Inc Difference	% change	YTD Delay Minutes	Delay Mins Difference	% change
Cable Theft	2	0	0.0%	147	107	267.5%
Disorder/drunks or trespass	1,015	-203	-16.7%	7,819	-846	-9.8%
Fatalities/injuries by being hit by a train	22	-5	-18.5%	3,960	-2,740	-40.9%
Level Crossing Incidents (inc misuse)	182	6	3.4%	2,811	964	52.2%
Trespass	1,134	15	1.3%	22,378	3,800	20.5%
Vandalism/theft (inc objects on line)	255	-54	-17.5%	1,585	-715	-31.1%
Total	2,610	-241	-8.6%	38,700	571	1.5%

Fatality Management Times

Average Handback Times (Mins)
110

Prevent and reduce violence against women and girls

Violence & Intimidation against women and girls

Recorded Crime	Solved Crime	Solved Rate
Violence Offences (25/26) 156 Diff -57.1%		
Violence with Injury (25/26) (Blank) Diff -100.0%		
Violence without Injury (25/26) 124 Diff -50.0%		
Sexual Offences (25/26) 74 Diff -6.3%	Sexual Offences (25/26) 55 Diff 0.0%	Sexual Offences (25/26) 74.3% Diff 4.7%
Public Order Offences (25/26) (Blank) Diff -100.0%	Public Order Offences (25/26) (Blank) Diff (Blank)	Public Order Offences (25/26) (Blank) Diff (Blank)

Crime Count

01/04/2025

Incident Response Times (Sexual Harassment/Sexually Motivated)

Incident Grade	Average Incident Response Time		Total
	Fail	Pass	
Immediate	22.30	10.65	12.98
Priority		10.82	10.82
Total	22.30	10.74	11.90

Disruption disorder/trespass trend

OFFICIAL



Division

D Division

Month

Multiple selections



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

Crimes

Incidents

Keep the Network running

Disruption Related Incidents

Prevent and reduce violence against women and girls

Violence

Recorded Crime	Solved Crime	Solved Rate
Violence Offences (25/26) 626 Diff -14.1%	Violence Offences (25/26) 409 Diff -13.7%	Violence Offences (25/26) 65.3% Diff 0.3%
Violence with Injury (25/26) 148 Diff -21.7%	Violence with Injury (25/26) 96 Diff -22.6%	Violence with Injury (25/26) 64.9% Diff -0.7%
Violence without Injury (25/26) 477		

Robbery

Recorded Crime
Robbery Offences (25/26) 15 Diff 36.4%
Solved Crime
Robbery Offences (25/26) 16 Diff 60.0%
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Staff Assaults

Recorded Crime
Staff Assaults (25/26) 139 Diff 1.5%
Solved Crime
Staff Assaults (25/26) 86 Diff 2.4%
Solved Rate 61.9% Diff 0.6%

Officer Assaults

Recorded Crime
Officer Assaults (25/26) 39 Diff -41.8%
Solved Crime
Officer Assaults (25/26) 41 Diff -40.6%
Solved Rate 105.1% Diff 2.1%

Disruption

Stats Classification	Incidents	Delay Minutes	% change
J29 Theft Of Car Live (J29)	2	0	0.0%
J30 Theft Of Metal Non Live (J30)	2	-203	-18.7%
Z28 Railway Trespass (Z28)	1,075	278	25.7%
Total	1,081	277	25.6%

Incidents & Primary Minutes

Current	Inc Difference	% change	YTD Delay Minutes	Delay Mins Difference	% change
2	0	0.0%	147	107	267.5%
2	-203	-18.7%	7,819	-845	-9.8%
2	-5	-18.5%	3,900	-2,740	-40.9%
182	6	3.4%	2,811	964	52.2%
1,134	15	1.3%	22,378	3,800	20.5%
255	-54	-17.5%	1,585	-715	-31.1%
Total	2,610	-241	38,700	571	1.5%

Fatality Management Times

Average Handback Times (Mins)

110

Violence & Intimidation against women and girls

Recorded Crime	Solved Crime	Solved Rate	Victims withdrawing Support for Investigation
Violence Offences (25/26) 156 Diff -17.5%	Violence Offences (25/26) 107 Diff -6.1%	Violence Offences (25/26) 68.6% Diff 8.3%	Violence Offences (25/26) 3 Diff -57.1%
Violence with Injury (25/26) 32 Diff -25.6%	Violence with Injury (25/26) 23 Diff -25.8%	Violence with Injury (25/26) 71.9% Diff -0.2%	Violence with Injury (25/26) (Blank) Diff -100.0%
Violence without Injury (25/26) 124 Diff -14.5%	Violence without Injury (25/26) 84 Diff 2.4%	Violence without Injury (25/26) 67.7% Diff 11.2%	Violence without Injury (25/26) 3 Diff -50.0%
Sexual Offences (25/26) 74 Diff -8.3%	Sexual Offences (25/26) 55 Diff 0.0%	Sexual Offences (25/26) 74.3% Diff 4.7%	Sexual Offences (25/26) 1 Diff -50.0%
Public Order Offences (25/26) (Blank) Diff -100.0%	Public Order Offences (25/26) (Blank) Diff (Blank)	Public Order Offences (25/26) (Blank) Diff (Blank)	Public Order Offences (25/26) (Blank) Diff (Blank)



Incident Response Times (Sexual Harassment/Sexually Motivated)

	Fail	Pass	
Average Incident Response Time	10.00%	90.00%	
Incident Grade	Fail	Pass	Total
Immediate	22.30	10.65	12.98
Priority		10.82	10.82
Total	22.30	10.74	11.90



OFFICIAL: POLICE AND PARTNERS
Joint Working Document
British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 4 June 2026



North

As part of Op [REDACTED] (OCCTU County lines op) a city centre officer spent a shift working alongside a BTP colleague providing a hi-vis presence in the Inverness transport hubs and wider city centre. BTP and PS City centre team regularly patrol the train station in Inverness, engaging with Scotrail staff, staff from associated businesses and rail users.

Op [REDACTED] (retail crime task force funded operation) has officers regularly on patrol within the footprint of the train station. BTP will work alongside PS in joint engagement as the nights get lighter to quell any potential youth disorder in and around the train station.

Within Tayside, PS have adopted Policing For Our Communities (PFOC), thus implementing a significant change in the Division. This has resulted in a change of structure within policing departments, including Community Policing adopting several previous Partnership functions. It is likely going forward Community Teams will facilitate any joint working with BTP.

BTP and PS conducted joint foot patrols covering Aberdeen railway station, adjacent retail complex and bus station. This collaborative approach addressed shared crime issues across connected transport hubs and improved visibility and reassurance for the public.

In Dundee, intelligence-led joint patrols between BTP and Police Scotland targeted a repeat cycle theft offender operating across rail and local areas. Coordinated enforcement activity, including execution of warrants, successfully disrupted offending and prevented further thefts.

East

In January, Equality & Diversity officers within E Div PIP have been liaising with PI [REDACTED], BTP Area Inspector in Edinburgh and stakeholders including Scotrail, City of Edinburgh Council (CEC), SFRS and local CPT officers regarding an Unauthorised Encampment at Newcraighall Park and Ride. Safety and Crime Prevention advice provided to Scotrail / SFRS in view of issues experienced at the site. Several site visits were conducted by police, BTP, GTLO and CEC which culminated in the site being vacated towards the end of the month.

In February, PS worked with PS [REDACTED], BTP East Partnership SPOC to share contact details of Edinburgh women's groups to facilitate station walk-arounds and engagement about women's safety whilst travelling by train. Details for the following organisations were provided; Rape Crisis, Woman's Aid, Cyrenians, Scottish Women's Aid, Safe Lives Scotland, Shakti, Willow Project, Risk Factory and Feniks. This also feeds into the work of 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).



OFFICIAL: POLICE AND PARTNERS
Joint Working Document
British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 4 June 2026



E Div PIP supported delivery of County Lines Intensification Week by conducting a variety of activities. In early March, PIP and local BTP held joint County Lines awareness stalls at Waverley Station. During which time, they engaged with numerous members of the public to raise awareness. They also engaged with LNER / Scotrail, facilities teams and retail staff within the station to highlight key indicators, what to look out for and how they can report and safeguard.

The City Centre Community Policing Team continue to co-ordinate Op [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 work with BTP colleagues as part of this work, as Waverley Mall and Waverley train station are areas within the identified patrol matrix given instances of ASB and criminality.

West

Within Lanarkshire Division, following youth disorder in Wishaw involving youths who were known to travel by train from various parts of Lanarkshire, a partnership was set up where BTP were made aware of the problem locations and supervisors contact details shared weekly to allow quick contact to be made should any issues arise. This has been running since mid-February and this and other tactics have resulted in a significant decrease of anti-social behaviour.

Renfrewshire PS continue to share the weekly tasking document with BTP, providing our hotspot locations for disorder which BTP also feed into. Any incidents of note which occur near to the rail network are also highlighted to them.

BTP took part in the recent Renfrewshire Easter Campaign focusing on ASB, drug misuse, violence, disorder, and acquisitive crime.

In the Paisley area, BTP collaborated with PS, social work and partner agencies to manage a prolific young offender involved in violent incidents affecting the railway. Joint problem-solving activity resulted in the individual being placed in secure accommodation, significantly reducing risk and harm.

Following a serious robbery in Johnstone, BTP worked alongside Police Scotland to share intelligence, identify suspects and coordinate investigative activity. This joint response led to suspects being arrested and charged, demonstrating effective cooperation between both organisations.

Training

PS Learning, Training and Development are expecting 14 BTP officers on the next intake in May and continue to have 1 BTP officer embedded within the probationer training department.

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



Report to: Scottish Railways Policing Committee
Date: 04/06/2026
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 BTP External Affairs activity across Scotland from March 2026 to December 2026.

2. Engagement highlights to date

- 2.1. On 4 March, CS McEwan joined Scotrail for a Parliamentary drop-in event in Holyrood.
- 2.2. On April 22, a cohort of BTP officers attended a reception at Dumfries House, hosted by His Majesty the King and The King's Foundation. The reception recognised the efforts of the responder agencies to the Union Street Fire in Glasgow in March. Colleagues from Scottish Fire and Rescue Service, Police Scotland, Glasgow City Council and Network Rail were also in attendance.
- 2.3. On May 13, BTP hosted a Drones Launch Day held at the Cadder Depot, outside Glasgow. The day was an opportunity for industry and government stakeholders as well as media to observe a demonstration of the new Visual Line of Sight (VLOS) drone capabilities. The event received good media coverage and had good engagement across Social Media platforms.
- 2.4. External Affairs have, since last meeting, established regular intelligence sharing meetings with industry partners, including Transport Scotland, Network Rail and ScotRail.

3. Forward Look

3.1. The preparation of materials for post-parliamentary election engagement have been created, looking to establish the basis of future working relationships with new Ministers and other

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

key players across both the Government and opposition parties. External affairs will be writing to the newly announced ministers in the coming weeks. A 'BTP in Scotland' document has also been developed to introduce new ministers who don't have a working knowledge of BTP. Following initial engagement, we will look to organise meetings with ministers, including the Cabinet Secretary for Economy, Tourism and Transport.

- 3.2. The development of a forward-looking, Scotland-focussed Communications Plan will seek to maximise engagement with government and industry, while also boosting positive BTP image in Scotland.
- 3.3. In line with a communications plan, external affairs are in the early planning stages of a campaign focussed on promoting BTP's role in Scotland as a 'Specialist Police Force'. This will be central to the external communications plan and will be useful for highlighting BTP's value in Scotland.
- 3.4. BTP's Communications team are developing engagement plans for The Commonwealth Games being hosted in Glasgow in July. Alongside promotion of 61016, and BTP's work on social media platforms, plans are to invite a senior minister to observe a BTP operation during the Games. Furthermore, external affairs are also preparing and supporting wider-force colleagues in planning and resilience capabilities for the games.
- 3.5. BTP will further support local MSP drop-in sessions being hosted by ScotRail in various local constituencies across the country. At the time of writing, details are still being formalised, however preliminary dates suggest these will be occurring from August 2026 through to December 2026.
- 3.6. In order to create a force-wide approach, BTP plans to host a Holyrood Parliamentary Event focussed on VAWG, that will likely take place in the last quarter of this year and will take on a similar format to one currently being planned for Westminster.
- 3.7. Working alongside officers in D Division, external affairs are planning ahead for 'Safer Shores' and organising a ministerial visit to a BTP operation during that time (June/July). MSPs will be identified and engaged, and an operational plan for the visit will be produced.
- 3.8. BTP's annual Rail Staff Survey will be published next month, and will be shared with 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.

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

REPORT TO: BTPA Scottish Railways Policing Committee
DATE: 21 June 2026
SUBJECT: Audit & Inspection Activity Report
SPONSOR: DCC Stuart Cundy
AUTHOR: Adrian Atherley, Head of Governance, Risk and Compliance
PURPOSE: Information

1 BACKGROUND

- 1.1 This report provides SRPC with an overview of BTP's Audit & Inspection activity in Q4 and is presented for noting.

2 HMICS INSPECTION ACTIVITY

- 2.1 BTP has contributed to the HMICS Strategic review of planning for the policing of the Commonwealth Games with Police Scotland – The report is expected to be published in June 2026.
- 2.2 HMICS are conducting a National Review of Group-Based Child Sexual Abuse and Exploitation; BTP are not included.
- 2.3 HMICS Are conducting a Crime Audit in Police Scotland, BTP are not included but HMICS will support the HMICFRS PEEL inspection with specialists in Scottish law and the Scottish Counting Rules for recording crime.

3 HMICFRS INSPECTION ACTIVITY

- 3.1 In March 2026, HMICFRS formally notified BTP of their PEEL Inspection. This year's PEEL Inspection will focus on the following four PEEL questions: -
- How good is the force at leadership and force management?
 - How good is the force at preventing and deterring crime and antisocial behaviour, and reducing vulnerability?
 - How good is the force at responding to the public?
 - How good is the force at investigating crime?
- 3.2 Inspection activity has commenced with a data request and visits to force meetings. Inspectors will attend D division as part of an overarching "Quality of Service Review" (QSR) element. Fieldwork will commence 7th September 2026.
- 3.3 BTP is also included in the National Thematic Inspections of Retrospective Facial Recognition which took place in March.

OFFICIAL

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4 GIAA AUDITS

4.1 During last quarter, the following audit activity has taken place:

- Partnership Working – final report received - moderate rating
- Procurement Card – final report received – moderate rating
- Data Protection Legislative Requirements – final report received - substantial rating

4.2 During the next quarter the following GIAA audits reports will be published:

- Estates – draft report – moderate rating
- Special Constables and Volunteers – draft report – moderate rating

4.3 GIAA audit activity has commenced on (i) Force Resourcing and (ii) Confidential Reporting and Grievances.

5 OTHER INSPECTION ACTIVITY

5.1

[REDACTED]

6 CRIME AND INCIDENT AUDITS

6.1 As reported in the Q3 2025/26 report, 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. BTP has an established Crime Data Integrity Gold Group to coordinate improvements in crime data integrity.

6.2 Audits have shown improved compliance with recording crimes reported as part of ASB when the incident is closed as a crime. For BTP, where incidents remain closed as ASB (Personal) there remains some under recording - out of 120 ASB (Personal) incidents, 11 (9%) of crime reports were not recorded.

6.3 Between January to March 2026, 105 incidents in Scotland were audited, this showed 88% of crimes were correctly recorded (excluding ASB). The table below show the audit findings for incidents reported in Q4 2025/26.

Table showing audit outcomes – BTP Scotland (January to March 2026)

Audit Category	No. of Incidents in Sample	No. Should be Recorded	No. Correctly Recorded	Classification Correct	No. Permitted Within Time	No. Over Permitted Time
ASBP (Personal)	14	4				
Crime Related Incidents (CRIs)	5	0				
Hate	11	10	9	8	8	
Robbery	2	3	1	1	1	
Sexual Offences	7	8	7	5	7	
Stalking & Harassment	6	4	3	3	3	
Violence Against the Person	14	14	12	14	14	
Domestic Abuse	11	8	8	8	8	
Public Order	14	5	5	5	5	
Reported Rape Incidents (N100)	1	1	1	1	1	
Safeguarding & Vulnerability Reports (SVRs)	20	7	7	7	6	1
Total	105	64	53	52	53	1

7 Assurance Action Highlights

- 7.1 BTP reviews national inspections and audits for activity required by BTP, and monitors management actions arising from audits and inspections of BTP. There are no outstanding HMICS actions for BTP.
- 7.2 BTP has 114 open actions arising from recommendations made by GIAA, HMICFRS, HMICS, or other inspections and audits.
- 83 are on track.
 - 11 new actions were raised at the request of Head of Justice & Public Contact to support improvements in liaison with Network Rail and Home Office police services following an inquest into a death England.
 - BTP is in the process of a major review of overdue actions all force recommendations, some of which arise from inspections a number of years ago. An initial assessment has not identified any significant risks arising from outstanding action.

WEBSITE

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes



Report

Report to: Scottish Railways Policing Committee
Date: 04/06/2026
Subject: Post Incident Support for BTP Employees
Sponsor: Kayad Dualeh
Author: Siobhan Root Head of Wellbeing
For: Noting

1. PURPOSE OF PAPER

- 1.1. To provide SRPC with an overview of the current Post Incident Support (PIS) provision within BTP, outlining the structure and delivery of trauma support services available to officers and staff, delivered by our in-house Occupational Health and Wellbeing Service.

2. BACKGROUND

- 2.1. BTP's Occupational Health and Wellbeing Services are embedded within our Divisions including dedicated nurses and Wellbeing Advisors based at Glasgow Cowcaddens. Service delivery is a combined format of face to face and remote delivery, where it is clinically appropriate and effective to do so. The team provide a comprehensive and structured post-incident support offer to officers and staff through the Post Incident Support (PIS) Desk and Trauma Risk Management (TRiM). These services are designed to ensure timely and consistent support following potentially traumatic or high-impact incidents, recognising both immediate and longer-term wellbeing needs.
- 2.2. BTP provides a comprehensive and proactive post-incident support system that brings together central coordination through the Post Incident Support Desk (PIS), peer-led trauma support via TRiM, clinical escalation through Occupational Health (OH) and access to external psychological services. Support is initiated following exposure to traumatic events such as fatalities, suicides, serious assaults, and cumulative trauma, ensuring individuals are contacted within 48 hours, higher-risk cases are identified early, and targeted follow-up and interventions are delivered. This integrated approach

Security Classification and Handling Instructions of document are detailed on page 1 delivers a consistent “wrap-around” model of care, supporting officers and staff from initial contact through to more intensive clinical intervention where required.

Post Incident Support Desk (PIS)

2.3 The PIS Desk acts as a central coordination point, ensuring support is initiated following incidents. A trauma tracker captures individual exposure data to this and previous incidents, so that we can also assess cumulative trauma. The tracker also identifies those at risk of vicarious trauma – for example our Control Room or CCTV staff - through proactive engagement, which has led to increased uptake of TRiM support. The PIS can provide immediate response where required and for all other cases it triages to ensure:

- Personalised contact within two days
- Identification of high-risk individuals and teams
- Targeted interventions and site visits to provide ongoing support

2.4 The support offered includes:

- Early identification of affected staff
- Initial welfare contact and fast-track referrals to Occupational Health where required
- Guidance to supervisors on managing wellbeing post-incident
- Psychological Support and Trauma-Informed Interventions
- Access to TRiM assessments
- Signposting to counselling and external providers
- Monitoring of delayed or cumulative trauma responses

2.5 The Post Incident Desk Coordinator also delivers onsite support following incidents or clusters of events at a location. These visits provide direct engagement with affected staff, advice to supervisors on recognising trauma and support with conversations, return-to-work plans and adjustments

TRiM Provision

2.6 TRiM¹ was introduced in BTP in 2015. TRiM (Trauma Risk Management) is a trauma-focused peer support system that is voluntary and confidential. It is delivered through trained practitioners who provide structured, supportive conversations following exposure to traumatic events. The process supports individuals through the natural recovery period following trauma. The service is available to all BTP officers, staff, and volunteers, and can be accessed following both work-related and non-work-related traumatic events. The PIS, line managers or individuals themselves can make referrals. Individuals are encouraged to seek support if they feel impacted from around 3 days post-incident, although TRiM remains available at any stage where support is needed. TRiM is not a clinical or diagnostic service, but instead provides:

- A safe, confidential space to talk
- Normalisation of trauma responses

¹ <https://www.marchonstress.com/page/p/trim>

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

- Practical coping strategies and guidance
- Signposting into further support where required

2.6 BTP currently has 38 trained TRiM Practitioners and 9 TRiM Managers. All are volunteers and do this activity alongside their day job, with oversight and training delivered by the Wellbeing Team.

2.7 In 2025 a TRiM Power App on work ‘phones was introduced to streamline referrals and case management, improving access speed while reducing administrative burden. Robust data management protocols ensure:

- Case anonymisation at creation
- Restricted access to sensitive data
- Secure retention and deletion schedules (six years post-employment)

Post Incident TRiM usage

2.8 Between 1 April 2025 and 31 March 2026, Post-Incident Support activity remained high across BTP, with 634 potentially traumatic incidents recorded and 48 site visits supporting 2,075 individuals, with interventions and Trauma Incident Briefings (TIB). Demand is concentrated in B and C Divisions with TRiM adoption varying and remaining moderate across all divisions. D Division has a total headcount of 202 and recorded 50 potentially traumatic incidents (7.9%). TRiM adoption stands at 28% (14 cases), with 8 referrals and 1 escalation to Occupational Health (12.5%). Activity aligns with workforce size, though TRiM uptake and escalation could be strengthened and we continue to do educational visits and communications to encourage take up:

Division	Count	%	Linked	% TRiM Adoption
B	312	49%	90	29%
C	271	43%	86	32%
D	50	8%	14	28%
Non BTP	1	0%	0	0%

TRiM Referrals				
Division	Count	%	OH Referr:	% OH Outcome
B	37	35%	17	46%
C	60	57%	6	10%
D	8	8%	1	13%

Table 1: Potentially Traumatic Incidents by Geographical location and TRiM Referrals

3. EXTERNAL SERVICES

3.1 BTP supplements internal post incident support provision with external clinical support services, including:

- **Employee Assistance Programme (EAP)** accessed via self-referral, line managers or Occupational Health. Available 24/7/365 and this is also open to family members, as we are conscious secondary trauma can arise from supporting their loved one.
- **One Bright** (specialist psychological treatment provider) delivering funded trauma focused treatment – referrals via Line Managers, Peer Supporters or Occupational Health. One Bright are Clinical Psychologists and Psychiatrists and can provided specialist counselling and clinical interventions as required, for example rapid eye movement desensitisation.

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

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

4. IMPACT OF PROACTIVE INTERVENTION

4.1 Mental health sickness absence trends in D Division show a peak in both cases and lost duty days in 2025 followed by a notable reduction in 2026 year-to-date, with both the number of cases and total days lost declining. This suggests that, despite continued exposure to traumatic incidents, fewer individuals are progressing to absence and those who do so are returning more quickly. Overall, the pattern indicates that early intervention and structured support are helping to reduce both the frequency and severity of mental health-related absence.

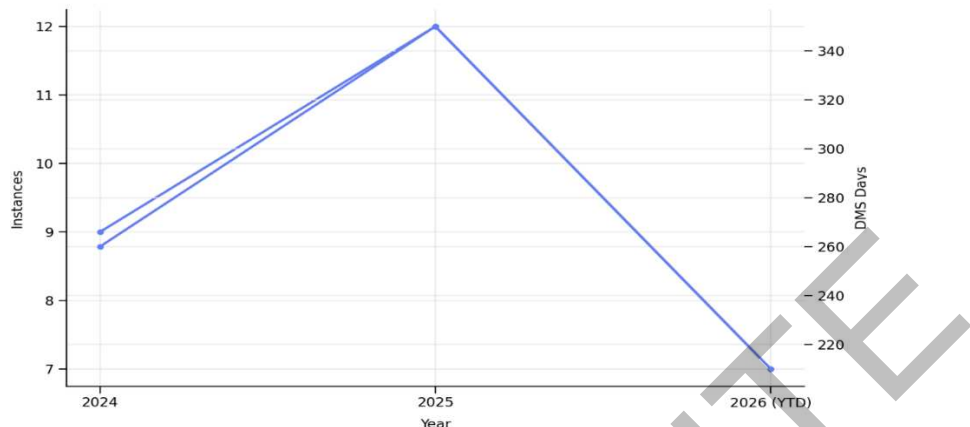


Table 2: D Division Mental Health related instances and lost duty days

4.2 Feedback from Our People Survey and from the Police Federation and TSSA who represent our police officers and staff, demonstrate that our OH and Wellbeing services are embedded, trusted and valued.

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

Official



Paper to: Scottish Railways Policing Committee
Date: 4 June 2026
Subject: Annual Review / Terms of Reference
Author: Board Secretary
For: Discussion

200 Buckingham Palace Road
London
SW1W 9TJ

E: btpa-enquiries@btp.police.uk

www.btpa.police.uk

Background

1. The Scottish Railways Policing Committee (SRPC) was established following the Railway Policing (Scotland) Act 2017 to support governance and oversight arrangements for railways policing in Scotland. The Committee is responsible for delivering on principles of democratic accountability, transparency, effective operational delivery, and Best Value. Its terms of reference have been set following consultation with both the UK Government and the Scottish Government.
2. In keeping with wider BTPA governance arrangements where its Committees review their terms of reference on an annual basis, your Committee is invited to review its terms of reference to confirm they remain fit for purpose.

Recommendation(s)

3. That Members review the terms of reference of the Scottish Railways Policing Committee and confirm whether they remain fit for purpose.

WEBSITES

British Transport Police Authority
The Scottish Railways Policing Committee

Terms of Reference

Definition

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

Background

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

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

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

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

Purpose and Scope

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

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

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

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

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

Responsibilities

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

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

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

To scrutinise BTP's public and stakeholder engagement work.

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

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

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

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

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

Meetings

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

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

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

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

Stakeholder engagement

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

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

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

Reporting

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

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

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

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

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

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

Membership and Attendees

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

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

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

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

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

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

Secretariat

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

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

Governance

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

Effectiveness and evaluation

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

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

Any changes to these terms of reference or to the operation of the Committee will be made only by mutual agreement between the BTPA and SPA.

The operation and effectiveness of the committee will be kept under the review. It is recognised that this is an administrative arrangement, and as such the committee will consider if further changes could enhance or support its role on an ongoing basis.

A Memorandum of Understanding will be agreed between the BTPA and the SPA to support the work and ethos of the Committee.

Dispute resolution and mediation

Where members are unable to reach agreement on an issue, the dispute will in the first instance be raised for discussion with the BTPA. The Chair of the BTPA will consult the Chair of the SPA as necessary. If required, mediation options will be explored by the BTPA. If disagreement between both Authorities persists, escalation of disputes can be made to relevant sponsor teams in Government and to Ministers.

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

Scottish Railways Policing Committee Workplan 2025/26 and 2026/27 [June 2026]

Item(s) to be included on future meeting agendas:

1. BVLOS Drones Consultation Update¹

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. External Affairs 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. Post-Incident Support to BTP Employees² 14. Policing Plan Performance Trends³

2026/27

21 September 2026	
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. External Affairs 10. Industry Voice 11. Audit and Inspections Update 12. Workplan 13. Any Other Business 	<ol style="list-style-type: none"> 14. Legitimacy update – Use of policing powers [BV Theme: Equality] 15. County Lines [BV Themes: Performance Management / Effective Partnerships] 16. Custody [BV Themes: Effective Partnerships / Governance and Accountability / Equality]⁴ 17. External Scrutiny – Scotland specific themes [BV Themes: Effective Partnerships / Governance and Accountability / Equality]⁵

¹ Workplan item arising from March 2026 meeting

² Workplan item arising from March 2026 meeting

³ Workplan item arising from March 2026 meeting

⁴ Deferred from June 2026 meeting

⁵ Deferred from June 2026 meeting

OFFICIAL

18 November 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. External Affairs 9. Industry Voice 10. Audit and Inspections Update 11. Workplan 12. Any Other Business 	<ol style="list-style-type: none"> 13. Policing Plan – Annual Refresh [BV Themes: Vision and Leadership / Effective Partnerships / Performance Management] 14. Annual Passenger Survey update [BV Theme: Effective Partnerships] 15. 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. External Affairs 10. Industry Voice 11. Audit and Inspections Update 12. Workplan 13. Any Other Business 	<ol style="list-style-type: none"> 14. Annual Report – Best Value (inc. Evaluation Framework)

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 	<ol style="list-style-type: none"> 13. Annual Review of Terms of Reference [BV Theme: Governance and Accountability] 14. Annual Custody Update [BV Themes: Effective Partnerships / Governance and Accountability / Equality]

<ul style="list-style-type: none"> 7. Joint Working 8. External Affairs 9. Industry Voice 10. Audit and Inspections Update 11. Workplan 12. Any Other Business 	
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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

WEBSITES

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

Minutes

Scottish Railways Policing Committee

Tuesday 10 March 2026 at 11.00am in the St Rollox / Turnbull Meetings Rooms, Scottish Police Authority, Clyde Gateway, 2 French Street, Glasgow, G40 and via Microsoft Teams

Present:

Iain Whyte (Chair)
Mike Jackson
Kenna Kintrea
Mary Pitcaithly (SPA Co-Opted Member)

Apologies:

Tom Halpin (SPA Co-Opted Member)

In attendance:

British Transport Police Authority
Tricia Hayes (BTPA Chair)

Scottish Police Authority
Nancy Johnson (SPA Member)

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

Scottish Police Authority Corporate
Amanda Coulthard (Head of Strategy and Performance)
Lesley Carnegie (Performance and Impact Lead)
Shona Boyce (Modern Apprentice)

British Transport Police
Stuart Cundy (Deputy Chief Constable)
Lorna McEwan (Chief Superintendent)
Adrian Atherley (Head of Audit and Assurance)
Paul Adams (Risk Management Lead)
Russell Beattie (Staff Officer)
Johnny Shilton (Head of External Affairs and Media)
Michael King (External Affairs Advisor)

Police Scotland

David Howieson (Superintendent)

External

Brian McNulty (His Majesty's Inspectorate of Constabulary in Scotland)

Stuart Russell (Transport Scotland)

Apologies

Agenda Item 1

1. Apologies were received from Tom Halpin.
2. The Chair welcomed Chief Superintendent McEwan to her first meeting in her substantive rank.

Declarations

Agenda Item 2

3. There were no declarations.

Deputy Chief Constable's Report

Agenda Item 3

4. Before Members turned their attention to the Deputy Chief Constable's Report, the Chair invited the Deputy Chief Constable to update the Committee on the recent major fire at Union Corner, adjacent to Glasgow Central station. The following points were made.
 - a. The fire had prompted a significant multi-agency response involving BTP, Police Scotland, and the Scottish Fire and Rescue Service. There had been concerns during the incident that the fire would spread to Central Station and the Central Hotel due to the glass roof.
 - b. BTP officers were directly involved on the night, staffing the incident cordon, evacuating premises, and working alongside peer emergency services colleagues. Thankfully, no injuries or fatalities were reported.
 - c. The Union Corner building, of historic significance, had been destroyed. Access restrictions were in place due to concerns over integrity of remaining structures, and rail services were limited and dependent on surrounding buildings being declared safe.
 - d. BTP had offered its drone capability to support the Scottish Fire and Rescue Service response.
 - e. BTP leaders had accompanied the Scottish First Minister on a visit to the site.

- f. The Chief Superintendent placed on record her thanks to all officers and staff involved in the response, noting in particular the commitment of staff officer Russell Beattie during the night of the incident.
 - g. In response to questions, the Chief Superintendent noted that officers had been provided masks during the incident, but concerns over smoke inhalation were low due to advice received from the Scottish Fire and Rescue Service with regards wind direction. BTP leaders would be encouraging officers and staff involved in the response to ensure they were properly rested, and to take advantage of occupational health support.
 - h. The Deputy Chief Constable agreed to report back to the Committee on post-incident support provided to officers and staff (Workplan).
5. **RESOLVED**, that the verbal update regarding the Union Corner fire be noted.
6. Members returned to the agenda to consider the Deputy Chief Constable's Report, and the following points were made.
- a. The Deputy Chief Constable introduced the paper, noting that BTP would be launching its new three-year Strategy in April 2026, aligned for the first time with an equivalent three-year budget agreed at the BTPA Full Authority meeting in December 2025.
 - b. BTP D Division remained a strong performing division overall, albeit violent crime had increased slightly, including workplace violence against rail staff underscoring the importance of continued partnership work with Network Rail and rail unions.
 - c. Sexual offences had increased, driven by increased reporting and improved recording. These offences included non-contact incidents such as staring and indecent exposure. BTP was solving nearly 60% of sexual offences reported, with the 61016 texting service supporting increased reporting, including from concerned bystanders.
 - d. Whereas there had been fewer disruption incidents that quarter, delay minutes had increased due to trespass being concentrated in hotspots. An embedded BTP Inspector based in Network Rail's operating centre supported a joint approach to data analysis and risk assessment.
 - e. A Member requested some case studies, outside of the meeting, as to how the Force was able to influence the designing-out of trespass hotspots (Action 1/2026).
 - f. Members welcomed an opportunity signposted by SPA Corporate for BTP to pursue potential joint working with Police Scotland in support of the latter's new Violence against Women and Girls Strategy.

- g. In terms of staffing, BTP D Division had seen a recent intake of new officers in Scotland, with further additional resources expected across the three-year budget investment cycle. Nevertheless, challenges persisted over the geographic area covered by the Division, alongside officer/staff church at smaller locations.
- h. In response to a question, the Chief Superintendent noted that BTP met UK-wide compliance standards with regards vetting new officers and staff.
- i. Members noted a commitment from the Deputy Chief Constable to review to content of the Policing Plan Performance dashboard. As part of that exercise, a Member encouraged the Force to reinstitute long term trend analysis in its dashboard reporting (Workplan).
- j. Members noted the increase in rail staff and officer assaults, and the fact that one barrier to successful prosecution of perpetrators was reluctance on that part of rail staff victims to pursue and support a prosecution. CCTV, body worn video and conflict resolution training remained key mitigations to address staff/officer assaults.
- k. In response to a question, the Deputy Chief Constable encourage Members to advocate with industry partners and other stakeholders the merits of body worn video for rail staff.

7. **RESOLVED**, that the Deputy Chief Constable's Report be noted.

Policing Plan Performance Q3 2025/26

Agenda Item 4

8. **RESOLVED**, that in light of much of the performance data being discussed at Item 3, the paper regarding Policing Plan Performance Q3 2025/26 be noted.

BTP / Police Scotland Joint Working Q3 2025/26

Agenda Item 5

- 9. Members considered a paper regarding BTP / Police Scotland Joint Working at Q3 2025/26 and the following points were made.
 - a. The Police Scotland Superintendent echoed his thanks to the officers and staff of all blue light organisations that had responded to the Union Corner fire, particularly given many of the first on the scene had also been involved in the policing response to football disorder at Ibrox earlier in the day.
 - b. County Lines continued to be an area of joint working focus, particularly with vulnerable young persons being sent to the Highlands and Islands with illegal drugs.
 - c. Joint working on violence against women and girls had, in the past quarter, seen some high profile activity in Edinburgh regarding women's safety on transport.

- d. BTP had offered welcome support to Police Scotland in the policing of anti-immigration protests.
- e. In response to a question, the BTP Chief Superintendent noted the forthcoming Police Scotland / Glasgow City Council dispersal zone around Glasgow Central, which had been expected to go live around 21/22 March 2026. BTP was awaiting legal advice on its differing dispersal powers and would also be considering how best to ensure any individuals moved on from rail property did not get simply displaced into the dispersal zone. Of particular relevance was the Four Corners, given known issues of vulnerability and child exploitation.

10. **RESOLVED**, that the paper regarding BTP / Police Scotland Joint Working at Q3 2025/26 be noted.

The meeting was adjourned for a comfort break between 12.10pm – 12.20pm.

Industry Voice – Transport Scotland
Agenda Item 6

11. The Transport Scotland representative was heard regarding his role, and the following points were made.
- a. The Transport Scotland representative and his team was responsible for auditing 27 rail service schedules, and up to 250 trains every four-week period, including whether there was suitable heating, lavatories, lighting and staff presence.
 - b. His team also audited CCTV control centres at Dunfermline and Paisley, as well as on-train CCTV. Scotland's CCTV network was strong, and the audit team's efforts ensured that cameras were both operational and providing images of a quality suitable for operational and policing needs.
 - c. As well as ScotRail stations, his team audited the two Network Rail stations in Scotland, at Glasgow Queen Street high level and Edinburgh Waverley, as well as Caledonian Sleeper services.
 - d. In terms of information sharing and joint working with BTP, Transport Scotland collected and shared extensive operational data with BTP, including on graffiti. Indeed, BTP had an embedded officer working with Transport Scotland.
 - e. The Transport Scotland representative – in his capacity as BTP liaison – had a direct link into the BTP Chief Superintendent's office and acted as the Cabinet Secretary's primary point of contact for BTP and Transport Scotland matters. He was also able to ensure BTP was sighted on relevant non-rail transport matters e.g. buses.
 - f. Transport Scotland's Rail Policy Division worked closely with BTP, including on enforcement powers for anti-social behaviour. Members were invited to review a recent Transport Scotland report on this topic.

- g. In response to a question, the Transport Scotland representative noted that continued direct collaboration between Transport Scotland and the Chief Superintendent's office would be his main recommendation to guarantee effective partnership working.

12. **RESOLVED**, that the industry voice update from Transport Scotland be noted.

Annual Report – Best Value

Agenda Item 7

13. Members considered an annual report on Best Value and the following points were made.

- a. The Head of Legitimacy and Performance introduced the paper, noting that there had been a joint HMICS/Audit Scotland report on policing in Scotland published earlier in the year – that report's findings were relevant to the work of the Committee.
- b. Members welcomed the paper and felt it provided plentiful evidence of past activity. They encouraged the BTPA Executive to ensure future reporting was more forward-looking.
- c. A Member continued, noting that whereas BTP/A was strong in some Best Value areas, she would recommend renewed focus on long term workforce planning, organisational learning, and transformation.
- d. A Member cautioned against allowing Best Value reporting to become a 'cottage industry' and encouraged officers and staff to build routine processes that would gather evidence throughout the year, to reduce workload at annual reporting points.
- e. In response to a question, the BTPA Chief Executive noted it was too early to advise whether the mooted BTPA Delivery Partner (who would work with rail industry on investment and benefits, and with BTP on identifying efficiencies) would have role to play in Scotland – the BTPA Chief Financial Officer would factor such potential into her thinking whilst she drafted the Delivery Partner proposal.
- f. During general discussion, the Committee noted the Audit Scotland theme around ensuring that the volume of data collected and reported to Committee actually yielded insights, and the need to ensure that BTPA committee governance was sequenced as far as possible to avoid duplication.
- g. The Deputy Chief Constable noted the forthcoming HMICFRS inspection, in collaboration with HMICS, and the opportunity arising for any inspection findings to be applied to Best Value reporting in Scotland.

- h. Members also reflected on the potential to align the Committee's work with that of the Scottish Police Authority's Performance Committee, and how best the work of the Committee could be communicated to wider BTPA Members. The timeliness of scrutiny (i.e. reviewing Q3 data at a March meeting) was also noted.
- i. The Head of Legitimacy and Performance noted she would be liaising with BTP colleagues to see whether HMICS / Audit Scotland recommendations required active monitoring.

14. **RESOLVED**, that the Best Value Annual Report 2026 be noted.

All People Survey Action Plan in Scotland

Agenda Item 8

15. Members considered a paper regarding the All People Survey Action Plan in Scotland and the following points were made.

- a. The Chief Superintendent noted that BTP had recently completed a Pulse staff survey, the results of which were expected shortly. She was not expecting any major change from the earlier All People Survey, given sentiment was still likely impact by organisational transformation undertaken during 2025/26. Nevertheless, she was reassured to note positive informal feedback during her visits across D Division.
- b. Members noted caution on the part of Force leadership in interrogating the demography of survey respondents, given the small numbers involved and the subsequent high chance of loss of anonymity.
- c. The Deputy Chief Constable acknowledged that the Force needed to deliver tangible outcomes as a result of survey feedback in order to drive up engagement in future surveys. He noted that the Chief Constable was attending a staff/officer roadshow in Scotland that day for this very reason, with the roadshows designed to strengthen communication between leaders and wider officers and staff.

16. **RESOLVED**, that the paper regarding the All People Survey Action Plan in Scotland be noted.

Drones Capability in Scotland

Agenda Item 9

17. Members considered a paper regarding drones capability in Scotland and the following points were made.

- a. The Chief Superintendent noted significant progress over recent months in developing BTP's drone capability in Scotland. There was now a pool of 10 trained drone pilots for visual line of sight (VLOS) drones, with resulting

capability to support disruption management, major events and operational deployments.

- b. BTP had reviewed its drones governance and operating model to ensure alignment with Police Scotland, and her Division was developing a drones operating model in recognition of the fact she did not have the resources for a full time dedicated drones team. BTP D Division drones would be based in Edinburgh and Glasgow and available to BTPs Operational Support Unit, as well as focused on the busiest areas of the rail network.
- c. BTP Division was in the early stages of planning delivery of a beyond visual line of sight (BLVOS) capability in Scotland. A consultation was expected around June-July 2026, in collaboration with Police Scotland. Work was also being undertaken to see whether BVLOS systems could be made more mobile and less dependent on fixed landing pads. The BVLOS work was attracting strong support from the rail industry.
- d. A Member encouraged BTP to ensure that any consultation period avoided common holiday periods.
- e. The Police Scotland Superintendent welcomed the update and emphasised the importance of joint public consultation.
- f. Members welcomed the paper and requested clarity on which stakeholders needed to be consulted and/or informed regarding BVLOS plans. Moreover, BTP should be mindful of the need to ensure BLVOS offered value for money and/or wider benefits (e.g. intelligence), given it took officers away from usual operational duties.
- g. In response to a question, the Chief Superintendent noted she hoped to have a BVLOS drones capability in place by 2027, but this would be dependent on the outcome of both the Scottish elections in May 2026, and the planned BVLOS consultation period. She noted she would update the Committee as and when substantive progress towards launching the consultation had been made (Workplan). The Chief Superintendent concluded by inviting Members to come and observe BTP drones on operations (Action 2/2026).

18. **RESOLVED**, that the paper regarding drones capability in Scotland be noted.

External Affairs in Scotland

Agenda Item 10

19. Members considered a paper regarding BTP External Affairs in Scotland and the following points were made.

- a. The Head of External Affairs and Media noted recent engagement with MSPs regarding BTPs 61016 text reporting service, and engagement with the Cabinet Secretary for Transport.

- b. The Chair welcomed the paper, and noted that future forward looks would be the responsibility for new the BTP External Affairs Officer for Scotland.
- c. In response to a question, the Deputy Chief Constable confirmed that BTP had the ability to resource the work arising from the Rail Enforcement Powers Working Group.

20. **RESOLVED**, that the paper regarding BTP External Affairs in Scotland be noted.

Audit and Inspections Report Q3 2025/26

Agenda Item 11

21. Members considered the Audit and Inspections Report Q3 2025/26 and the following points were made.

- a. The Deputy Chief Constable reiterated the fact, noted earlier in the meeting, that the forthcoming HMICFRS/HMICS PEEL Inspection had the potential to demonstrate the benefit BTP delivered for the public, including in Scotland.
- b. The Risk and Assurance Manager highlighted the delivery of two recent Government Internal Audit Agency reports for Data Protection (substantial) and Government Procurement Cards (moderate).

22. **RESOLVED**, that the Audit and Inspections Report Q3 2025/26 be noted.

Biannual Strategic Risk Update

Agenda Item 12

23. Members considered the Biannual Strategic Risk Update and the following points were made.

- a. The Risk and Assurance Manager noted BTP and BTPA had recently conducted a strategic risk deep dive into the recruitment and retention strategic risk. She added that Industry Confidence was more an opportunity than a risk in Scotland.
- b. In response to a question regarding the increased score for the Transformation risk, the Deputy Chief Constable replied that this was more reflective of a timing issue in reporting to Committee than a genuine issue – nevertheless, he would reflect on how best to bring an appropriate focus on transformation in the Committee's future business.

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

Minutes

Agenda Item 13

25. **RESOLVED**, that the minutes of the meeting held on 25 November 2025 be approved.

Actions

Agenda Item 14

26. Members considered actions arising from previous meetings, and agreed to close Action 12/2025 and 13/2025. Members also agreed to close Action 14/2025, subject to External Affairs being added as a standing item to future agendas (Workplan).
27. **RESOLVED**, that the paper detailing actions arising from previous meetings be noted.

Workplan

Agenda Item 15

28. Those present considered the Committee workplan, and felt that the proposed Custody item for the June 2026 meeting had the potential to be a joint BTPA/SPA paper.
29. **RESOLVED**, that the workplan be noted.

Any Other Business

Agenda Item 16

Farewell to Mary Pitcaithly and Tom Halpin

30. The Chair, on behalf of the Committee and the wider BTPA, thanked Mary Pitcaithly for her service on the Committee. He noted that through her steadfast contribution over the past five years, she had helped ensure the effectiveness of the Committee. Mary had been invariably insightful and helpful, and a pleasure to work with.
31. Mary Pitcaithly was heard in reply, thanking the Chair for his kind words. She noted it had been an honour to serve on the Committee – she had seen first hand how committed BTP and BTPA were to policing the railways in Scotland, and she wished the Committee well for the future.
32. The Chair, noting Tom's apologies, placed on record his thanks for Tom's contribution to the work of the Committee, and expressed the hope that the Committee would be able to express its thanks to Tom directly once he had returned to Scotland.

The meeting ended at 1.25pm.

SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Action/Paper	Owner	Outcome
1/2026	10 March 2026	A Member requested some case studies, outside of the meeting, as to how the Force was able to influence the designing-out of trespass hotspots.	Deputy Chief Constable	Completed Circulated to Members on 28 May 2026
2/2026	10 March 2026	The Chief Superintendent ... invit[ed] Members to come and observe BTP drones on operations.	Board Secretary	Completed Added to list of potential BTPA Member Engagement opportunities.

WEBSITE