[18 November 2026] Agenda Pack / Scottish Railways Policing Committee

WEBSITE

MEETING

18 November 2026 11:00 GMT

PUBLISHED
11 November 2026

Agenda

Location	Date	Time
Hybrid / Maldron Glasgow City, 50 Renfrew Street, Glasgow, G2 3BW & Microsoft Teams	18 Nov 2026	11:00 GMT

	Item	Owner	Time	Page
1	Apologies	Chair		-
2	Declarations	All		-
3	Industry Voice / Caledonian Sleeper	Managing Director Caledonian Sleeper	11:00	-
4	Deputy Chief Constable's Report	Deputy Chief Constable	11:30	3
5	Policing Plan Performance	Chief Superintendent	11:40	6
6	BTP Strategic Plan Deep Dive / Strategic Objective 1	Deputy Chief Constable	11:50	13
7	Recommended Comfort Break		12:10	-
8	BTP/Police Scotland Joint Working	Police Scotland	12:20	16
9	External Affairs	External Affairs Adviser	12:25	19
10	BTP Risk Management Update	Deputy Chief Constable	12:35	21
11	Audit and Inspections Update	Deputy Chief Constable	12:45	23
12	BTP Policing Plan 2027 - 28	Head of Legitimacy and Performance	12:55	26
13	Minutes	Chair	13:00	30
14	Actions	Chair	13:05	37
15	Any Other Business	All		-

WEBSITE

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - No restriction on circulation

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes

BRITISH TRANSPORT POLICE

Report

Report to: Scottish Railways Policing Committee
Date: 18/11/2026
Subject: Deputy Chief Constable's Report
Sponsor: Deputy Chief Constable Stuart Cundy
Author: Police Sergeant Fraser Cunningham
For: Noting

WEBSITE

1. INTRODUCTION

1.1. This report provides an overview of British Transport Police (BTP) Scotland (D Division) performance at the conclusion of Quarter 2 2026/27, alongside key developments since the last Committee.

2. AREAS TO HIGHLIGHT FROM Q2 2026/27

2.1. Q2 was an exceptionally busy period for D Division, with heightened demand across Scotland's rail network driven by the summer tourism season, the Glasgow 2026 Commonwealth Games, and a significant programme of concerts and events. These events increased passenger numbers and policing demand across key transport hubs, requiring effective partnership working and targeted deployments to ensure the railway remained safe and disruption to passengers was minimised.

2.2. During Q2, there was substantive progress of the Network Policing Uplift Programme. 13 officers who commenced training at the Scottish Police College in May 2026 are now deployed across the division, increasing frontline visibility and strengthening operational resilience. A further 12 officers joined in September 2026, and an additional intake of 12

officers is scheduled for February 2027. This represents a significant investment in frontline policing capacity across Scotland's railway network.

2.3. Operation Lifeline highlighted the effectiveness of partnership working between BTP and Police Scotland in tackling football-related disorder. Following incidents linked to the St Johnstone v Hibernian fixture on 6 September 2026, a joint investigation resulted in 12 individuals being charged and a number of key nominals being subject to restrictions preventing attendance at football matches and use of the rail network. This was a significant result and demonstrates our commitment to pursuing those involved in violence and disorder.

3. PERFORMANCE HIGHLIGHTS FROM Q2 2026/27

3.1. At the end of September 2026, D Division recorded a 3% increase in overall recorded crime compared with the same period in 2025/26. While this represents a continuation of the upward trend reported in Quarter 1, performance across the strategic priority crime categories remained stable. The increase was driven primarily by increased levels of shoplifting (+47 offences, +36%) and violence with injury (+9 offences, +11%); partly offset by reductions in robbery (-50%) and stable levels of sexual offending, which remains unchanged year-on-year (0%). Despite this increase in demand, D Division continues to deliver strong investigative outcomes with a 41% solve rate and remains above the Force average for solving crime.

3.2. D Division continues to deliver strong disruption performance, with overall disruption incidents reducing by 11% and primary delay minutes decreasing by 9% compared to the same period last year - driven largely by reductions in trespass, disorder and drunkenness-related incidents. Tragically, there have been 17 (+54.5%) fatalities recorded during 2026/27. The rural and remote nature of many incidents across Scotland remains a challenge, contributing to average handback times of 118 minutes against a 90-minute benchmark. During the quarter, the Division worked closely with industry partners to minimise disruption and protect the network, including the deployment of a joint BTP and Network Rail response unit during the FLY Festival in Edinburgh and the successful delivery of the Glasgow 2026 Commonwealth Games through effective planning, partnership working and the innovative use of technology.

3.3. During Q2, the Division secured 16 positive court outcomes in cases involving rail staff as victims. The Courts imposed sentences totalling six years' imprisonment, financial penalties totalling £1,300 in fines and £70 in victim surcharges and Community Payback Orders totalling 350 hours of unpaid work, reinforcing the message that violence and

WEBSITE

criminality directed towards railway staff will not be tolerated. These outcomes demonstrate the Division's continued commitment to supporting victims, pursuing offenders and keeping the railway network safe for staff and passengers.

3.4. Violence Against Women and Girls (VIAWG) offending increased by 2% (+2 offences) compared with the same period last year. As in previous quarters, violence-related offences continue to account for the majority of VAWG offending, rather than sexual crime. The most notable increase relates to offences involving coercion being present (+10 offences), while levels of sexual assault were materially unchanged and no significant increase in higher-harm sexual offences. Protecting women and girl's remains a key priority for the Division, with continued focus on early intervention, safeguarding, robust investigation and delivering positive outcomes for victims.

4. PRIORITIES FOR Q3 2026/27

4.1. The Division will continue to prioritise targeted, intelligence-led activity to prevent serious harm, protect vulnerable people and deliver positive outcomes for victims. Particular focus will be placed on addressing violence, reducing assaults on railway staff and police officers, tackling repeat offending and maintaining a strong emphasis on Violence Against Women and Girls (VIAWG). In response to increased shoplifting, activity will be directed towards identifying and disrupting repeat offenders through partnership working with industry and retail partners.

4.2. Reducing railway disruption remains a key priority. While disruption incidents and delay minutes have reduced, the Division will continue to maximise the operational benefits of drone capability and partnership problem-solving approaches to prevent trespass and minimise delays to the travelling public.

WEBSITE

5. CONCLUDING REMARKS

5.1. BTP Scotland remains focused on protecting the public, tackling violence and disorder, and delivering a safe and secure railway for passengers and staff. Quarter 2 also saw the introduction of enhanced Fixed Penalty Notice powers, and successful joint operations with Police Scotland, demonstrating the value of effective partnership working and continued investment in frontline policing.

5.2. Members are invited to note this report.

BRITISH TRANSPORT POLICE

Scottish Railways Policing Committee

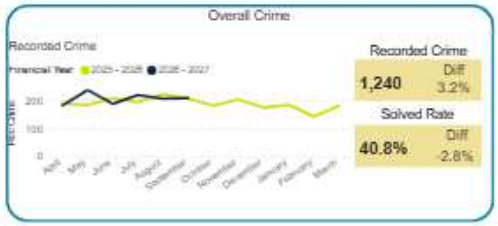
2026/27 Q2

Performance Update

WEBSITE

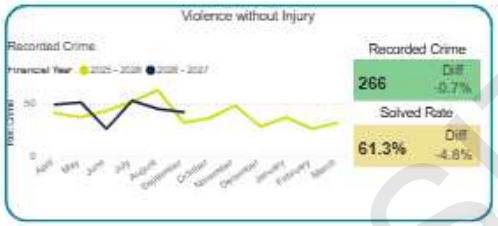
S01: We will prevent the most serious crime and protect those who need us most

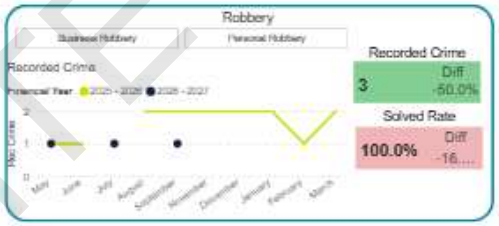
Apr – Sep 2026/27
compared to same period 2025/26

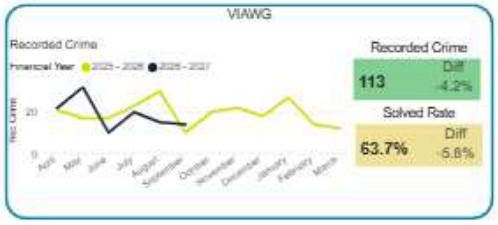












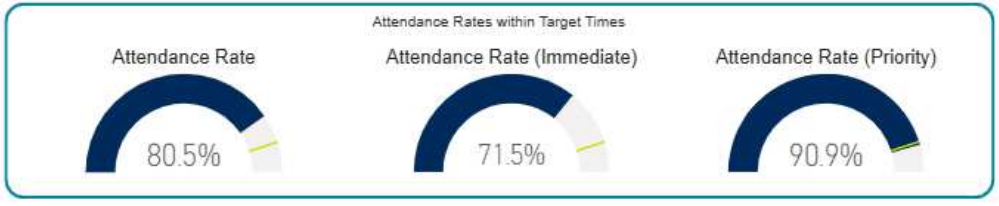














WEBSITE

S01: We will prevent the most serious crime and protect those who need us most

Apr – Sep 2026/27
compared to same period 2025/26

At the end of September, D Division recorded a **3% increase** in overall recorded crime compared with the same period in 2025/26 (+38). This change was driven by increases in some categories and offset by reductions in others, as outlined below.

Crime	Recorded Crime	% Diff against Last year	Actual Diff against Last year
Shoplifting	147	+36%	+47
Pedal Cycle	107	+24%	+21
Violence	368	+4%	+15
Graffiti	89	-16%	-17

Shoplifting recorded the biggest year on year increase, rising 36% (+47 offences) from the same time last year. Crime peaked during August, resulting in a 31% (+44 crime) rise on previous quarter.

Crime types aligned to the Strategic Priorities remain stable overall. Violence without Injury recorded minimal change (-1%, -2 offences), whereas **Violence with Injury** increased by 11% year-on-year (+9 offences). Levels peaked in July before declining across the remainder of Quarter 2. **Assaults on Police Officers** have seen an increase (+76%), which relates to an additional 16 offences. In contrast, **Assaults against Rail Staff** have decreased during the same period (-6%, -7). Victim engagement remains positive, with only 1.5% of staff not supporting investigations compared to 30% across the wider Force.

Public Order offences continue to account for most of the Hate Crime recorded in D Division, representing 73% of recorded hate-related incidents, with hate-related violence remaining low (7 offences, +1). Racially aggravated offending is the predominant theme.

Sexual offences remain unchanged year-on-year (0%). Similarly, **Violence Against Women and Girls** (VIAWG) offences have remained stable (+2%, +2 offences), with violence-related offences continuing to be the primary contributor rather than sexual crime. The largest increase is within offences relating to coercion into being present (+10 offences), while levels of sexual assault are unchanged.

Robbery continues to be recorded at low volumes, with three offences reported year-to-date, representing a 50% reduction compared with same period in 2025/26.

The overall **solved rate** at the end of September stands at 41%. While this represents a 3-percentage point reduction compared with the same period last year, it equates to just 14 fewer crimes solved (510 compared with 524). Solved performance is strong within D Division and continues to significantly exceed the Force average of 9%. Notable improvements have been achieved in **Pedal Cycle**, where the solved rate has increased by 12 percentage points (+17 crimes) despite higher offence volumes overall. At 66%, the solved rate for serious crime is notable, including 67% for violence offences, 64% sexual offences and 100% of robbery cases solved.

WEBSITE

Activity

Throughout the reporting period, a proactive policing approach focused on preventing high-harm, reducing disorder and safeguarding vulnerable people across the rail network continued.

The policing operation for the **Commonwealth Games** was the most significant event of Quarter 2. It was delivered successfully, with no Games-related offences recorded. Extensive pre-event planning, high-visibility policing, regular security searches, enhanced monitoring through drone technology, and strong multi-agency collaboration helped maintain a safe and secure environment while supporting the smooth movement of passengers throughout the event.

Glasgow Central accounts for 22% of weapon offences year to date. On 12th September, officers at Glasgow Central responded to reports of a male in possession of a **bladed article** on board a train service. On arrival at the station, officers rapidly identified and detained the individual based on information provided by a member of the public. A search resulted in the recovery of a weapon, with subsequent search locating a second knife. The individual was arrested and charged.

Partnership activity is focused on addressing community safety issues at **Edinburgh Waverley**, particularly incidents of anti-social behaviour involving youths accessing the Waverley Mall roof, which has impacted passengers and rail staff. BTP continues to work closely with partners to develop sustainable, preventative solutions alongside targeted enforcement activity. The Sector also maintains an active role within the **Edinburgh City Centre Community Improvement Partnership**, supporting a multi-agency approach to tackling crime, anti-social behaviour and vulnerability across the city centre.

Results

The investigation into **disorder following the St Johnstone v Hibernian football fixture** delivered a significant outcome, with 12 individuals linked to the Hibernian Ultras charged in connection with the incident. The operation demonstrated BTP's commitment to tackling football-related violence and protecting staff, while restrictions imposed on key offenders have enhanced public safety and created further enforcement opportunities. The successful outcome was underpinned by strong collaboration between BTP, Police Scotland and football club partners.

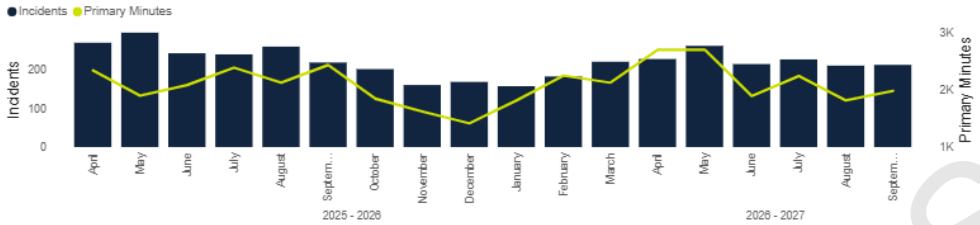
During the second quarter, there were 16 **positive court outcomes** in cases where rail staff were victims of, or directly affected by, criminal behaviour. The Court imposed sentences totalling six years' imprisonment, alongside £1,300 in fines, £70 in victim surcharges, and Community Payback Orders totalling 350 hours of unpaid work. These outcomes demonstrate a strong commitment to holding offenders accountable and protecting those who work on and use the railway network.

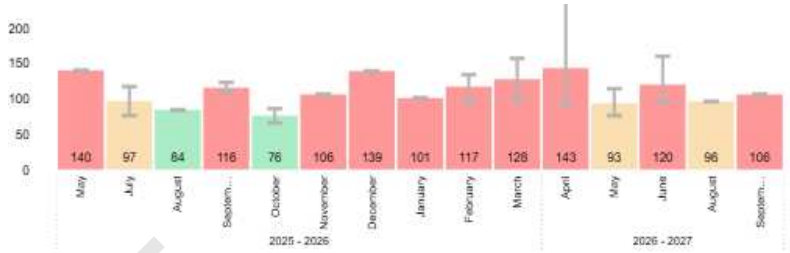
WEBSITE

SO2: We will accelerate our efforts to reduce disruption, keeping the railway moving

Apr – Sep 2026/27
compared to same period 2025/26

Category	PYTD Incidents	YTD Incidents	Change %	Primary Mins PYTD	Primary Mins YTD	Change %
Cable Theft	1	2	100.0%	4	885	22025.0%
Disorder/drunks or trespass	595	453	-23.9%	4,484	3,536	-21.1%
Fatalities/injuries by being hit by a train	11	17	54.5%	1,791	3,448	92.5%
Level Crossing Incidents (inc misuse)	80	87	8.8%	1,345	1,265	-5.9%
Trespass	675	657	-2.7%	13,702	10,119	-26.1%
Vandalism/theft (inc objects on line)	160	134	-16.3%	918	898	-2.2%
Total	**1,522**	**1,350**	**-11.3%**	**22,244**	**20,151**	**-9.4%**





YTD Handback Time	% Met 90 Mins	Meridian Handback Time
118	16.7%	105

Time of Arrival	Scene Assessment once Arrived	Scene Assessment to Classification	Classification to Handback
44.25	14.25	3.75	54.25

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

Disruption performance has improved year-on-year, with incidents down 11% and primary delay minutes reduced by 9%. This is driven largely by reductions in trespass-related activity and disorder, drunkenness and trespass incidents. Despite this positive trend, fatalities remain the most significant increase.

For non-suspicious fatalities in 2026/27 so far, the **average handback times stands at 118 minutes**, exceeding the 90-minute aim. This is primarily driven by the rural nature of the incidents, resulting in longer response times (44 minutes on average compared with Force average 20 minutes). Incident volumes have also increased this year, with 12 recorded to date, double the number seen in the same period last year.

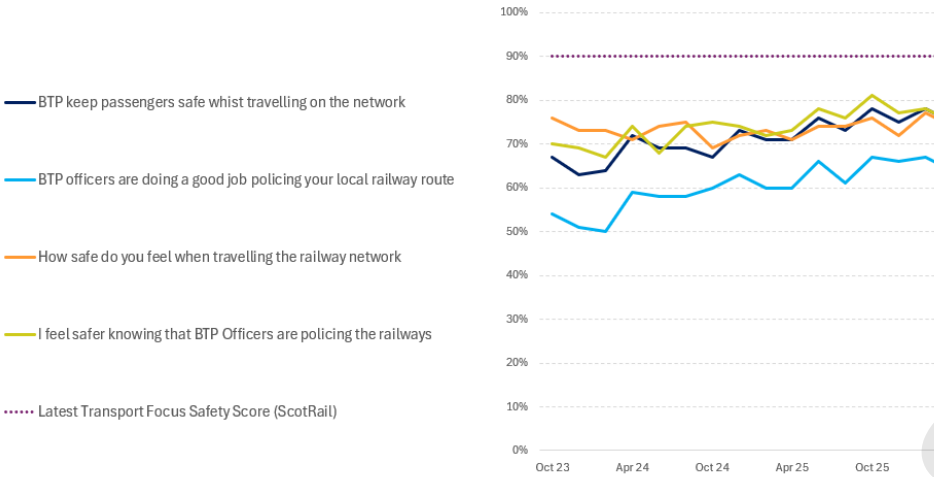
Activity

- **FLY Festival:** A joint BTP and Network Rail response unit was deployed to mitigate trespass risks and protect the railway during this major public event. As a result, there were no related trespass incidents recorded.
- **Commonwealth Games:** Strong planning, partnership working and innovative technology ensured the safe and efficient operation of the rail network despite increased passenger demand.

WEBSITE

SO3: We will strengthen our visible presence and improve coordination through integrated railway policing and security

Apr – Sep 2026/27
compared to same period 2025/26



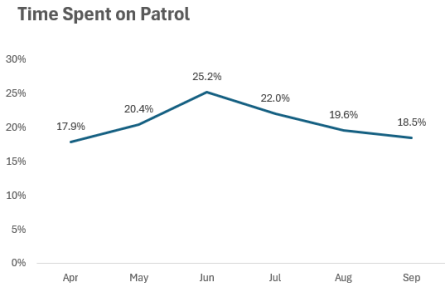
Officer Activity

Average Patrol Time (per FTE (hours))

75

Time on Patrol

21%



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

Passenger Survey results demonstrate positive public sentiment for BTP. In the latest survey cycle (Aug/Sep), an average of 65% of respondents agreed with statements relating to police performance, and 64% agreed with the statements related to confidence in the police.

A total of 70% respondents reporting that they feel BTP keep passengers safe and 71% feeling safer knowing that BTP are there. Since the survey began, overall safety perception for D Division has averaged at 73%. However, this has seen a slight decrease in the most recent cycle (69%). This dip was also reflected at a Force wide level, with safety perception lower than at the start of the year (Feb/Mar).

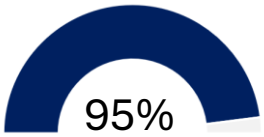
Survey findings highlight the importance of **visibility** in maintaining public confidence. During 2026/27, officers have spent an average of 21% of their available time on proactive patrol activity, equating to 10,661 hours. The percentage of time spent patrolling has remained a focus across the year, varying between 17%-25% and is linked to several demand factors. High visibility patrols have been focused on key crime demand periods, large-scale events and local priorities. Alongside this, officers have continued to conduct activity directly aligned to Level 1 intelligence taskings and have also maintained proactive engagement with stakeholders across the division.

WEBSITE

SO4: People and Legitimacy: We will build a modern and inclusive workforce who are well equipped, well trained, well led and well cared for

Apr – Sep 2026/27
compared to same period 2025/26

Mandatory Training



Stop & Search

Overall Find Rate
48%

Find Rate for Object of Search
44%

	White	Black	Asian	Mixed	Other	Not stated	Total
Population	53,751,354	2,474,632	5,727,571	1,778,783	1,305,092		**65,037,432**
Population Representation (%)	83%	4%	9%	3%	2%		**100%**
Search Representation (%)	77%	8%	8%	2%	3%	2%	**100%**
Searches	47	5	5	1	2	1	**61**
Searches Per 1000 Population	0.00	0.00	0.00	0.00	0.00		**0.00**
Disproportionality Figure		2.3	1.0	0.6	1.8		**1.3**



WEBSITE

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

Compliance for **Mandatory Training** across Personal Safety, First Aid and Track Safety for Officers is 95%. Mandatory training remains a key indicator of performance and is regularly reviewed at the local and Force performance delivery boards.

Stop and Search activity has reduced by 38% in 2026/27 (-37). However, there has been a progressive increase throughout Q2. Despite an overall reduction in searches, the effectiveness of Stop and Search has been maintained with a find rate of 48%, increasing by 4% on the same period 2025/26. Searches are predominantly completed on grounds relating to drugs (39% of total) or weapons (26%).

SECURITY CLASSIFICATION - OFFICIAL

HANDLING INSTRUCTIONS - Distribution with author's permission

DISCLOSABLE (FOI / PUBLICATION SCHEME) - Yes

BRITISH TRANSPORT POLICE

Report

Report to: Scottish Railways Policing Committee

Date: 18/11/2026

Subject: BTP Scotland performance against Strategic Objective 1

Sponsor: ACC Charlie DOYLE

Author: DS Allan McTAGGART

For: Noting

WEBSITE

1 Purpose of paper

1.1 This paper provides an assessment of BTP Scotland's delivery of Strategic Objective 1: Preventing the Most Serious Crime and Protecting Those Who Need Us Most.

2 Executive Summary

2.1 BTP Scotland remains well positioned to deliver Strategic Objective 1 through a combination of intelligence-led policing, specialist safeguarding capability and effective partnership working.

2.2 Whilst crime enforcement remains an important policing function, many of the highest-risk incidents encountered across Scotland's railway network relate to vulnerability, mental health crisis, missing persons and individuals at risk of harm or exploitation.

2.3 Through dedicated safeguarding resources, structured risk assessment processes and established partnership arrangements, BTP Scotland continues to identify vulnerable individuals, coordinate appropriate safeguarding and support those most at risk.

2.4 These interventions contribute to public protection and significant reductions in railway disruption associated with these incidents. whilst helping to maintain the safe and efficient operation of Scotland's railway network.

2.5 Partnership arrangements with Police Scotland, NHS Scotland, local authorities, rail industry partners and third-sector organisations continue to strengthen BTP Scotland's

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

ability to identify vulnerability at an earlier stage, coordinate interventions and ensure individuals are referred to the most appropriate support services.

2.6 Whilst crime increased slightly during last reporting period, and year to date data indicates a continuing upward trend. Overall crime levels remain comparatively low and strong investigative outcomes continue to be achieved across key SO1 offence categories within the BTP Scotland's footprint.

2.7 The findings of this assessment demonstrate that vulnerability management, safeguarding and early intervention remain the areas in which BTP Scotland delivers the greatest impact in reducing harm and supporting the efficient operation of the railway.

3 Crime Performance Overview – April to October 2026

3.1 Whilst the focus of this paper is safeguarding and vulnerability, crime performance continues to provide assurance that BTP Scotland remains effective in addressing offending across the railway network.

3.2 Recorded crime increased by 84 offences from 1,383 offences to 1,467 offences (+6.1%), driven primarily by lower-harm offences including Pedal cycle theft and Theft from Shop/Kiosk offences.

3.3 Violence remained the highest-volume crime category with 427 recorded offences. Assault with injury accounted for 96 offences (+5 offences) with common assault accounting for 277 crimes an increase of 7 crimes.

3.4 Sexual offences decreased by 1 offence to 56, weapons offences decreased by 1 offence to 61 and robbery increased by 1 offence to 7 offences.

3.5 Detection rates remain strong, with violence achieving 62.8% (-3.6%), sexual offences 76.8% (+11.9%), robbery 71.4% (-45.2%) and weapons offences 80.3% (-6.8%).

3.6 In the case of robbery, several crimes committed in the previous reporting year but solved in the 2025/2026 year contributed to the solved rate being 116.7%. However, due to the low volume of offences, the year-to-date variance with 2026/2027 equates to just two offences.

4 Harm Reduction, Suicide Prevention and Network Performance

4.1 Suicide prevention remains a key public protection responsibility for BTP Scotland. The Harm Reduction Team (HaRT) works with individuals who repeatedly present on the railway whilst experiencing suicidal ideation or other significant vulnerabilities, providing targeted support alongside health, social care and third-sector partners.

4.2 Since its introduction in Scotland, 61 individuals have been accepted onto the programme. The initiative has delivered measurable safeguarding and operational benefits, reducing railway presentations from 221 to 26 (88%), life-saving interventions from 82 to 13 (84%),

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

WEBSITE

and delay minutes from 21,428 to 1,176 (95%). Network disruption costs also reduced from £990k to £21k, generating an estimated saving of £969k.

4.3 Early intervention and effective safeguarding not only protect vulnerable people from harm but also improve railway performance by reducing disruption, passenger delays and associated costs.

5 Partnership Working and Safeguarding Capability

5.1 BTP Scotland's safeguarding response is underpinned by strong multi-agency partnerships. During the reporting period, access to Police Scotland's Interim Vulnerable Persons Database (IVPD), for key BTP personnel, enhanced visibility of vulnerability relating to domestic abuse, child and adult protection, mental health and suicide risk, improving safeguarding decisions. BTP also shares vulnerability reports with Police Scotland's Risk and Concern Hubs and participates in Inter-Agency Referral Discussions, supported by three dedicated Vulnerability Coordinators in Scotland.

6 County lines and protecting Vulnerable People from Exploitation

6.1 County Lines continues to present a significant organised crime and safeguarding threat within Scotland's railway environment. BTP's specialist County Lines capability supports cross-border investigations with Police Scotland and partner forces, intelligence, telecoms analysis and CCTV to identify offenders and individuals at risk of criminal exploitation.

6.2 As an example, targeted operations at Edinburgh Waverley and Glasgow Central during March 2026 resulted in 141 interventions, 19 stop searches, three arrests, one intelligence submission and one out-of-court disposal. Joint operational activity also led to the location and safeguarding of a high-risk missing person, demonstrating the dual enforcement and safeguarding benefits of this approach.

6.3 Information and intelligence obtained through County Lines investigations are routinely shared with Police Scotland and safeguarding partners, supporting the identification and protection of vulnerable adults and children, disrupting organised criminality and strengthening the multi-agency response to exploitation across Scotland.

7 Concluding remarks

7.1 BTP Scotland undertakes a balanced approach that combines effective crime investigation with a strong focus on safeguarding, vulnerability management and partnership working. A significant proportion of operational demand arises from vulnerability related incidents.

7.2 The Force's ability to identify risk, coordinate interventions and safeguard vulnerable individuals protects those most at risk whilst supporting the safe and efficient operation of the railway.

WEBSITE

North

Partnership working between Police Scotland's Highland and Islands Division and BTP remains strong, with a shared focus on city-centre safety, tackling anti-social behaviour and protecting vulnerable people. Joint working ensures Inverness Railway Station is fully integrated into local policing plans, maintaining a visible presence across the transport network and surrounding high-footfall areas.

Demonstrating a shared commitment to addressing violence against women and girls, BTP has been invited to participate in the Highland Violence Against Women and Girls (VAWG) Prevention Group, supporting the development of joint prevention activity and information sharing.

BTP officers worked alongside Police Scotland, the Scottish Fire and Rescue Service and the Scottish Ambulance Service at the annual Falkirk Emergency Services Day in July. The event provided an opportunity to engage with local communities, promote rail safety and raise awareness of BTP's role. Strong partnership working, led by Police Scotland's local Community Unit, contributed to a successful event which attracted significant public interest and positive engagement with children, families and rail users.

In Tayside, Inspector Ahmad and BTP's Inspector Forbes have worked closely with partners to support planning for the Carnoustie Golf Hotel fireworks event on 5 November 2026. Following significant attendance pressures at the 2025 event, both forces have been actively involved in Safety Advisory Group meetings and site visits, helping shape plans around traffic management, parking and public safety to mitigate risks across the road and rail networks.

West

Across Glasgow, partnership activity focused on tackling violence, retail crime and antisocial behaviour within and around Glasgow Central and Queen Street stations. Joint operational planning supported a number of high-profile events, including football fixtures, concerts and the Glasgow 2026 Commonwealth Games, ensuring appropriate policing resources were deployed across the city and rail network.

Operation Lannair, supporting the Glasgow 2026 Commonwealth Games, demonstrated significant collaborative working between both organisations. Joint planning, intelligence sharing and co-location enabled a coordinated approach to security, public safety and incident management.

In Ayrshire, Police Scotland and BTP worked closely with local partners to support the Festival of Flight and Ayr Gold Cup events. Joint planning exercises and operational deployments helped manage increased passenger volumes and public safety demands, with both events passing without significant incident.

WEBSITE

As part of Operation Ballaton, Police Scotland and BTP worked alongside local authorities, ScotRail, the Scottish Fire and Rescue Service and other partners to support public safety around Balloch, Loch Lomond and the surrounding area during peak visitor periods. Joint activity included coordinated patrol deployment across the rail network and wider park area, together with participation in multi-agency contingency planning exercises.

In Inverclyde, BTP continued to participate in the multi-agency Partnership Hub, supporting regular information sharing and coordinated responses to antisocial behaviour, vulnerability and mental health concerns. Established information-sharing arrangements enabled both organisations to direct patrols to identified hotspot locations and share safeguarding information relating to children and vulnerable persons.

Police Scotland, BTP and Inverclyde Council also delivered a coordinated response to youth disorder concerns at Inverkip Beach during the Easter and summer holiday periods. This included joint planning, enforcement activity and community engagement. BTP's involvement was particularly important given the use of the rail network by those travelling to the area. The operation resulted in a significant reduction in disorder-related incidents. The local MP, MSP and Elected Members attended a media launch alongside Police Scotland and BTP, to promote the disorder plan. This coordinated approach proved successful, with the Easter and Summer school holiday periods passing without many issues at the beach at all, the plan being deemed highly successful.

BTP are also included in the weekly Anti-Disorder Plan, produced each week by the Local Authority Liaison Officer, based at Greenock Police Office. This Plan is designed to direct patrols to areas of concern in relation to youth disorder, with the areas highlighted by the Inverclyde Wardens service, as well as incidents Police Scotland Officers have been directed to. BTP provide the Performance Hub with their plans and details of officers on duty for each weekend to ensure a joint approach between them and Police Scotland.

Regular information sharing between both organisations ensures incidents involving children and vulnerable persons are identified, recorded and assessed appropriately. BTP routinely shares relevant incident information with Police Scotland's Risk and Concern Hub, supporting safeguarding assessments, the development of subject chronologies and coordinated risk management. BTP safeguarding officers also participate in Inter-Agency Referral Discussions (IRDs) where appropriate, demonstrating a collaborative approach to protecting vulnerable people and improving safeguarding outcomes.

WEBSITE

East

BTP continued to participate in the City Centre Policing Unit (CCPU) CIP, ensuring a coordinated approach to address youth-related anti-social behaviour impacting Edinburgh Waverley and surrounding areas through joint problem-solving and targeted patrol activity.

During Operation Summer City, Police Scotland and BTP conducted joint patrols and maintained regular operational coordination throughout the Edinburgh Festival period, supporting public safety during significantly increased passenger footfall and a number of major sporting and music events.

Joint community engagement activity included a crime prevention event at Edinburgh Waverley Station involving Police Scotland, BTP, Neighbourhood Watch Scotland and Crimestoppers, providing crime prevention and personal safety advice to members of the public. Both organisations also supported the annual Young Drivers event, engaging with approximately 3,000 secondary school pupils and delivering road and rail safety education.

Police Scotland and BTP participated in Operation Shopboard, a multi-agency counter-terrorism exercise involving 46 partner organisations, which tested joint response, command and recovery arrangements in the event of a major terrorist incident.

Joint investigative activity following disorder linked to the St Johnstone v Hibernian fixture on 6 September 2026 resulted in 12 individuals being charged, demonstrating effective collaboration between Police Scotland and BTP.

Planning is also underway for forthcoming challenges, including Edinburgh's festive period (Op Winter City) arrangements, the Hearts v Hibernian Scottish Cup semi-final and Stage 1 of the Tour de France 2027, ensuring railway considerations are fully incorporated into multi-agency policing plans.

WEBSITE

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

BRITISH TRANSPORT POLICE

Report to: Scottish Railways Policing Committee
Date: 18/11/2026
Subject: External Affairs Update
Sponsor: Head of External Affairs & Media
Author: External Affairs Advisor
For: Noting

WEBSITE

1. Purpose of paper

1.1. This paper provides an overview of BTP External Affairs activity across D Division from September 2026 to December 2026.

2. Engagement highlights to date

2.1. On the evening of 22 September, the British Transport Police Federation held their annual conference in Glasgow which the Chief Constable attended. The Cabinet Secretary for Justice, Neil Gray MSP was also in attendance and, following the event, engagement with officials in his office has revealed his desire to work closely with BTP going forward.

2.2. On 24 September, Superintendent Chris Shields attended the official opening of Balgray Station alongside partners from Network Rail and ScotRail. The opening was attended by the Secretary of State for Scotland and the Cabinet Secretary for Economy, Tourism and Transport, providing an opportunity to recognise the investment and collaboration behind the project and its benefits for local communities.

2.3. PI McWhirter supported ScotRail at an elected members engagement session, which took place on 9 October in West Dumbartonshire. The second event of this type and another good opportunity to support industry partners and provide an open forum to meet with representatives at local and national levels. At the time of writing, another event is planned for Aberdeen on 30 October.

2.4. On 22 October, BTP representatives, including external affairs, took part in a joint major incident preparedness exercise hosted by Police Scotland and Counter Terrorism Policing.

This was a good opportunity to exercise emergency response plans and joint working practices with colleagues from across Scotland.

2.5. On 29 October, CS McEwan hosted a VAWG focussed parliamentary reception in the Scottish Parliament. Katy Clark MSP sponsored the event and 22 MSPs attended, alongside representatives from ScotRail.

3. Forward Look

3.1. Next month, CS McEwan is due to meet with the new Chief Executive of SPT, Jamie Ross.

3.2. Dates are currently being arranged for a meeting between CS McEwan and the Cabinet Secretary for Justice. Officials in his office have also expressed his interest in meeting with the BTPA, details have been shared accordingly. Likely this will take place next year.

3.3. 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.

3.4. The annual Rail Staff survey recently closed. Results will soon be analysed and disseminated across all divisions to drive positive change for staff across the rail industry. This year saw an approximately 34% increase in response rate (2,749 responses, 700+ increase on last year).

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 the good work BTP have done in this space.

WEBSITE

BRITISH TRANSPORT POLICE

REPORT TO:	**Scottish Railways Policing Committee.**
DATE:	**18th November 2026**
SUBJECT:	**Policing Plan 2027 - 28**
SPONSOR:	**Deputy Chief Constable Stuart Cundy**
AUTHOR:	**Jennifer Crowther**

1. PURPOSE OF PAPER

1.1. To inform Members of the proposed approach to reviewing and updating the Policing Plan ahead of its publication in 2027.

2. CONTEXT

2.1. To ensure compliance with our statutory responsibilities, there is a requirement to publish an annual Policing Plan.

2.2. The Policing Plan was published in April 2026 and designed to align with the Guardians of the Railway Strategy 2026-29, with a light-touch annual review to ensure it remains fit for purpose.

2.3. The existing Policing Plan was developed into a streamlined plan with three core aims for operational policing; to protect and prevent against high harm crime and vulnerability, reduce disruption and strengthen our visible presence. See Annex 1.

3. PLANNING ASSUMPTIONS

3.1. Maintains alignment to Guardians of the Railway Strategy 2026 – 29.

3.2. Local stakeholder feedback will be conducted through existing Divisional engagement and performance reporting mechanisms.

3.3. Rail Delivery Group (RDG), Senior Influence Group (SIG) and Scottish Railways Policing Committee will be consulted.

3.4. Acts as a ‘health check’ against the existing Policing Plan priorities.

4. ACTIVITY & NEXT STEPS

4.1. A timeline for delivery can be found in Annex 2.

4.2. Data gathering was undertaken from September to October to inform consideration of the Policing Plan. This included:

WEBSITE

- Locally led stakeholder engagement by Division and Sub Divisions.
- Review of performance information.
- Collection and review of rail staff and passenger survey data.

4.3. Feedback has been sought through presentations at the RDG Policing and Security Group on 8th September and the Policing and Security Implementation Group on 20th October.

4.4. Feedback will inform any necessary redrafting of the priorities while maintaining strategic alignment.

4.5. Reviews of Scottish Government Policing Prioirities and Scottish Policing Authority Strategic Plan 2026 – 29 will be undertaken.

5. FEEDBACK

5.1. Divisions and partners regularly meet and engage on shared priorities and to raise any concerns. Specific engagement with LUMO, Caledonia Sleeper and Network Rail Scotland highlights no concerns with the existing Policing Priorities. A focus on disruption linked to obstruction and suggesting opportunities to strengthen railway safety and performance through evidence sharing and coordinated action.

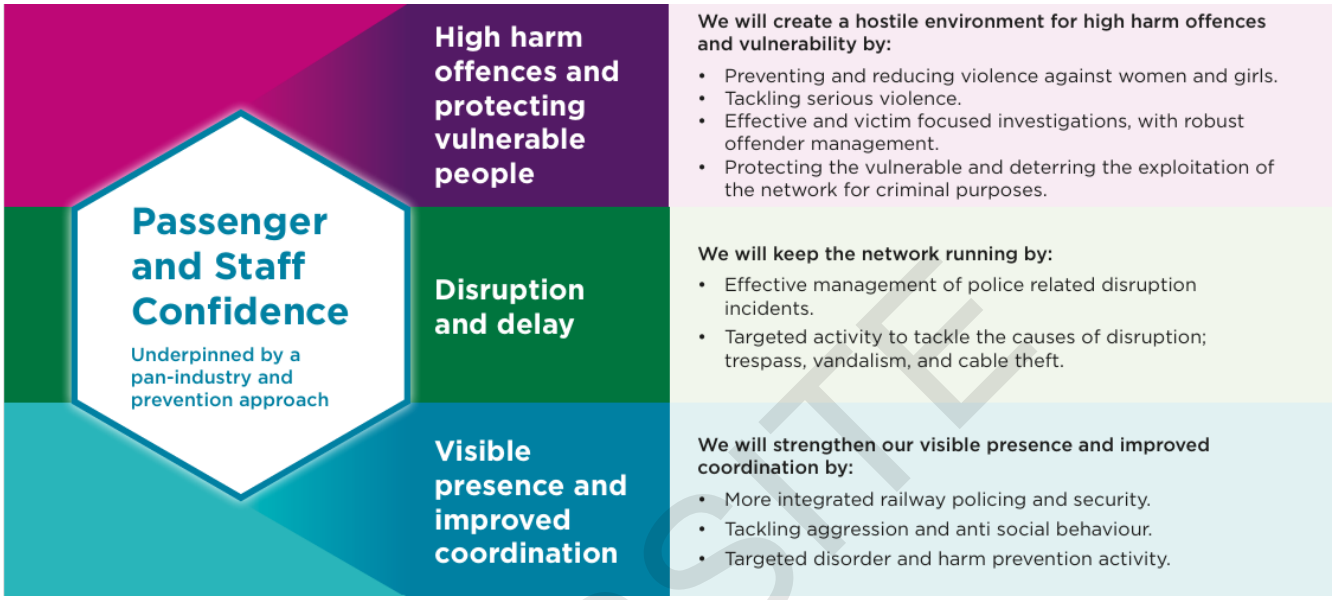
- LUMO: Engagement with LUMO West Coast provides a foundation for closer cooperation, with mandatory body-worn video and compatible onboard CCTV supporting staff safety and evidence sharing.
- Network Rail Scotland: Building on successful Commonwealth Games support, priorities are multi-agency action at Glasgow Central and Double Dykes and freight security at Wishaw.

6. RECOMMENDATION

6.1. Members are asked to note the review process and timeline and to endorse the proposed approach to updating the Policing Plan ahead of its consideration by the February 2027 Performance Committee and subsequent submission to Full Authority.

WEBSITE

Annex 1: Current Policing Plan Priorities 2026 - 27

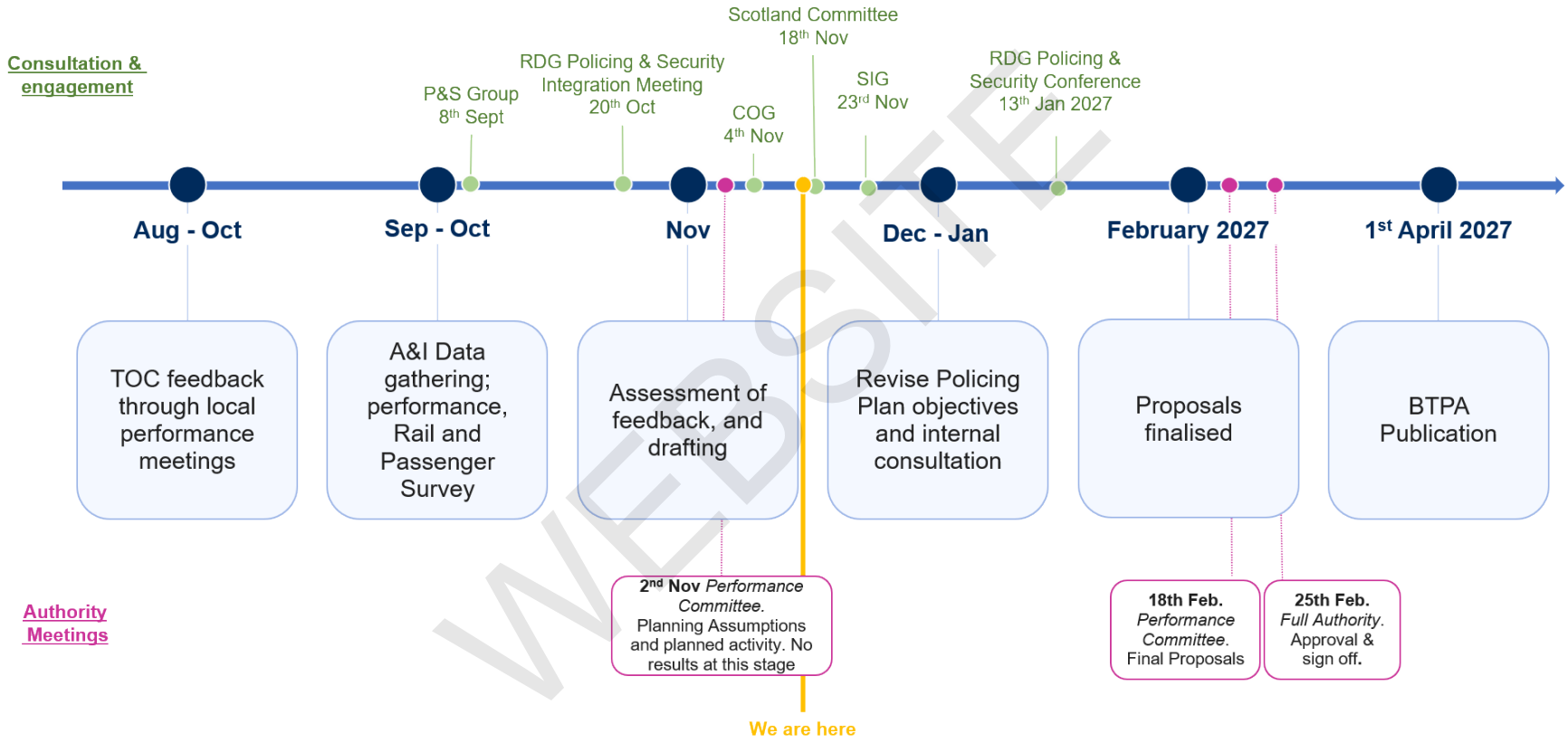


WEBSITE

NOT PROTECTIVELY MARKED

BRITISH TRANSPORT POLICE

Annex 2: Timeline for delivery



WEBSITE

NOT PROTECTIVELY MARKED

British Transport Police Authority
200 Buckingham Palace Road
London
SW1W 9TJ

E: btpa-enquiries
@btp.police.uk

www.btpa.police.uk

Minutes

Scottish Railways Policing Committee

Monday 21 September 2026 at 12.30pm in the Albion Meeting Room, Scottish Police Authority, Clyde Gateway, 2 French Street, Glasgow, G40 and via Webex

Present:

Iain Whyte (Chair)
Mike Jackson
Nancy Johnson (SPA Member)
Kenna Kintrea

Apologies:

Garry Forsyth

In attendance:

British Transport Police Authority Executive
Hugh Ind (Chief Executive)
Kate Carr (Head of Legitimacy and Performance)
Andres Van Den Berg (Finance Oversight Manager)
Lynsey Luthra (Risk and Assurance Manager)
Nick Milford (Assistant Board Secretary)
Jon Newton (Analyst)
Alistair MacLellan (Board Secretary / Minutes)

British Transport Police
Stuart Cundy (Deputy Chief Constable)
Chris Shields (Superintendent)
Adrian Atherley (Head of Governance, Risk and Compliance)
Fraser Cunningham (Staff Officer)
Rebecca MacMillan (Insight Analyst)
Nick Michel (Insight Team Leader)
Katie Stanton (External Affairs Lead)

Scottish Police Authority Corporate
Rachael Nicolson (Operational Policing Lead)

Police Scotland
Scott McCarren (Chief Superintendent)

External
Graeme Baillie (ScotRail)
Adam Bortkiewicz (Scottish Government)
Chris Horton (The Superintendents' Association)
John Paul O'Kane (BTP Federation)
Robert Samson (Transport Focus)
Tanya Ziyenge (Transport Focus)

DRAFT

Apologies
Agenda Item 1

1. Apologies were received from Garry Forsyth.

Declarations
Agenda Item 2

2. There were no declarations.

Industry Voice / Transport Focus
Agenda Item 3

3. Members received a presentation from Transport Focus regarding passenger priorities and experiences across Scotland's railway network and the following points were made.

    a. Members noted that recent passenger research identified train punctuality as the highest priority for passengers, followed by personal safety and security, with the latter being of particular importance to women, disabled passengers and ethnic minority groups. Transport Focus advised that visible staff presence, proactive management of anti-social behaviour and the effective use of CCTV were key factors influencing passenger perceptions of safety.

    b. The Committee noted that passenger satisfaction on Scotland's railway remained high overall and discussed emerging insight regarding perceptions of personal safety, including lower confidence at some stations and during particular times of day. Members observed the importance of understanding the relationship between actual crime levels and passenger perceptions of safety, noting that the findings broadly aligned with BTP's own operational data.

    c. Members discussed passenger experiences on both ScotRail and Caledonian Sleeper services and sought further information regarding value for money, security and passenger satisfaction trends. Transport Focus advised that more detailed data was available through its published reports and that future survey data would support trend analysis over time.

    d. The Committee welcomed Transport Focus's evolving role within the rail sector and discussed opportunities to use passenger insight to inform future scrutiny of safety and security issues across Scotland's railway network, including in relation to major events and future demand associated with UEFA Euro 2028. Transport Focus agreed to consider opportunities to explore passenger perceptions relating to major sporting events through future survey work.

    e. Members agreed that the Committee should receive a future update from Transport Focus to review emerging trends and consider the implications for railway policing in Scotland (Workplan).

4. **RESOLVED**, that the presentation from Transport Focus regarding passenger priorities and experiences across Scotland's railway network be noted.

DRAFT

Deputy Chief Constable's Report
Agenda Item 4

5. Members considered the Deputy Chief Constable's Report, and the following points were made.

    a. Members welcomed the successful policing operation supporting the Commonwealth Games in Glasgow, noted progress in relation to HMICFRS and HMICS inspection activity and the forthcoming PEEL inspection findings, and discussed emerging operational challenges associated with disruption, anti-social behaviour and seasonal demand pressures. Members also noted the continued development of BTP's drone capability and its contribution to operational policing.

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

Policing Plan Performance
Agenda Item 5

7. Members considered a paper regarding Policing Plan Performance for BTP D Division for Q1 2026/27, and the following points were made.

    a. Members discussed anti-social behaviour associated with seasonal travel and sought assurance regarding trends over the summer period, noting that planned preventative activity had continued and that the anticipated demand had been lower than expected.

    b. Members noted the increase in rail-related fatalities and sought further information regarding any emerging trends, contributory factors and organisational learning. The Committee was advised that each fatality is subject to review and that the Force was working with industry partners to identify broader themes, including consideration of vulnerability, level crossings, response arrangements in remote locations and opportunities for preventative interventions.

    c. Members discussed police visibility and welcomed the increase in proactive patrol activity. Members sought assurance that visibility levels could be sustained and were advised that recent workforce growth should support continued deployment at intelligence-led locations, although performance data remained dependent upon officers recording activity.

    d. Members discussed the use of Body Worn Video, noting both its evidential value and its potential deterrent effect. Examples were provided of successful prosecutions supported by Body Worn Video footage, and Members encouraged continued efforts to increase uptake amongst rail staff.

    e. Members sought clarification regarding reported performance relating to sexual offences and discussed the distinction between levels of offending and levels of

DRAFT

reporting. Members also discussed hate crime reporting and public confidence, noting the importance of encouraging reporting and engagement with under-represented communities.

f. Members discussed the deployment of drone technology and supported efforts to coordinate public consultation activity with Police Scotland where possible, whilst recognising the differing operational uses of the technology. Members requested that if earlier consultation by BTP is necessary, efforts should be made working with Police Scotland to ensure that any separate consultations are presented to the public as joined up police work.

g. Members discussed public understanding of the distinction between British Transport Police and Police Scotland and noted the importance of ensuring passengers are able to report concerns confidently regardless of which organisation initially receives the report. Members noted that it is up to BTP and Police Scotland to ensure the efficient transfer of reports made by passengers which would better be handled by the other police force.

8. **RESOLVED**, that paper regarding Policing Plan Performance for BTP D Division for Q1 2026/27 be noted.

Joint Working
Agenda Item 6

9. Members considered a paper providing an update on joint working between Police Scotland and the British Transport Police and the following points were made.

    a. The Police Scotland representative introduced the paper, noting the recent successful delivery of the policing operation around the Commonwealth Games in Glasgow.

    b. A Member noted they had attended a Police Scotland event on 20 September 2026, at which she had received positive feedback on the performance of BTP – indeed, the Police Scotland representatives at the event had noted they would welcome BTP having more resource available in Scotland.

    c. The Deputy Chief Constable, referencing discussion on football policing earlier on the agenda, noted that effective joint working to deliver the policing element of UEFA Euro 2028 with Police Scotland would be a focus for BTP.

10. **RESOLVED**, that the paper providing an update on joint working between Police Scotland and the British Transport Police be noted.

The meeting was adjourned between 1.47pm and 1.55pm.

DRAFT

External Affairs
Agenda Item 7

11. Members considered a paper providing an External Affairs Update and the following points were made.

    a. The External Affairs Lead introduced the paper, noting the Force's dedicated External Affairs resource in Scotland and the Force's recent and planned work to raise the profile of the Force's railways policing specialism in Scotland, not least through the planned *Think Again* stall at Holyrood, which would mirror initiatives delivered at Westminster and in Cardiff. Such events were designed to enable elected officials to support the Force's efforts to combat violence against women and girls (VIAWG). They concluded by noting the Force's planned seasonal activity at Christmas, including efforts to prevent violence against rail staff.

    b. In response to a question, the Scottish Government representative noted the Cabinet Secretary for Economy, Tourism and Transport's recent visit to a Multiagency Control Centre and welcomed the good working relationship between the Force and its government stakeholders in Scotland. They noted the Cabinet Secretary for Justice's scheduled attendance at the BTP Federation Conference on 22 September 2026.

    c. The Chair welcomed the paper and highlighted the crossover between the Scottish Government's Justice and Transport portfolios, which would need to be reflected in the Force's External Affairs activity. They encouraged the Force to consider how to incorporate BTPA into its forward plan of activity (Action 7/2026).

12. **RESOLVED**, that the paper providing an External Affairs Update be noted.

Audit and Inspections Update
Agenda Item 8

13. Members considered a paper providing an Audit and Inspections Update and the following points were made.

    a. The Deputy Chief Constable introduced the paper, noting he had reported to the June 2026 meeting that he was undertaking work in this area to refresh the way in which the Force responded to and tracked actions arising from internal audits and external inspections. He drew Members' attention to the *Limited* assurance rating for Force vetting, noting that this assessment was not due to poor vetting decisions, but rather due to the Force's vetting capacity versus demand. The Force was investing resource to address the issue, and he was willing to report back to the Committee on progress made at a future meeting (Workplan).

    b. In response to a question, the Deputy Chief Constable replied that issues regarding Force vetting applies across the whole of England, Wales and Scotland rather than Scotland in particular.

DRAFT

c. The Head of Governance, Risk and Compliance emphasised the Force's refreshed approach to actions arising from internal audits and external inspections, noting that the Force now considered from the outset how deliverable mitigating activity was, alongside a realistic date for delivery. A Member welcomed this refreshed approach, and the work undertaken to close longstanding actions, as he felt the backlog that had existed risked undermining the Force's audit regime.

d. In response to a question, the Deputy Chief Constable noted that the Force had scheduled a follow-on audit on asset management before the end of the calendar year, to provide an extra level of assurance. Whereas the outcome of that audit would be reported to the Audit and Risk Assurance Committee, he was willing to highlight its outcome with the Scottish Railways Policing Committee too (Workplan).

e. In response to a question, the Deputy Chief Constable replied that, of the actions outstanding from internal audit/external inspections, none were unique to Scotland but rather applicable to the Force as a whole.

14. **RESOLVED**, that the paper providing an Audit and Inspections Update be noted.

Biannual Strategic Risk
Agenda Item 9

15. Members considered the Biannual Strategic Risk Report for BTP/A in Scotland, and the following points were made.

    a. The Deputy Chief Constable, BTPA Risk and Assurance Manager and BTP Head of Governance, Risk and Compliance introduced the report, noting that the report reflected the fact that BTP/A had reviewed and updated its strategic risks, and adopted a revised focus on its approach to risk appetite. Thanks were expressed to Scottish Police Authority counterparts for sharing risk best practice, and Members were asked to note the fact that BTP/A's approach to risk would be more dynamic going forward – reflected in the fact that cyber and data risk was evolving at a fast pace.

    b. A Member welcomed the work undertaken and the report and asked that future iterations include an appendix providing Divisional risks, associated risk appetites and how those risks were being managed (Workplan).

    c. A Member noted the Scottish Government's focus on public sector reform and noted that this should feature in future iterations of the paper (Workplan). The Deputy Chief Constable welcomed this feedback, noting the External Affairs item earlier on the agenda and BTPs ambition to be fully alive to current affairs and governmental priorities in Scotland.

16. **RESOLVED**, that Members,

DRAFT

a. Note the Q1 2026/27 strategic risk dashboard.

b. Note the revised Strategic Risks for 2026/27.

c. Note the new risk appetite approach.

Workplan
Agenda Item 10

17. Members considered the Annual Workplan 2026/27 and the following points were made.

    a. The Head of Legitimacy and Performance introduced the paper, noting for context some recent reforms to the BTPA Committee structure that – whilst they did not impact the Scottish Railways Policing Committee directly – underpinned a BTPA corporate ambition to ensure that the work of the Committee was both aligned with wider BTPA reporting, as well as being relevant to Scotland.

    b. The Chair noted he would welcome a deep dive on visible policing and security at a future meeting (Workplan).

18. **RESOLVED**, that Members,

    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.

Minutes
Agenda Item 11

19. **RESOLVED**, that the minutes of the meeting held on 4 June 2026 be approved.

Actions
Agenda Item 12

20. **RESOLVED**, that the paper detailing the actions arising from the last meeting be noted, and Actions 3/2026 – 6/2026 therein closed.

Any Other Business
Agenda Item 13

21. There was no other business.

The meeting ended at 2.24pm.

DRAFT

SCOTTISH RAILWAYS POLICING COMMITTEE

No.	Date	Action/Paper	Owner	Outcome
7/2026	21 September 2026	The Chair welcomed the [External Affairs] paper and highlighted the crossover between the Scottish Government's Justice and Transport portfolios, which would need to be reflected in the Force's External Affairs activity. They encouraged the Force to consider how to incorporate BTPA into its forward plan of activity.	External Affairs Adviser	**In Progress** The External Affairs paper at SRPC November 2026 provides evidence of External Affairs activity spanning both Scottish justice and transport portfolios, responding to the Committee's previous observations. The paper also identifies a potential future engagement opportunity involving the BTPA. Building on this progress, the BTPA Executive recommend that the SRPC Chair be given the opportunity to undertake further discussion with the Force's External Affairs team regarding how BTPA involvement can be incorporated more systematically into forward engagement planning and delivery.

WEBSITE