

[21 September 2026] Agenda Pack / Scottish Railways Policing Committee

MEETING
21 September 2026 12:30 BST

PUBLISHED
14 September 2026

Agenda

Location	Date	Time
Hybrid / Scottish Police Authority, Clyde Gateway, 2 French Street, Glasgow, G40 4EH	21 Sep 2026	12:30 BST

	Item	Owner	Time	Page
1	Apologies	Chair	12:30	-
2	Declarations	All		-
3	Industry Voice / Transport Focus	Transport Focus	12:35	-
4	Deputy Chief Constable's Report	Deputy Chief Constable	12:55	3
5	Policing Plan Performance	Chief Superintendent	13:10	6
6	Joint Working	Police Scotland	13:20	12
	Recommended Comfort Break		13:25	-
7	External Affairs	Head of External Affairs and Media	13:35	14
8	Audit and Inspections Update	Deputy Chief Constable	13:50	16
9	Biannual Strategic Risk	Deputy Chief Constable	14:00	19
10	Workplan	Head of Legitimacy and Performance	14:10	29
11	Minutes	Chair	14:15	32
12	Actions	Chair	14:20	42
13	Any Other Business	All	14:25	-

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes



Report

Report to: Scottish Railways Policing Committee
Date: 21/09/2026
Subject: Deputy Chief Constable's Report
Sponsor: Deputy Chief Constable Stuart Cundy
Author: Police Sergeant Fraser Cunningham
For: Noting

1. INTRODUCTION

- 1.1. This report provides an overview of British Transport Police (BTP) Scotland (D Division) performance at the conclusion of Q1 2026/27, alongside key developments since the last Committee.
- 1.2. Firstly, I would like to recognise the role of BTP officers and staff in supported the delivery of the Glasgow 2026 Commonwealth Games. Through effective planning and close partnership working, officers and staff maintained a visible policing presence across the rail network, ensuring the safe movement of athletes, officials and spectators. The event was delivered without significant rail-related issues, and no Commonwealth Games-related offences were recorded by BTP.
- 1.3. During the Games, Chief Superintendent Lorna McEwan met with Stephen Flynn MSP, Cabinet Secretary for Economy, Tourism and Transport, at the Police Operations Control Centre. The visit provided an excellent opportunity to showcase the benefits of multi-agency arrangements that contributed to a safe, secure and successful games. The meeting also covered BTP Scotland funding arrangements, recommendations arising from

Security Classification and Handling Instructions of document are detailed on page 1 the Short Life Working Group, crime and safety across the railway network, and the importance of building public confidence in rail travel.

2. AREAS TO HIGHLIGHT FROM Q1 2026/27

- 2.1. Since the last committee, HMICFRS and HMICS undertook fieldwork within D Division as part of their inspection activity. Inspectors worked alongside both response and CID officers to review a sample of 20 crime investigations, covering offence types aligned to the England and Wales Quality Service Review methodology. These included rape, assault, retail crime, stalking, harassment, domestic abuse, robbery, neighbourhood crime and cases with an Outcome 18 equivalent. The visit provided an opportunity for inspectors to assess investigative standards, decision making, victim focus and outcomes, while also highlighting areas of effective practice and potential opportunities for improvement. The HMICFRS PEEL inspection report is due to be published in February 2027.
- 2.2. During May 2026, D Division formally launched its drone capability with a stakeholder event involving key rail, government and policing partners. Early operational successes have demonstrated the value of the capability in supporting public safety, incident response and disruption management, while showcasing the Division's commitment to innovation and technology-enabled policing.
- 2.3. Members will note the new performance reporting against the Guardians of the Railway 2026–2029 strategic objectives. Overall, recorded crime in Q1 was 8% higher than the same period of 2025/26 (+46). This reflects a longer-term increase (compared with Q1 of previous years). While violence has contributed to this increase, the volume crime categories such as Graffiti and Pedal Cycle theft were also factors. I welcome the substantive appointment of Marc Francey as Chief Inspector Operations for BTP Scotland, further enhancing the Division's leadership capability and resilience to continually drive performance improvements.
- 2.1 D Division recorded 702 disruption incidents during Q1 2026/27, a reduction of 13% compared to the same period last year. Tragically, this included 12 fatalities; although low in volume, these incidents continue to have a significant impact on families and railway operations. The remote locations of many incidents continues to be a significant challenge in returning the railway to service.
- 2.2 D Division remains focused on preventing serious harm, protecting vulnerable people, and delivering positive outcomes for victims. While violence showed increase, this was driven by growth in lower-harm offences. The latest passenger data indicates that there were 15

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

Security Classification and Handling Instructions of document are detailed on page 1 crimes per million passenger journeys (CPMJ) overall and this reduced to 3 CPMJ for serious offences. Levels of more serious violence remained stable, with just two recorded robbery offences. The incidents of serious assaults on rail staff are thankfully low in number, with most incidents resulting in no injury. 63% of crimes where railway staff are victims are solved with a positive outcome.

- 2.3 The profile of VIAWG offending remained largely unchanged, with around two-thirds of offences involving violence. While lower-harm violence increased in line with wider assault trends, there was no corresponding rise in more serious violence. Investigative performance for higher-harm offences remained strong, with 85% of violence offences involving injury resulting in a positive outcome. Overall, the Division continues to achieve positive outcomes for victims while maintaining a focus on protecting women and girls across the railway network.

3. PRIORITIES FOR Q2 2026/27

- 3.1. The Division will continue to 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 and VIAWG.
- 2.1 Trespass remains the most significant cause of disruption, accounting for around half of all incidents, A continued focus will be placed on tackling railway disruption, prioritising trespass prevention and maximising the operational benefits of drone capability. The introduction of drone technology has already delivered positive results in supporting operational responses to these incidents.

4. CONCLUDING REMARKS

- 4.1 Delivery of a successful Commonwealth Games is indicative of BTP Scotland's close working relationship with Police Scotland, the rail industry and other partners.
- 4.2 Quarter 1 for 2026/27 has been characterised by continued strong operational delivery, effective partnership working and continued innovation across BTP Scotland. While challenges remain around violence and disruption, the Division remains focused on protecting the public, supporting victims and delivering a safe and secure railway.
- 4.3 The committee is invited to note this report.

Scottish Railways Policing Committee

D Division Q1 2026/27

Strategy Performance Update



Crime & Public Protection: We will prevent the most serious crime and protect those who need us most

D Division remains focused on preventing serious harm, protecting vulnerable people, and delivering positive outcomes for victims. While violence increased during Q1, this was driven by growth in lower-harm offences. Violence resulting in injury remained stable and robbery and knife crime continued to occur at a low level. Assaults on rail staff also remained predominantly low-harm in nature.

Although overall violence detections were lower than the previous year, outcome performance remained strongest for offences involving injury.

Sex offences increased slightly in volume, with solved rates remaining stable.

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

D Division continues to work with industry partners to minimise disruption and protect the safe operation of the railway. Disruption incident volumes during Q1 were lower than the same period last year; however, trespass remains the most significant driver of network disruption, accounting for half of all incidents and over three quarters of all disruption-related offences. Detection performance has improved and the introduction of drone technology is already supporting prevention and enforcement activity.

Fatalities and injuries, while comparatively low in volume, had the greatest impact on associated primary delay minutes and extended recovery times, particularly in remote locations.

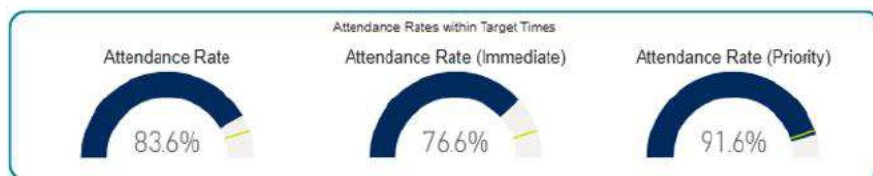
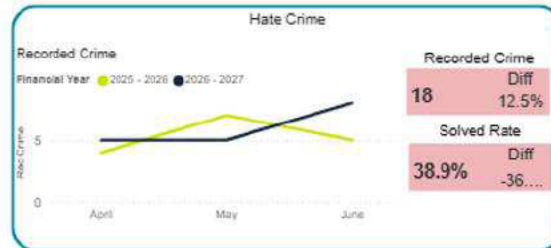
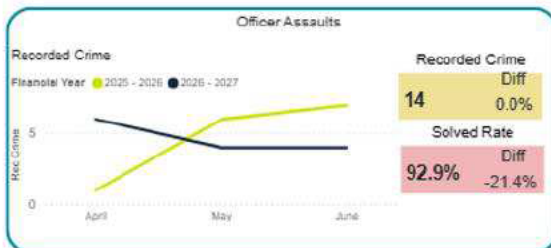
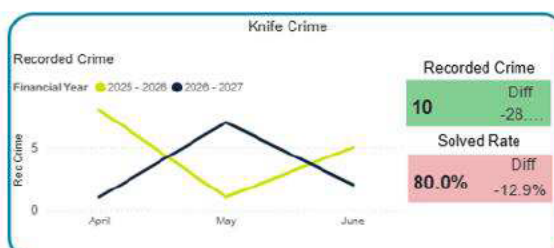
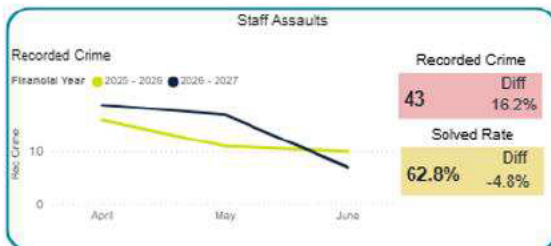
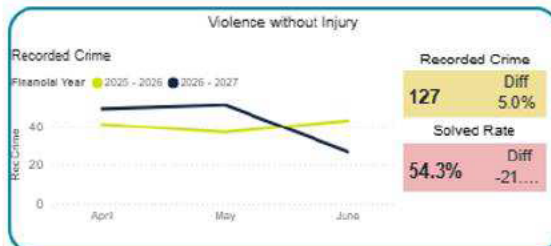
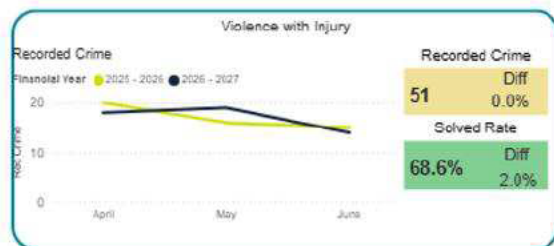
People and Legitimacy: We will strengthen our visible presence and improve coordination through integrated railway policing and security

D Division remains focused on maintaining public confidence, supporting the safety of rail staff, and ensuring officers and staff are equipped to meet operational demand.

Public perceptions of safety on the railway have been consistently positive for D Division, and this trend that was sustained in Q1, with the April/May cycle receiving a 74% positive response.

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

Q1 Apr – Jun 2026/27
compared to same period 2025/26



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

Q1 Apr – Jun 2026/27
compared to same period 2025/26



Overview

- Violence offences increased through the spring period, peaking in May at 52% above Q4 2025/26 levels, before declining in June.
- The main increase in violence has been around Common Assaults. Themes from the data indicate that youth disorder and alcohol-related incidents are predominant factors.

Activity/Results

Effective partnership working between BTP, Police Scotland and Edinburgh City Watch CCTV enabled the swift identification and detection of an individual reported to be in possession of a weapon near Edinburgh Waverley station on 21 June 2026. The weapon was recovered ensuring a rapid and co-ordinated response to protecting public safety.

Protecting rail staff and supporting victims remains a key priority, with positive outcomes continuing to be secured in cases where railway employees are directly impacted. There have been 13 positive court results during Q1 for rail staff victims. BWV footage from staff has led to guilty pleas in four of these cases preventing the need for a trial. The courts have delivered sentences totalling 19 months imprisonment, £2,715 in fines, plus £110 in victim surcharges and community payback orders totalling 460 hours unpaid work.

The co-ordinated prevention and safeguarding response to youth ASB and seasonal travel to coastal locations continued in Q1. Partnership engagement has supported effective management of demand and risk. Poorer weather conditions through the exam leave period in May and early June reduced the requirement for operational deployments. However, meetings continued throughout the period and will be maintained until mid-August.

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

Q1 Apr – Jun 2026/27
compared to same period 2025/26

Category	PYTD Incidents	YTD Incidents	Change %	Primary Mins PYTD	Primary Mins YTD	Change %
Cable Theft	1		-100.0%	4		-100.0%
Disorder/drunks or trespass	333	225	-32.4%	2,310	1,583	-31.5%
Fatalities/injuries by being hit by a train	2	12	500.0%	46	2,481	5293.5%
Level Crossing Incidents (inc misuse)	39	39	0.0%	549	515	-6.2%
Trespass	344	350	1.7%	6,196	5,549	-10.4%
Vandalism/theft (inc objects on line)	87	76	-12.6%	454	469	3.3%
Total	806	702	-12.9%	9,559	10,597	10.9%



Overview

- Disruption incidents reduced by 13%, but delay minutes increased due to the disproportionate impact of fatality incidents.
- Trespass remains the most prevalent disruption category, with Dingwall being the highest demand location year to date.
- Fatality incidents present the greatest challenge to network recovery with remote locations and recovery processes influencing extended hand back times.

Activity

The Dingwall Problem Solving Plan (PSP) has delivered effective joint working between BTP and Network Rail, combining community engagement activity with positive media coverage to support rail safety objectives, strengthen local relationships and enhance public awareness.

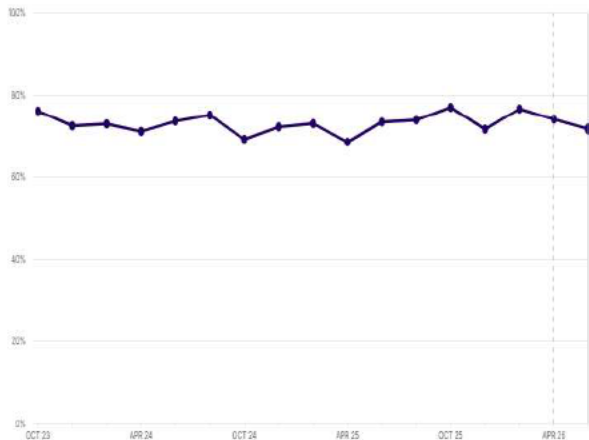
BTP officers partnered with Network Rail and took part in the International Level Crossing Day of action on 9 June at Logans Road (Motherwell) and Cleghorn (Lanark) crossings.

The Division continues to utilise innovative operational tactics, including the first deployment of drone capability. In June, drone use supported officers responding to a trespass incident in Fife, enabling the incident to be resolved efficiently while reducing risk to the public and minimising disruption. In Glasgow, which accounts for the largest proportion of disruption incidents, proactive drone deployments have been used to monitor known hotspots, supporting early intervention and helping to reduce the risk of disruption across the network.

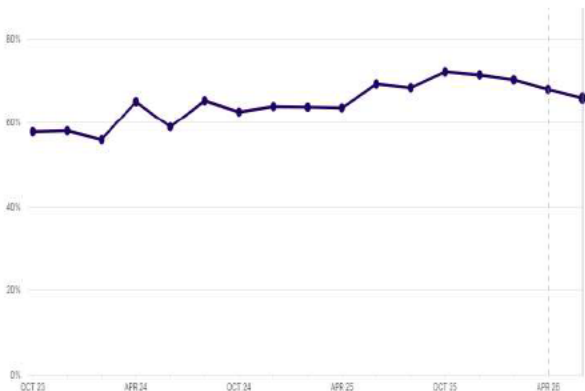
We will strengthen our visible presence and improve coordination through integrated railway policing and security

Q1 Apr – Jun 2026/27
compared to same period 2025/26

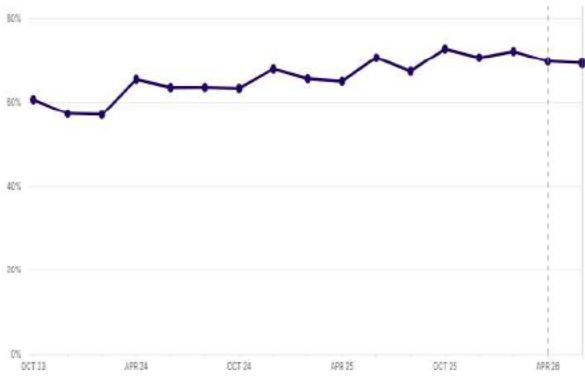
Feelings of Safety



Confidence in BTP

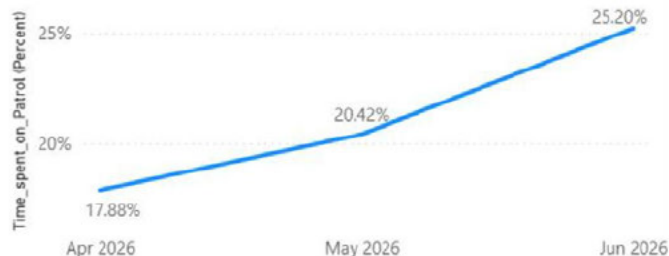


BTP Performance



Q1 passenger survey results suggest continued positive public confidence in BTP across Scotland's railway network. Around two-thirds of respondents expressed confidence and felt that officers understand passenger concerns, while three-quarters agreed that BTP helps keep people safe when travelling. These perceptions align with broader feelings of reassurance, with 75% of passengers reporting that they feel safe whilst travelling on the rail network, indicating that BTP continues to be viewed as a trusted and effective policing presence.

Average time spent on Patrol



During Q1, officers submitted 1,455 tasking returns, equating to 1,575 hours of proactive policing activity. Patrols were delivered across 182 locations, demonstrating a broad operational footprint. Time spent on patrol increased throughout the quarter, from 18% in April to 25% in June.

Activity was concentrated at key transport hubs and locations, with Glasgow Central top recording. Kilwinning and stations in the north of Scotland also had targeted deployment, reflecting a focus on crime prevention, reassurance, and engagement.

In addition to general patrol activity, intelligence-led tasking activity supported the prevention of crime, protecting rail staff from violence and assault. This activity supports both operational policing objectives and wider efforts to enhance safety and confidence across the rail network.



Joint Working Document
British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 21st September 2026



North

Partnership working between BTP and Police Scotland's North Division has continued through regular engagement, information sharing and collaborative responses to incidents affecting the railway environment. Police Scotland officers incorporated railway stations into routine city-centre patrol plans, ensuring a visible policing presence and helping deter anti-social behaviour around transport hubs.

Officers from both organisations worked together in response to Concern for Person incidents, ensuring prompt intervention to safeguard vulnerable individuals and minimise disruption to rail services. Effective communication channels between local BTP and Police Scotland officers ensured ongoing intelligence sharing and maintained strong operational links.

In response to emerging intelligence regarding organised crime groups exploiting the rail network, Police Scotland and BTP have developed plans for future joint operations targeting the movement of drugs via rail routes into the Highlands, demonstrating a shared commitment to disrupting criminality and protecting vulnerable people.

West

BTP is a key partner within the annual Safer Shores initiative in Ayrshire, established to address youth disorder linked to rail travel. Through joint information sharing, live communication channels and coordinated responses, the partnership has contributed to a significant reduction in anti-social behaviour across key coastal communities. Long-standing collaborative relationships between BTP, Police Scotland and local partners continue to deliver positive outcomes.

BTP actively participates in Inverclyde's multi-agency Partnership Hub, attending regular meetings alongside Police Scotland, local authorities and third-sector organisations. This approach facilitates real-time information sharing, coordinated responses to anti-social behaviour and support for vulnerable individuals. Established relationships allow direct engagement between partners when issues linked to the rail network arise, enhancing community safety and prevention activity.

Police Scotland and BTP have maintained close working arrangements in areas affected by youth disorder involving rail travel. The sharing of supervisory contact details and rapid communication processes has improved joint responses and has been associated with a significant reduction in youth disorder incidents. The success of this model is now being considered for wider adoption across other policing areas.

**OFFICIAL: POLICE AND PARTNERS**

Joint Working Document
British Transport Police (BTP) & Police Scotland (PS)
Scottish Railways Policing Committee – 21st September 2026



BTP and Police Scotland continue to work closely together on cross-jurisdictional investigations linked to railway offences, demonstrating effective partnership arrangements and a collective commitment to bringing offenders to justice.

East

Partnership working between BTP and Police Scotland in the East has focused on public safety, community engagement and crime prevention across the wider transport network.

Police Scotland and BTP continue to work together through established transport liaison arrangements involving Edinburgh's transport network. Joint engagement activity with transport staff has supported the development of safety initiatives and conflict management training designed to improve staff and passenger safety.

BTP remains an active partner within Edinburgh's Women's Safety in Public Places arrangements, working alongside Police Scotland and community partners to identify opportunities to improve safety across public transport environments and public spaces.

Police Scotland's city-centre teams routinely engage with BTP colleagues as part of Operation [REDACTED], a coordinated response to youth anti-social behaviour and violence within Edinburgh city centre. This joint approach includes key transport locations and supports a visible and collaborative policing presence.

Joint engagement is also taking place through the implementation of the "System Wide Approach to Prevention - Ask and Act" programme, with awareness being extended to local BTP officers. In addition, BTP is a key stakeholder in the Young Drivers 2026 road safety event, demonstrating continued collaboration in preventative and educational initiatives aimed at reducing harm and improving public safety.

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



Report to: Scottish Railways Policing Committee
Date: 21/09/2026
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 D Division from June 2026 to December 2026.

2. Engagement highlights to date

- 2.1. Engagement letters were sent out to the two new Cabinet Secretaries; Stephen Flynn MSP, Cabinet Secretary for Economy, Tourism and Transport, and Neil Gray MSP, Cabinet Secretary for Justice. A letter was also sent to the new Minister for Victims and Community Safety, Kirsten Oswald MSP.
- 2.2. On 31 July, the Cabinet Secretary for Economy, Tourism and Transport, Stephen Flynn MSP, visited the Multiagency Control Centre, and was hosted by CS McEwan. This initial meeting was very positive and provided solid foundations to build upon. Matters discussed included funding and the potential EPSA, and the recommendations of the [Rail Enforcement Powers Working Group](#). The group was stood up by the previous Cabinet Secretary to explore the issue of antisocial behaviour on Scotland's railway and how this could be tackled.
- 2.3. BTP joined Police Scotland and Counter Terrorism Police to create a film for social media with security minded messaging ahead of the Commonwealth Games in Glasgow. This was a joint effort with officers and media colleagues.
- 2.4. On 30 July, CI Francey attended Crimestoppers' launch event for a new campaign which took place at Glasgow Central. He joined representatives from ScotRail, Network Rail and Crimestoppers. The Minister for Victims and Community Safety, Kirsten Oswald MSP, attended.

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

- 2.5. A column in the Edinburgh Evening News focussing on the Edinburgh International Festival and Fringe from CS McEwan was published in print and on their [website](#).
- 2.6. We have continued to send out a regular drumbeat of newsletters to industry partners across D Division. The aim of this is to maintain and maximise an open channel of communication with industry in Scotland. These communications have focused on issues such as the Commonwealth Games, the Rail Staff Survey and our work to address feedback from last years' survey, and also the Edinburgh International Festival and Fringe.
- 2.7. Senior officers continue to attend regular partner meetings with industry players, produce briefings for BTP external meetings and to support partners across the rail network.
- 2.8. PI McWhirter supported ScotRail at an elected members engagement session, which took place on 28 August in Ayrshire. This was a good opportunity to support industry partners and provide an open forum to meet with representatives at local and national levels.

3. Forward Look

- 3.1. Continue to update and develop a forward-looking, external affairs and communications plan, tailored to the specific needs and demands of D Division which seeks to maximise engagement with government and industry, while also boosting positive BTP image in Scotland.
- 3.2. ScotRail's elected member engagement sessions are taking place throughout the country from August through to December. Dates and times have been shared with BTP, and we will endeavour to continue to support their events as it is a good opportunity to support and remain aligned with industry partners.
- 3.3. A VAWG focused parliamentary reception in Holyrood is being planned by external affairs advisor, Michael King, and is due to take place on 29 October. Katy Clark MSP is sponsoring the event. This event will be a drop-in for MSPs to learn more about the VAWG work BTP do, as well as drawing attention to our Think Again campaign.
- 3.4. The annual Rail Staff survey recently closed. Results will be analysed and disseminated across all divisions to drive positive change for staff across the rail industry.
- 3.5. Plans have already been developed to reconvene with Police Scotland comms contacts regarding work during the festive period and Operation Winter City and Operation Cranachan (Christmas and New Year, respectively).
- 3.6. Development of a series of disruption case studies which can summarise and demonstrate some good work BTP have done in this space.

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

Paper to: Scottish Railways Policing Committee
Date: 21 September 2026
Subject: Annual Workplan 2026/27
Author: Board Secretary
For: Decision

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www.btpa.police.uk

Executive Summary

1. This paper presents the proposed Scottish Railways Policing Committee Annual Workplan for 2026/27 for Member review and approval. The workplan is intended to provide a structured forward programme for the Committee, ensuring that standing oversight items are considered routinely, that Industry Voice contributions are scheduled across the year, and that Strategic Plan deep dives are aligned, where appropriate, with the wider BTPA committee cycle. Members are asked in particular to endorse the proposed approach of mirroring planned BTPA Performance Committee deep dives, while retaining flexibility to amend the workplan in-year to reflect emerging priorities, stakeholder engagement opportunities and BTP's External Affairs Strategy for Scotland.

Recommendation(s)

2. Members are asked to,
 - a. approve the proposed Scottish Railways Policing Committee Annual Workplan 2026/27 as the basis for the Committee's forward programme, noting that it will remain subject to in-year amendment to reflect emerging priorities, stakeholder engagement opportunities and BTP's External Affairs Strategy for Scotland.
 - b. endorse the proposed approach of mirroring relevant BTPA Performance Committee deep dives and incorporating legacy items, where appropriate, into the Deputy Chief Constable's Report or Policing Plan Performance Report.

Standing Items at each Meeting

3. The following items will be standing items at each meeting:
 - a. Deputy Chief Constable's Report
 - b. Policing Plan Performance
 - c. BTP/Police Scotland Joint Working
 - d. Industry Voice (see below)
 - e. External Affairs
 - f. Audit and Inspections Update
 - g. Administrative items – Apologies, Declarations, Minutes, Actions and Any Other Business.

4. Whereas not articulated below, items submitted to Committee will take account of Best Value principles. The application of those principles will be subject to assessment by the scheduled annual committee effectiveness review (June 2027).

Industry Voice

5. The following stakeholders are candidates for Industry Voice items at future meetings. This list and sequencing will be amended in-year to align with BTP's External Affairs Strategy for Scotland.
 - a. September 2026: Transport Focus
 - b. November 2026: Caledonian Sleeper
 - c. February 2027: Strathclyde Partnership for Transport
 - d. June 2027: A Passenger and/or Freight Operator(s)
 - e. September 2027: Network Rail Scotland

Strategic Plan Deep Dives

6. Proposed Strategic Plan Deep Dives are,
 - a. 18 November 2026: Visible Presence and Coordination (BTP Strategic Plan Objective 3).
 - b. 22 February 2027: Serious Crime Prevention and Protection (BTP Strategic Plan Objective 1).
 - c. 8 June 2027: Modern and Inclusive Workforce (BTP Strategic Objective 4) – acknowledging the potential for joint deep dive with the People and Legitimacy Committee.
 - d. 30 September 2027: Productivity and Innovation (BTP Strategic Objective 5).

Annual Items

7. Annual items considered by the Committee will include,
 - a. September 2026: Biannual Strategic Risk Report
 - b. February 2027: Annual Report on Best Value
 - c. February 2027: Biannual Strategic Risk Report
 - d. June 2027: Annual Committee Effectiveness Review
 - e. June 2027: Annual Review of Terms of Reference
 - f. September 2027: Annual Workplan 2027/28
 - g. September 2027: Biannual Strategic Risk Report

Legacy Items

8. The past Annual Workplan accrued items during the course of the year, including but not limited to,
 - a. A Beyond Visual Line of Sight Drones update
 - b. Relevant BTPA Strategic Risk Deep Dives
 - c. Relevant Operational Policing Thematics
 - d. Bringing in wider non-rail transport stakeholders as Industry Voice

e. Harm Reduction and Vulnerability-related Disruption

9. This paper recommends that these are kept on file and incorporated into the Deputy Chief Constable's or Policing Plan Performance Report.

Conclusion

10. The proposed Annual Workplan provides Members with a clear and balanced programme for the Committee's business during 2026/27. It combines routine assurance, strategic scrutiny, stakeholder insight and annual governance requirements, while preserving sufficient flexibility for the Committee to respond to emerging issues during the year. The Committee is therefore invited to approve the workplan and endorse the proposed approach to Performance Committee deep dives and legacy items.

Minutes

Scottish Railways Policing Committee

Thursday 4 June 2026 at 11.00am in the Caledonian II Meeting Room, COSLA Conference Centre, Verity House, 19 Haymarket Yards, Edinburgh, EH11 and via Microsoft Teams

Present:

Iain Whyte (Chair)
Mike Jackson
Kenna Kintrea
Garry Forsyth (SPA Co-Opted Member)
Nancy Johnson (SPA Co-Opted Member)

Apologies:

None

In attendance:

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

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

British Transport Police

Lucy D'Orsi (Chief Constable)
Stuart Cundy (Deputy Chief Constable)
Lorna McEwan (Chief Superintendent)
Kayad Dualeh (Deputy Director for Wellbeing, Health and Safety) (Item 9)
Chris Shields (Superintendent)
Ross Kean (Inspector) (Item 6)
Michael King (External Affairs Advisor)
Johnny Shilton (Head of External Affairs and Media)
Russell Beattie (Staff Officer)

Police Scotland

Scott McCarren (Chief Superintendent)

External

Graeme Baillie (ScotRail)

Adam Bortkiewicz (Scottish Government Police Sponsorship Team)
Alastair Dalton (The Scotsman)
Brian McNulty (His Majesty's Inspectorate of Constabulary in Scotland)

Apologies

Agenda Item 1

1. There were no apologies.
2. The Chair welcomed Garry Forsyth and Nancy Johnson to their first formal meeting of the Committee since their respective appointments by the Scottish Police Authority.

Declarations

Agenda Item 2

3. Iain Whyte declared a non-pecuniary interest in Item 5 (BTP/Police Scotland Joint Working) by virtue of being an elected City of Edinburgh Councillor. He noted there was reference within the report to BTP/Police Scotland activity in the city.

Deputy Chief Constable's Report

Agenda Item 3

4. Members considered the Deputy Chief Constable's Report, and the following points were made.
 - a. The Deputy Chief Constable introduced the report, and highlighted,
 - i. BTP performance in Scotland during the past quarter had been stable, with a high rate of resolution of crime, reduced anti-social behaviour (ASB). Overall BTP D Division was the highest performing Division within BTP.
 - ii. The substantive promotion of Chris Shields to Superintendent. Alongside the substantive promotion of Lorna McEwan to Chief Superintendent reported to the March 2026 meeting, this provided welcome leadership stability for BTP in Scotland.
 - iii. The publication of BTP's Guardians of the Railway Strategic Plan, for the period 2026/29.
 - iv. Evidence from a recent BTP Pulse survey that demonstrated the progress being made to address issues within BTP D Division first identified within the BTP All People Survey.
 - v. The increase of the national threat level to *Severe* at the end of April 2026, with BTP mobilising its resources accordingly.
 - vi. The phased reopening of areas adjacent to the scene of the Union Street fire in Glasgow was going well, with voco Grand Central Hotel open that

week and work ongoing with partners to full reopening, ahead of the upcoming Commonwealth Games. The response to the fire was a good example of BTPs collaborative working with partners.

- vii. His concern at the level of rail staff assaults in the last quarter – an increase of 22%. This figure was perhaps driven in part by increased reporting, and Members should note a solve rate of 61%.
 - viii. His concern at the increase in delay minutes over the quarter, compounded by additional challenges posed by the geography of incidents, and the complexity posed by incidents involving fatalities. BTP was reviewing the increase in delay minutes, with an initial hypothesis being that the rail network in Scotland was likely busier than past years, resulting in delay incidents having greater operational impact.
 - ix. A slight reduction in violence against women and girls (VIAWG), with a high solved rate maintained. Nevertheless, within these figures was an increase in sexual offences, which had a solve rate of 71%.
- b. The Deputy Chief Constable concluded by noting that BTPs focus for the coming quarter included addressing violence in all its forms, a continued focus on ASB, tackling repeat offenders, preventing rail staff assaults, and preparing for the Commonwealth Games in Glasgow in close partnership with Police Scotland and other agencies.

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

Policing Plan Performance Q4 2025/26

Agenda Item 4

6. Members considered a paper detailing Policing Plan Performance Q4 2025/26, and the following points were made.
- a. The Chief Superintendent introduced the paper, and highlighted,
 - i. BTP was working with ScotRail on a weekly basis to review incidents of rail staff assault. The Chief Superintendent noted the point she had made at SPA Board on 28 May 2026 regarding BTP efforts to encourage rail staff to make use of Body Worn Video (BWV) given its potential for providing evidence of, or preventing, assault. Whereas the majority of rail staff assaults were on lower end of seriousness, BTP recognised the impact of all instances of assault on both the victim, and bystanders who witnessed the assault.
 - ii. BTPs continued focus on countering disruption on the rail network, which would be assisted by the Force's emerging visual-line-of-sight (VLOS) drones. There had been 25 operational flights since March 2026, and the Force continued to train pilots. The drones had a proactive use

in assisting with event planning e.g. reviewing crowd flow at sporting events.

- b. A Member welcomed the high detection and arrest rate with regards rail staff assaults and queried whether a communications effort could assist in promoting awareness of how effective BTP was at responding to incidents of rail staff assault, with a view to building a deterrent. BTP representatives noted that BTP was part of rail industry strategic group which considered rail staff assaults with a view to developing a joint media and communications approach to both internal and external communications. This communications effort would also seek to address a perceived mismatch between BTP/industry performance and public perceptions of crime and ultimately built staff and public confidence.
- c. In response to a question regarding the Force's Designing Out Crime Unit (DOCU) in Scotland, BTP representatives noted that the DOCU officer was working effectively, was operationally embedded, and increasingly proactive in influencing station design and hotspot responses. However, their impact was sometimes limited by wider industry factors such as infrastructure constraints, cost considerations, and the fact that not all DOCU recommendations were considered and/or adopted by the rail industry. Overall, the view was that DOCU was delivering what was needed at present, supported by wider cross-border BTP assets, but that there was scope to achieve more through stronger partnership working and future rail reform.
- d. In response to a question of how BTP's national Violence against Women and Girls (VIAWG) Taskforce would relate to Scotland, BTP representatives noted that the taskforce would flex across England, Scotland and Wales. It would focus on visible proactive patrols, improved confidence in reporting, supporting prosecutions, and bringing offenders to justice. The taskforce was almost up to full strength, already showing clear results, and enjoyed strong support from industry. BTP representatives noted that rising number of VIAWG instances perhaps reflected a greater confidence in reporting, and that BTPs approach to VIAWG was aligned with the UK Government's commitment to halve instances of VIAWG over the next decade.
- e. In response to a question, there was general discussion on how BTP efforts to counter VIAWG intersected with DOCU efforts. BTP representatives noted that incidents were reviewed to identify emerging trends, supported by generally strong CCTV coverage across trains and mainline stations, with ScotRail's CCTV described as particularly good and accessible, including real-time monitoring during major events.
- f. Discussion on designing out crime with regards VIAWG continued, with Force representatives noting that such thinking should extend strategically into railway commercial contracts and maintenance standards—such as how often cameras are cleaned and how quickly help points are repaired—so that decisions were assessed through a VIAWG lens and could contribute to making

the rail network safer for women and girls. Operationally, ScotRail's staffing on trains and Travel Safe Teams at hotspots were highlighted as positive measures.

- g. In response to a question, BTP representatives confirmed that the Force was preparing for the anticipated busy summer period through well-established multi-agency operation(s) (Op Ballaton / Safer Shores). The approach had been refined following a full debrief for the same period in 2025, with changes including better-timed joint briefings, improved processes for sharing live information between forces, proactive use of weather forecasting, and planning around known peak travel periods such as school holidays. It was also noted that engagement with schools has increased, alongside practical improvements such as better daily communications.

- 7. **RESOLVED**, that the paper regarding Policing Plan Performance Q4 2025/26 be noted.

Two Year Trend Reporting

Agenda Item 4.1

- 8. **RESOLVED**, that the paper setting out two-year trend reporting be noted.

BTP/Police Scotland Joint Working Q4 2025/26

Agenda Item 5

- 9. Members considered a paper regarding BTP/Police Scotland Joint Working Q4 2025/26 and the following points were made.
 - a. The Police Scotland Chief Superintendent introduced the paper, highlighting positive examples therein of joint working across Inverness, Renfrew, Dundee and Edinburgh.
 - b. Those present noted that as a result of BTP's three-year budget, the Force was increasing its presence in Scotland, with 14 recruits having commenced training at Police Scotland's Scottish Police College in May 2026, and a further cohort due to begin training shortly.
 - c. The Chair remarked he had met a cohort of BTP recruits during the course of the BTPA Engagement Day held on 19 May 2026, and he had been impressed by their enthusiasm. He moreover welcomed the fact that the Force had been able to recruit from across Scotland, rather than being restricted to the central belt.
 - d. The BTP Chief Superintendent invited Committee Members to join BTP probationers on patrol (Action 3/2026).

- 10. **RESOLVED**, that paper regarding BTP/Police Scotland Joint Working Q4 2025/26 be noted.

BTP Planning for the Commonwealth Games 2026

Agenda Item 6

11. Members received a presentation regarding BTP planning for the Commonwealth Games 2026 and the following points were made.

- a. A BTP Inspector delivered the presentation and highlighted,
 - i. Planning for the Commonwealth Games (Operation Lannair) had been underway since April 2025, following Glasgow's agreement to host a scaled-back but still substantial event involving 10 sports across 8 venues, 3,000 athletes from 74 nations and 500,000 tickets.
 - ii. A major operational feature was the 8-mile corridor linking three venues on the Argyle Line, which was both a strength for transport access and a potential single point of failure, so disruption plans were in place. As there was no athletes' village, competitors would stay in city centre and SEC-area hotels and use public transport, which had been factored into testing and exercising.
 - iii. BTP's command structure was established, with dedicated Games teams, search capability, emergency response, drone support, specialist links into intelligence, counter-terrorism and welfare arrangements, all the while ensuring business-as-usual policing was unaffected.
 - iv. Strong emphasis was placed on early and integrated partnership working with Police Scotland and other agencies, including joint planning, operations and coordinated delivery. An SPA Member noted that BTP/A were welcome to join the Scottish Police Authority's Commonwealth Games Oversight Group (Action 4/2026).
 - v. Those present was also noted that an HMICS report on Police Scotland's preparation for the Games had been positive, with a HMICS attendee committing to ensuring the report was shared with BTP outside of the meeting (Action 5/2026).

12. **RESOLVED**, that the presentation regarding BTP planning for the Commonwealth Games 2026 be noted.

BTP External Affairs in Scotland

Agenda Item 7

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

- a. The Head of External Affairs and Media introduced the paper and highlighted,

- i. Over the last quarter, BTP had organised a Scottish Parliamentary visit in March 2026, and seen colleagues recognised by HM The King for their response to the Union Street fire.
 - ii. The elections to the Scottish Parliament in May 2026 had prompted the development of a BTP external affairs engagement plan, which would seek to best utilise joint working with the rail industry. Overall, BTP would be meeting with new Ministers, raising awareness of BTP among new Members of the Scottish Parliament, as well as promoting issues including VIAWG and Safer Shores.
- b. The Chair welcomed the paper, noting that he looked forward to seeing the BTP external affairs engagement plan once it had been finalised. He encouraged BTP to reflect on how best to involve BTPA and SPA Members in planned engagement.
- c. BTP representatives noted that the potential Enhanced Policing Services Agreement (EPSA) was another area of external affairs engagement in Scotland. Its adoption had the potential to allow BTP to go beyond the increased resources permitted by the three-year funding settlement and support greater BTP presence in areas such as Dumbarton, Perth and Dundee, as well as focusing in further on rail staff safety. The Chair welcomed their comments and noted that progress towards securing the EPSA should be made to a future meeting (Workplan).

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

The meeting was adjourned for a comfort break between 12.07pm – 12.15pm.

Audit and Inspections Update Q4 2025/26

Agenda Item 8

15. Members considered the Audit and Inspections Update Q4 2025/26 and the following points were made.
- a. The Deputy Chief Constable introduced the paper and highlighted,
 - i. That alongside learning from the HMICS inspection of the Commonwealth Games, BTP was entering a significant assurance period where it would undergo HMICFRS fieldwork over two weeks from 7 September 2026, which would be relevant to BTP in Scotland and marked BTP's first PEEL inspection, in line with the regime applied to Home Office forces in England and Wales. He stressed that BTP was not complacent and expected there would be areas for improvement.
 - ii. A strong recent position on internal assurance, with positive GIAA audit reports, including a *Substantial* rating for Data Protection and a near-*Substantial* outcome for Procurement Cards, with two further reports

due next quarter. Audit activity would continue alongside the HMICFRS inspection in an aligned way.

- iii. Crime and Incident Audits would be an important focus area for HMICFRS, with BTP aiming for around 90% compliance, particularly in relation to the correct application of technical recording rules such as the distinction between ASB and crime.
- b. In response to a question, the Deputy Chief Constable confirmed that he had undertaken a stock take of long-standing audit actions. He noted that recommendations arising from HMICFRS and GIAA reports, including those from previous years, could change in relevance over time, and that while such recommendations were made to support improvement and were taken seriously, delivery against recommended timescales could be challenging. BTP had also proactively applied learning from recommendations made to other forces, and he acknowledged that, in some cases, implementation timelines agreed with GIAA had been over-optimistic. Members took comfort from the fact that the BTPA's Audit and Risk Assurance Committee scrutinised audit actions on quarterly basis.
- c. In response to a question, the Deputy Chief Constable acknowledged the Force's decision to track actions arising from an inquest into a death in England and confirmed any relevant learning would be applied in Scotland to ensure consistent practice.
- d. In response to a question, the Deputy Chief Constable confirmed that BTP was working with its HMICFRS Force Liaison Officer to ensure HMICFRS understood BTP's unique role as specialist police force for the railways. The BTPA Chief Executive noted that BTPA Members drawn from the rail industry were on hand to support these efforts.

16. **RESOLVED**, that the Audit and Inspections Update Q4 2025/26 be noted.

Post-Incident Support for BTP Employees

Agenda Item 9

17. Members considered a paper regarding post-incident support for BTP Employees, and the following points were made.
- a. The Deputy Director for Wellbeing, Health and Safety introduced the paper and highlighted,
 - i. BTP used a wraparound model that included a post-incident support desk, Trauma Incident Management (TRiM) confidential peer support from trained volunteers, in-house occupational health, and external specialist psychological trauma support.

- ii. Annual data revealed over 600 traumatic incidents, with over 2000 employees supported, with 50 incidents taking place in BTP D Division in Scotland.
 - iii. Evidence suggested a reduction in mental health sickness absence across BTP as a whole and BTP D Division in particular.
 - iv. Overall, BTP wellbeing support aimed to be proactive, prioritising increased TRiM uptake across all BTP Divisions.
- b. In response to a question, the Deputy Director confirmed that a proportion of TRiM practitioners and managers were based in Scotland and committed to confirming exact numbers outside of the meeting (Action). Employees could access support through a variety of means – TriM Desk, local adviser, online wellbeing hub, or TRiM practitioner.
 - c. In response to a question, the Deputy Director acknowledged that Employee Assistance Programme (EAP) uptake was low and could confirm the exact figures outside of the meeting (Action 6/2026). One issue was confusion tailored counselling support, which was offered by both the EAP, and the Force's specialist external provider.
 - d. In response to a question, BTP representatives noted that trauma support within BTP has become significantly more developed and formalised over time, moving away from an older culture in which trauma was less openly discussed. There is now a much more sophisticated approach to understanding, tracking and responding to trauma, alongside greater awareness among staff of their own wellbeing and wider support available, including around sleep, nutrition and health monitoring.
 - e. The Chief Constable added that she had identified trauma support as an area needing improvement when joining the organisation, and that investment—supported by the BTPA—had strengthened the offer in line with the Force's "We Care" value. This had since delivered clear benefits in terms of improved wellbeing and reduced time away from work, particularly given that BTP officers and staff could be disproportionately exposed to traumatic incidents.

18. **RESOLVED**, that the paper regarding post-incident support for BTP Employees be noted.

Annual Review / Terms of Reference

Agenda Item 10

- 19. Members conducted an annual review of the Committee's terms of reference and, whereas they agreed they remained fit for purpose, felt that given the scale of forthcoming police and rail reform, and the new Scottish Government, it would be appropriate for the terms of reference to be further reviewed in 6-9 months (Workplan).

20. **RESOLVED**, that Members agree that the terms of reference of the Scottish Railways Policing Committee remain fit for purpose.

Workplan

Agenda Item 11

21. Members considered the Workplan and noted the need for the Committee to meet its terms of reference and demonstrate how BTPA and BTP was providing Best Value in Scotland, alongside the benefits BTP D Division had from being part of a wider cross-border specialist force. Vulnerability was suggested as one topic for consideration at a future meeting (Workplan).

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

Minutes

Agenda Item 12

23. **RESOLVED**, that the minutes of the meeting held on 10 March 2026 be approved.

Actions

Agenda Item 13

24. **RESOLVED**, that the paper detailing actions arising at past meetings be noted, and the actions therein closed.

Any Other Business

Agenda Item 14

25. There was no other business.

The meeting ended at 12.51pm.

SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Action/Paper	Owner	Outcome
3/2026	4 June 2026	The BTP Chief Superintendent invited Committee Members to join BTP probationers on patrol	Board Secretary	Completed Offer reiterated by Board Secretary when SRPC 21 September papers circulated on 14 September 2026.
4/2026	4 June 2026	An SPA Member noted that BTP/A were welcome to join the Scottish Police Authority's Commonwealth Games Oversight Group	Board Secretary	Completed BTP Chief Superintendent attended SPA Commonwealth Games Oversight Group on 2 July 2026.
5/2026	4 June 2026	Those present was also noted that an HMICS report on Police Scotland's preparation for the Games had been positive, with a HMICS attendee committing to ensuring the report was shared with BTP outside of the meeting	HMICS	Completed Report shared with BTP on 4 June 2026.
6/2026	4 June 2026	In response to a question, the Deputy Director acknowledged that Employee Assistance Programme (EAP) uptake was low and could confirm the exact figures outside of the meeting	Deputy Director of Wellbeing, Health and Safety	Completed Detail shared with SPA SRPC Members by email on 10 June 2026.