

**Annex – 202500477652**

**From:** [REDACTED]@gov.scot>

**Sent:** 12 February 2025 18:13

**To:** Bill Reeve <Bill.Reeve@transport.gov.scot>; [REDACTED]@transport.gov.scot  
t[REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>;  
[REDACTED]@transport.gov.scot>

**Cc:** [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; Bettina Sizeland  
<Bettina.Sizeland@transport.gov.scot>; [REDACTED]

[REDACTED] @transport.gov.scot>;

[REDACTED] @transport.gov.scot>;

[REDACTED]@gov.scot

**Subject:** Forthcoming report from Antisocial Behaviour Working Group

Dear all

With many thanks to you all for taking the time to meet with us earlier, we really did appreciate it.

We will let you know as soon as we know about the timing of the report to allow you to go to your Cab Sec and Minister alerting them about the Report of the Independent Group as it will be helpful to give your Ministers the heads up. There is also a meeting with our Director tomorrow prior to his meeting with our Minister on Tuesday about the report, so if that impacts on anything that affects things we will let you know.

On the call [REDACTED] kindly updated us in terms of the Cabinet paper next week (18<sup>th</sup>) on Alcohol Restrictions on ScotRail and Antisocial Behaviours – we also discussed that in the future it may be worth considering whether the proposed working group that is to be set up on the back of this to look at existing legal powers, should include wider transport interests (such as ASB on buses) , but you advised that your bus stakeholders may prefer that the bus interests re ASB are considered separately. [REDACTED] confirmed that a bus group already exists with key stakeholders including police and local authority representatives.

You let us know that you have looked at the report and broadly speaking the recommendations appear to align with your current direction.

We touched on possible secondary legislation that may be used to suspend cards and that the public line is still that the SG is exploring legal options to suspend concessionary cards. More work is being done regarding a possible behavioural code.

You let us know that since the launch of the under 22s scheme there had been 197 million by the end of January in terms of updating the report.

Thanks so much again for all your help and advice - we will keep in touch !

[REDACTED]

**From:** [REDACTED]@transport.gov.scot>

**Sent:** 08 May 2025 11:11

**To:** Kate Higgins <Kate.Higgins@gov.scot>

**Cc:** Bill Reeve <Bill.Reeve@transport.gov.scot>; [REDACTED]@transport.gov.scot>;  
[REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>

**Subject:** FAO Kate - Draft Press Release - New Alcohol restrictions from 1 June (tbc) / Enforcement Powers Working Group Inaugural Meeting Today

Hi Kate

For your awareness / view.

ScotRail, BTP and SRH have confirmed they are content to introduce the new 10:00-21:00 alcohol restrictions from Monday 2 June. We will put this to the first meeting of the enforcement powers working group at 14:00 today and seek their support. Presuming they will be agreeable, I can issue a note of the meeting to Cab Sec noting this immediately after the meeting and recommend the attached press release.

Happy to discuss.

Regards

**[REDACTED]**

Rail Policy Team Leader  
Transport Scotland  
M – **[REDACTED]**  
[www.transport.gov.scot](http://www.transport.gov.scot)

### **ScotRail alcohol ban may be lifted by summer**

#### **Swift action taken to tackle anti-social behaviour**

Following the recent announcement the ScotRail alcohol ban is to be lifted, a Transport Scotland led Working Group agreed that this some come into effect by x June 2025.

As of this date, alcohol may be consumed on ScotRail trains between 10am and 9pm. Other restrictions may apply, as determined by ScotRail and BTP, in certain circumstances such as large sporting events or concerts.

Another key focus for this short life Working Group is to review the enforcement powers in relation to antisocial behaviour on Scotland's railway to ensure swift action can be taken again persistent anti-social behaviour

The Working Group will map and assess current enforcement powers and their effectiveness, with a view to considering where these can be strengthened or developed further.

Cabinet Secretary for Transport, Fiona Hyslop said:

"I welcome the Working Group's swift and decisive approach to determining the date the changes will be made to the current alcohol ban. It is by working collectively with those staff

on the frontline and policy makers who understand the issues at heart that we can develop a meaningful and practical approach to tackle anti-social behaviour on Scotland's railway."

BTP quote

Rail union quote

Background

The Working Group will be Chaired by Transport Scotland and supported by attendees from the Scottish Government's Justice, Community Safety and Police Divisions. There will be representatives from ScotRail, British Transport Police, Scottish Rail Holdings, Network Rail, RMT, ASLEF, TSSA, Unite and the Crown Office and Procurator Fiscal Service.

The Working Group will explore: Fixed Penalty Notices; Banning Orders; and extending protections to rail workers, similar to that of retail worker.

The Working Group will meet every four weeks for four months, which will allow sufficient time for members to gather information and evidence to share with the group.

The series of meetings will conclude in August 2025 and the next steps of collating the evidence and producing a report for Scottish Ministers will commence, this work will co

**From:** ExternalAffairs <ExternalAffairs@btp.police.uk>

**Sent:** 08 May 2025 15:54

**To:** [REDACTED]@transport.gov.scot>

**Cc:** [REDACTED]@btp.police.uk>;

[REDACTED]transport.gov.scot[REDACTED]@transport.gov.scot>

**Subject:** FW: Request for Quote - Draft Press Release - Enforcement Powers Working Group Inaugural Meeting

Official

Hi [REDACTED]

Here's the quote for you! And also any future comms request if you send them over to us at External Affairs we will be able to assist ☺

BTP Scotland's Chief Superintendent Lorna McEwan said: *"We welcome the confirmation of when the changes to the current alcohol ban will come into place.*

*Anti-social behaviour (ASB) remains a key priority for us. This working group will allow us to identify opportunities to tackle ASB through joint-working with key stakeholders and partners, so we can collectively make Scotland's railway safer for everyone.*

*We take all reports of ASB seriously and would encourage the public and passengers to save our text number 61016, so they can report incidents to us."*

Thanks

[REDACTED]

[REDACTED]

[REDACTED] | British Transport Police

E: [REDACTED]@btp.police.uk T: [REDACTED]

6<sup>th</sup> Floor, Baskerville House, Centenary Square, Birmingham, B1 2<sup>ND</sup>

3

www.btp.police.uk

FOCUSED ON  
YOUR SAFETY



**From:** [REDACTED]@transport.gov.scot  
**Sent:** 08 May 2025 12:13  
**To:** [REDACTED]@btp.police.uk>  
**Cc:** [REDACTED]@transport.gov.scot; [REDACTED]@transport.gov.scot  
**Subject:** Request for Quote - Draft Press Release - Enforcement Powers Working Group Inaugural Meeting

Hi [REDACTED]

Hope you're well.

Ahead of today's enforcement powers meeting our comms lead has put together the attached press release to promote the first meeting of the Working Group, which will be released either today or tomorrow morning.

I'd be grateful if BTP could share a supportive quote to be included in the attached release, please.

Kind regards,

[REDACTED]



[REDACTED] | Rail Strategy & Futures  
[REDACTED]transport.gov.scot



**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 07 April 2025 14:27  
**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>  
**Cc:** [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>  
**Subject:** FW: Update for CEO on Alcohol Restrictions - following SMT - April 2025

Alison

With thanks to [REDACTED], here is the update on lifting the alcohol ban on ScotRail that you requested.

Regards,

[REDACTED]

[REDACTED]

[REDACTED] | Rail directorate | Transport Scotland  
T: [REDACTED] | My working pattern is normal office hours

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 07 April 2025 12:29  
**To:** [REDACTED]@transport.gov.scot>  
**Cc:** [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>  
**Subject:** Update for CEO on Alcohol Restrictions - following SMT - April 2025

Hi [REDACTED]

Following this mornings SMT meeting, please find attached a one-pager providing an update on where we are now along with the steps taken to get to that position after the Cabinet decision to lift the alcohol ban on ScotRail trains.

Happy for you to share directly with Alison or cascade as you see fit.

Kind regards,

[REDACTED]



**Update on ScotRail Alcohol Ban and Forthcoming Handling**

Following the Cabinet meeting on 18 February where it was agreed to lift the current blanket ban of alcohol on ScotRail trains, rail officials were informed that there was an action for the Cabinet Secretary to **[REDACTED s30(b)(i)]**

Kate Higgins invited officials to meet with her to discuss this action in more detail and that meeting took place on 14 March. At the meeting Kate advised that the **[REDACTED s29(1)(a)]**

At the meeting, the GIQ for announcing the decision to lift the ban was also discussed along with comms handling. Officials advised Kate that there would need to be some time in between announcing that the ban would be lifted and the new rules coming into force, as this would allow sufficient time for ScotRail and BTP to communicate the new restrictions with their staff. Officials also advised that it would be best **[REDACTED s30(b)(i)]**

Officials and Kate agreed for the GIQ, announcing the intention to lift the restrictions to be published during the second week of recess and that the restrictions would be lifted on w/c 12 May.

The following week officials sought to meet with rail delivery partners (ScotRail, BTP, Network Rail and SRH) to test the **[REDACTED s29(1)(a)]**. All four organisations were strongly supportive of the new option. In tandem with these meetings, officials drafted three submissions on; new restrictions, GIQ and comms handling plan. The first (new restrictions) was sent to Bill for clearance on 24 March, along with the other two on 27 March following the dates of Cab Sec's box closure being shared with officials. The three submissions were also sent to Kate Higgins on 27 March for her input ahead of going to Cab Sec.

**[REDACTED s30(b)(i)]**

**[REDACTED s30(b)(i)]**

PO then agreed to send up the submission around the new alcohol restrictions to Cab Sec, **[REDACTED s30(b)(i)]**

Officials have explored potential dates for the GIQ and lifting the ban, but are keen to avoid upcoming public holidays and school summer holidays. Officials will keep PO in the loop and will share the options with them so they can flag any issues. However, we cannot confirm dates yet as Cab Sec is now on leave and hasn't come back on the submission around the new alcohol restrictions which will inform the GIQ and subsequent handling.

**From:** **[REDACTED]**@transport.gov.scot>

**Sent:** 21 February 2025 09:47

**To:** **[REDACTED]**@gov.scot>; **[REDACTED]**@transport.gov.scot>;

**[REDACTED]**@transport.gov.scot>;

**[REDACTED]**@transport.gov.scot**[REDACTED]**@gov.scot>; **[REDACTED]**@gov.scot>;

**[REDACTED]**@gov.scot>; **[REDACTED]**@gov.scot>; **[REDACTED]**@gov.scot>

**Cc:** **[REDACTED]**@transport.gov.scot>

**Subject:** In Confidence - FW: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

Hi colleagues

I am forwarding below for your awareness, in recognition of your substantial contribution to our successful outcome and for advance notice that we will be coming to you once again to help take forward the actions **[REDACTED s29(1)(a)]**

We will make a start and come back to you in the near future.

Many thanks for help over last year and for the next push on this over coming months.

Regards

**[REDACTED]**

**[REDACTED]**

Transport Scotland

M **[REDACTED]**

www.transport.gov.scot

**From:** **[REDACTED]**@gov.scot> **On Behalf Of** Cabinet Secretary for Transport

**Sent:** 20 February 2025 13:34

**To:** **[REDACTED]**@transport.gov.scot>; **[REDACTED]**@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; Bill Reeve <Bill.Reeve@transport.gov.scot>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>

**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>;

**[REDACTED]**@transport.gov.scot>

**Subject:** RE: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

Good afternoon,

Following Cabinet on Tuesday Ms Hyslop has commented that the Cabinet paper was very drafted and asked me to pass on her thanks for all the work which went into it.

**[REDACTED s30(b)(i)]**

Other actions were.

TS to take lead on work on anti-social behaviour on public transport. Issue like body worn cameras etc

Working group needs set up ASAP to look at **[REDACTED s30(b)(i)]**

Examine the use of band of alcohol on certain train such as those used by football and rugby fans. I know this was already in place before the current ban. It might be useful to discuss this as agenda item for next rail meeting.

Thanks

**[REDACTED]**

**[REDACTED]**@ **[REDACTED]**@Cabinet Secretary for Transport - Fiona Hyslop MSP | The Scottish Government | Web: [www.gov.scot](http://www.gov.scot) | Mob: **[REDACTED]**@ | Email: [cabsecfortransport@gov.scot](mailto:cabsecfortransport@gov.scot)

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**From:** **[REDACTED]**@transport.gov.scot>

**Sent:** 17 February 2025 19:11

**To:** **[REDACTED]**@transport.gov.scot>; Kate Higgins <[Kate.Higgins@gov.scot](mailto:Kate.Higgins@gov.scot)>; Bill Reeve <[Bill.Reeve@transport.gov.scot](mailto:Bill.Reeve@transport.gov.scot)>; Cabinet Secretary for Transport <[CabSecfortransport@gov.scot](mailto:CabSecfortransport@gov.scot)>; Cabinet Secretariat Inbox <[CabinetSecretariat@gov.scot](mailto:CabinetSecretariat@gov.scot)>

**Cc:** Chief Executive Transport Scotland <[ceo@transport.gov.scot](mailto:ceo@transport.gov.scot)>;

**[REDACTED]**@transport.gov.scot>

**Subject:** RE: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

**Importance:** High

Hi **[REDACTED]**

, Cabinet Secretariat,

Please find attached Cabinet paper with completed Annex B.

PO – grateful if you can confirm Ms Hyslop has everything she needs ahead of tomorrow's Cabinet meeting, or if there is anything else she requires.

Thanks,

**[REDACTED]**

**[REDACTED]**

**[REDACTED]**

Rail Directorate

Mob: **[REDACTED]**

transport.gov.scot  
Transport Scotland



**From:** [REDACTED]@  
[REDACTED]@transport.gov.scot>  
**Sent:** 17 February 2025 18:30  
**To:** Kate Higgins <Kate.Higgins@gov.scot>; Bill Reeve <Bill.Reeve@transport.gov.scot>;  
Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Cabinet Secretariat Inbox  
<CabinetSecretariat@gov.scot>  
**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; [REDACTED]@  
@transport.gov.scot>; [REDACTED]@transport.gov.scot>  
**Subject:** RE: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and  
Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

Hi [REDACTED]

See attached suggested rebuttal lines drawn from the [REDACTED s30(b)(i)]  
by Ms Gilruth.

Bill is now clearing the table in annex B of the Cabinet paper to include Ms Gilruth's  
[REDACTED s30(b)(i)]

Thanks

Regards

[REDACTED]  
[REDACTED]  
Transport Scotland  
M – [REDACTED]

**From:** Kate Higgins <Kate.Higgins@gov.scot>  
**Sent:** 17 February 2025 18:13  
**To:** Bill Reeve <Bill.Reeve@transport.gov.scot>;  
[REDACTED]@transport.gov.scot> Cabinet Secretary for Transport  
<CabSecfortransport@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>  
**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>;  
[REDACTED]@transport.gov.scot>;  
[REDACTED]@transport.gov.scot>  
**Subject:** RE: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

Bill

The FM has considered and wishes the paper to proceed

Kate Higgins  
Senior Special Advisor to the First Minister  
Transport, Cross-Government role on Local Government and Trade Unions  
[REDACTED]

Scottish Government  
St Andrew's House, 2 Regent Road, Edinburgh, EH1 3DG  
Scottish Ministers, Special advisers and the Permanent Secretary to the Scottish Government are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot).

**From:** Bill Reeve <Bill.Reeve@transport.gov.scot>  
**Sent:** 17 February 2025 17:59  
**To:** [REDACTED]@transport.gov.scot>; Cabinet Secretary for Transport  
<CabSecfortransport@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>  
**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>;  
[REDACTED]@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>;  
[REDACTED]@transport.gov.scot>  
**Subject:** RE: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

[REDACTED]

I have headed back into office to help clear.

I suggest re Ms. Gilruth's [REDACTED s30(b)(i)]

I think a summary of engagement to date, and a note that [REDACTED s30(b)(i)] is about the best we can do now.

Regards,

Bill

**From** [REDACTED]@transport.gov.scot>

**Sent:** Monday, February 17, 2025 5:37 PM

**To:** Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>

**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; Bill Reeve <Bill.Reeve@transport.gov.scot>;

[REDACTED]@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>;

[REDACTED]@transport.gov.scot>

**Subject:** RE: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

Yes [REDACTED] on it.

Regards

[REDACTED]

[REDACTED]

Transport Scotland

M – [REDACTED]

www.transport.gov.scot

**From:** [REDACTED]@gov.scot> **On Behalf Of** Cabinet Secretary for Transport

**Sent:** 17 February 2025 17:35

**To:** Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>

**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; Bill Reeve <Bill.Reeve@transport.gov.scot>; [REDACTED]@transport.gov.scot [REDACTED]@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot [REDACTED]@transport.gov.scot>

**Subject:** RE: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

[REDACTED] and Bill,

Just checking this is being taken forward.

Thanks

[REDACTED]

**From:** [REDACTED]@gov.scot> **On Behalf Of** Cabinet Secretariat Inbox  
**Sent:** 17 February 2025 17:27  
**To:** Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>  
**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; Bill Reeve <Bill.Reeve@transport.gov.scot>; [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>  
[REDACTED]@transport.gov.scot>  
**Subject:** RE: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

Thanks [REDACTED]  
Grateful if TS colleagues can complete the table, as I won't know what they want to say in the 'How Resolved' column against any of the more substantial points.

Thanks,

[REDACTED]

**From:** [REDACTED]@gov.scot> **On Behalf Of** Cabinet Secretary for Transport  
**Sent:** 17 February 2025 17:21  
**To:** Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>  
**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; Bill Reeve <Bill.Reeve@transport.gov.scot>; [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; [REDACTED]@transport.gov.scot>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>  
**Subject:** FW: For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

Hi [REDACTED]

This is the latest version of the Alcohol Restrictions on ScotRail and Antisocial Behaviours Cabinet paper.

It does not have all the most recent Cab Sec responses in it. Should TS add these in or can Cabinet Secretariat do so.

Let me know if you need anything else have copied in the officials.

Thanks  
[REDACTED]

**From:** [REDACTED]@transport.gov.scot> **On Behalf Of** Chief Executive Transport Scotland  
**Sent:** 14 February 2025 13:32

**To:** Cabinet Secretary for Transport <CabSecfortransport@gov.scot>

**Cc:** Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; [REDACTED]@gov.scot>;

[REDACTED]@transport.gov.scot [REDACTED]@transport.gov.scot>; DL for Rail Management Team <DLECONPTSMT@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>;

[REDACTED]@transport.gov.scot [REDACTED]@transport.gov.scot> [REDACTED]@transport.gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>;

[REDACTED]@gov.scot [REDACTED]@gov.scot>; [REDACTED]@transport.gov.scot>;

[REDACTED]@transport.gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>;

[REDACTED]@transport.gov.scot>

**Subject:** For Cabinet Secretary Transport Action - Alcohol Restrictions on ScotRail and Antisocial Behaviours - Stage 5 - Cabinet Paper for Final Clearance

PS / Cabinet Secretary

Please find attached draft speaking note and briefing to support Ms Hyslop's presentation to Cabinet on 18 February. Also find attached a slightly amended Cabinet paper from previous version to reflect comments made by Minister for Parliamentary Business – at section 32. I have added preference for GIQ to inform Parliament. Papers cleared by Bill Reeve.

**[REDACTED s29(1)(a)]**

Once content, Private Office should issue the final Cabinet paper to Cabinet Secretariat by no later than 12:00 on Monday 17 February.

[REDACTED] is on hand Friday and Monday to assist with anything further.

Alison Irvine

Chief Executive, Transport Scotland

**Note: The paper should be as clear and concise as possible and in any event, the main body of the paper should be no longer than four to six pages. Annexes should be used to provide fuller detail where necessary.**

**THIS PAPER IS FOR DECISION SC(xx)xx**

**RESTRICTED HANDLING**

**SCOTTISH CABINET**

**ALCOHOL AND ANTISOCIAL BEHAVIOUR ON SCOTLAND'S RAILWAY (Note 1)**

## **PAPER BY THE Cabinet secretary for transport (Note 2)**

### **Purpose**

1. This paper seeks Cabinet approval on the future of alcohol restrictions on ScotRail trains. By agreeing to replace the current ban of alcohol on all ScotRail services by introducing rules which allow alcohol consumption from 10am to 9pm every day, with restrictions on services where police and railway industry indicates it necessary. This will be backed by an enhanced package of policies to tackle antisocial behaviour on ScotRail trains and at their stations.

### **Timing**

2. This paper is scheduled to be considered by Cabinet on Tuesday 18 February 2025

### **Background**

3. Alcohol was banned on ScotRail trains as part of the Scottish Government's wider restrictions to mitigate the risk and spread of infection during the Covid-19 pandemic. As Scotland has emerged from the pandemic, the original reason for the restriction no longer applies, which is reflected on the removal of similar alcohol restrictions from other train operators in Britain, including the Caledonian Sleeper and our cross-Border train operators in Scotland.

4. The ban was kept in place in Scotland as a means to tackle antisocial behaviour and maximise passenger safety, particularly for women and girls.

5. The British Transport Police (BTP) is responsible for enforcing the alcohol ban, with support from ScotRail's 'Travel Safe Team.' However, the BTP are unable to be on every train, and as a result, where there are compliance issues, existing rules on alcohol consumption are not enforced. BTP resource is rightly focussed on targeting criminal offences and disorder on Scotland's railway, therefore, they are not in a position to draw resource away from this to enforce the current alcohol restrictions on every train.

6. BTP data shows an increase in the number of criminal offences relating to violence against women and girls on Scotland's railway both before and after the alcohol ban came into force. In 2019/20, there were 177 recorded incidents, with the figure increasing to 193 in 2021/22 and 190 in 2022/23 (Annex A). While these figures are generally low, it is concerning that we have seen a steady increase in the number of these unacceptable offences. This data from Scotland correlates with UK data published by BTP in August 2024 which shows there was a 20% increase in the number of violent crimes against women and girls on trains across the UK, rising from 9,464 to 11,357 in 2023/24.

7. Data recorded by the British Transport Police provides detail on the type of offence committed but does not detail contributing factors, such as the role of alcohol. It is therefore not possible to attribute any changes in the number of antisocial behaviour incidents to the alcohol ban. Figures from recent years show a reduction in antisocial behaviour incidents: in 2021/22, the number of recorded antisocial behaviour incidents was 3597, reducing to 2292 in 2022/23 and to 2245 in 2023/24 (Annex A). The higher number of incidents in 2021/22 may be reflective of a time where staff presence on trains and at stations was reduced due to the impact of pandemic, consequently reducing the deterrent to such activity, particularly when compared against the number of incidents before the pandemic, with 2277 in 2019/20 and 2065 in 2018/19. While the reduction in the number of incidents is welcome, the number of antisocial behaviour incidents on our railway is unacceptably high. This is why I have liaised with our delivery partners to better understand the core of the issue.

## Engagement

8. I have actively engaged with delivery partners and stakeholders on this matter and the consensus has been overwhelming: that whilst recognising alcohol can often fuel antisocial behaviour the ban itself is ineffective and difficult to enforce, and it is antisocial behaviour that is the main problem (Annex A). ScotRail, BTP and Trade Unions have communicated to me their strongly held views in relation to the alcohol ban and antisocial behaviour. They are all in favour of a return to the pre-COVID alcohol on trains policy, arguing that railway staff trying to enforce the ban is more likely to create incidents rather than avoid them.

9. I recognise the balance between the future of alcohol restrictions against maximising passenger safety, particularly for women and girls. I have sought and used the expertise and advice of organisations which seek to protect and promote women's safety: Engender and Rape Crisis Scotland and which seek to encourage men to do more to protect women: White Ribbon Scotland. All three organisations indicated that the blanket ban on alcohol on trains could be lifted, and the focus of policy to be clearly directed to measures for the prevention and response to antisocial behaviour.

10. My extensive engagement with the rail industry and key stakeholders has enabled me to reassess our approach to alcohol on ScotRail trains and while I recognise there are diverging views around lifting the alcohol ban, I cannot ignore the compelling case made by our delivery partners.

## Proposed Approach to Tackle Antisocial Behaviour

11. To maintain and maximise passenger safety, I am also proposing to bring forward an enhanced package of policies to tackle and prevent antisocial behaviour on Scotland's Railway. This includes:

### Initiatives Delivered by ScotRail

12. A review and strengthening of existing processes for responding to customer reports of antisocial behaviour or crime on Scotland's railway including feedback and support arrangements. The introduction of an ongoing programme of enhanced conflict management training for all front-line staff. Further promotion of the existing "help points" as a source of support for passengers feeling vulnerable. Increased staff presence increasing the number of the 'Travel Safe Team' and expanding the team to a wider geographical coverage. Recruitment of around 100 new ticket examiner staff on trains. Encouraging more staff to use Body Worn Video and more investment in CCTV.

13. Scottish Ministers have specified ScotRail must have a member of staff other than drivers on all services and there is live consultation on proposals for station staff to increase presence on platforms and trains at times when ticket offices are quieter or closed.

### Review of Enforcement Powers

14. Establishing a time-limited Working Group of officials from across the Scottish Government and Crown Office Procurator Fiscal Service, with representatives from BTP, Trade Unions and the Rail Industry, with a remit to review the adequacy and effectiveness of existing enforcement measures in preventing and responding to antisocial behaviour on Scotland's Railway, and to understand the complexities of Fixed Penalty Notices and banning orders as they apply to the railway, and existing railway worker protections (Annex C). The group will have 6 months to produce a paper setting out the pertinent facts and its assessment. It will not make recommendations to Ministers but will inform advice from officials and Ministerial deliberations and decision making.

## Communications

This suite of initiatives will be supported by a communications strategy and subsequent activities. Our narrative will underpin efforts to ensure staff, passengers and stakeholders hear and understand the rationale for our approach and this renewed, collaborative effort further to prevent and reduce crime and antisocial behaviour. Our communications strategy will integrate with a range of planned communications campaigns and activities, primarily led by ScotRail and BTP. This will ensure [REDACTED Section 29(1)(b)]

our collaborative efforts to address antisocial behaviour. Our communication strategy will also align with and reflect key Scottish Government messaging around health and the harms of alcohol.

ScotRail and BTP will monitor closely the impacts of lifting the current alcohol restrictions against the package of measures to tackle antisocial behaviour. It is important that if we see an increase in the number of reported antisocial behaviour incidents that we understand whether this is a genuine increase in the number of those crimes or an impact of the enhanced reporting measures to tackle antisocial behaviour. Nevertheless, all impacts will be kept under review with Scottish Ministers able to [REDACTED Section 29(1)(b)]

### **Contribution to the Government's Purpose and National Outcomes**

15. Making our communities inclusive, empowered, resilient and safe forms part of our National Outcomes, and this undoubtedly extends to our railway which is vital for connecting our communities. It is therefore essential that we strengthen measures to tackle and prevent antisocial behaviour on Scotland's Railway to ensure passengers can travel safely, comfortably and have the confidence to do so.

16. However, we must strike the balance between our other National Outcomes, particularly ensuring that we have a public transport network that respects, protects and fulfils human rights and supports people living free from discrimination. I am mindful that some women and girls adjust their travelling behaviour out of fear of antisocial behaviour and criminality. In developing my proposals, I have routinely engaged with stakeholders in this space and developed measures that respond to their concerns around safety on the railway. I also recognise that allowing alcohol on ScotRail trains may be seen as contrary to our wider public health messaging around alcohol consumption and our National Outcome of ensuring people are mentally and physically healthy and active. I have encouraged Transport Scotland officials to work collaboratively with their health counterparts to implement measures to support our public health goals.

### **Contribution to the Government's Four Priorities**

17. Tackling antisocial behaviour on the railway directly improves the public service provided by ScotRail. This can increase passenger confidence in the railway, by making it a more desirable option. Increased patronage will generate more revenue and in doing so reduce Government subsidy. Scotland's railway provides access to our cities, cultural events and hospitality which contributes to growing Scotland's economy. Rail travel has a central role in tackling the climate emergency and reducing Scotland's transport emissions, therefore enticing people to use Scotland's railway is essential for achieving a modal shift. Tackling antisocial behaviour on rail services that cover deprived areas can help prevent children who come from poorer backgrounds from becoming victims of crime.

### **Risks to Delivery**

18. In terms of the ScotRail policy initiatives, we will be reliant on ScotRail to progress and deliver the agreed activity and pursue positive impacts and outcomes. ScotRail report performance of their business to Scottish Rail Holdings and ultimately to Scottish Ministers and are a lead partner in the Safer Transport Strategic Group and other high level forums where they report on delivery of their activity to prevent and reduce antisocial behaviour.

19. Easing the current alcohol restrictions may also generate a negative public reaction, particularly concerning the safety of women, girls and vulnerable passengers. Risks are fully examined at Annex A; however, I have been guided by the knowledge and expertise of women's groups while deliberating the future of alcohol restrictions, These discussions have been weighed carefully against the recommendations from the research into Women and Girls Safety on Public Transport. I have noted their views around whether a blanket alcohol ban actually tackles the underlying causes of antisocial and inappropriate behaviour and that an increased staff presence on trains could help to improve safety, along with improved reporting mechanisms and follow up measures.

20. Lifting the ban will **[REDACTED s29(1)(a)]**Any easing of the current restrictions is not intended to encourage increased alcohol consumption and as a Government we remain committed to reducing the harms associated with alcohol consumption and we will continue to work collaboratively across government to promote our wider public health messaging.

21. Football clubs have previously lobbied government to have restrictions on alcohol sales lifted within football stadia, and to date, we have resisted this. Allowing alcohol to be sold on trains may lead to a perception that the government is easing up on such restrictions generally and therefore lead to accusations of inconsistency. ScotRail will have the opportunity to consider whether or not they will sell alcohol as part of their catering service. If alcohol is to be sold on trains while retaining the option to apply restrictions for certain sports events, this may lead to

22. **[REDACTED s29(1)(a)]**. However, the decision to restrict alcohol on trains relating to sporting events will be informed by a risk-based assessment from our rail delivery partners and BTP, rather **[REDACTED s29(1)(a)]**

## Legal

23. At this stage there are currently no immediate legislative impacts. I, along with the Cabinet Secretary for Justice & Home Affairs and the Lord Advocate, will consider the outputs and legal implications of the time-limited Working Group's review of the adequacy and effectiveness of existing enforcement measures in preventing and responding to antisocial behaviour on Scotland's Railway at the appropriate time. Annex C provides an overview of powers given in the Railway Byelaws, the Antisocial Behaviour (Scotland) Act 2004, the Criminal Justice and Licencing (Scotland) Act 2010, and the common law, which could be used to tackle antisocial behaviour on trains and at stations.

24. **[REDACTED s29(1)(a)]**All rail workers are, however, protected by the aforementioned Criminal laws.

## Finance

25. Lifting the current alcohol restrictions and introducing rules allowing alcohol consumption from 10am to 9pm every day will provide ScotRail the opportunity to consider the sale of alcohol as part of its retail offer on some long-distance services, which prior to the pandemic generated c£200,000 per annum revenue. Recent analysis from ScotRail suggests around £160,000 net revenue per annum has been lost from being unable to sell

alcohol on their services. ScotRail's catering service has historically run at a loss with alcohol sales generally offsetting this.

26. The ScotRail policy initiatives to tackle antisocial behaviour will be delivered within its existing resources.

### **Parliamentary Handling**

27. The current blanket ban of alcohol on ScotRail trains continues to receive sustained criticism from the media and MSPs, with Scottish Labour supporting the position of trade unions and the Scottish Conservatives viewing the ban as disproportionate and that the Scottish Government is taking too long to make a decision over the future of the ban. I intend to make a Statement to Parliament outlining my proposals to introduce strengthened measures to tackle antisocial behaviour on Scotland's railway and the wider public transport network. In doing so, I would hope to also be able to communicate our shared, agreed position on the future of alcohol restrictions to shift the focus towards our collaborative efforts towards tackling and preventing antisocial behaviour.

### **Decisions**

28. Cabinet is invited to approve the introduction of the enhanced package of policies to tackle and prevent antisocial behaviour on Scotland's railway; and agree to replacing the current ban of alcohol on all ScotRail services by introducing rules which allow alcohol consumption from 10am to 9pm every day, with restrictions on services where police and railway industry intelligence indicates it necessary.

**FH**

18 February 2025

## ANNEX A

### ALCOHOL AND ANTISOCIAL BEHAVIOUR ON SCOTLAND'S RAILWAY

#### KEY ADDITIONAL INFORMATION

##### Factual Information and Analysis

###### Background

1. In November 2020, ScotRail Trains introduced a temporary blanket ban on alcohol on their trains and stations to support compliance with public health measures during the pandemic. When COVID restrictions were lifted, the previous Minister for Transport requested the blanket ban to remain in place, reduce antisocial behaviour including that which could impact on women and girls feeling safe on Scotland's railway. This represents the last temporary COVID restriction that remains in place, and therefore, I am seeking Cabinet agreement over its future.

2. Research into Women and Girls Safety on Public Transport, published in March 2023, reported that alcohol and drugs were seen to fuel much of the inappropriate behaviour that women and girls were exposed to, and the report included a recommendation that existing rules and legislation be strengthened and better enforced on public transport (note that participants were not explicitly asked to reflect on the ban on alcohol on trains). The findings from the research and the recommendations can be seen as relevant but not definitive in answering questions around the ban, therefore.

3. ScotRail, BTP and Trade Unions are all very strongly in favour of a return to the pre-COVID alcohol on trains policy, arguing that railway staff trying to enforce the ban is more likely to create incidents rather than avoid them. They argue that antisocial behaviour, with or without drunkenness, is the issue that requires tackling, not alcohol on trains. Passenger Focus is likewise not in favour of the blanket ban, on the basis that people who are drunk, rather than drinking, are the problem and banning alcohol on trains and at stations does not prevent drunk people from boarding and behaving unacceptably. ScotRail, RMT and Network Rail want to be able to ban the most serious or persistent troublesome passengers from trains and stations, and for railway staff to have the same levels of protection that emergency workers and retail workers have. However, it is important to note that views around the easing of the current alcohol restrictions are likely to be mixed. With many stakeholders having concerns about the impacts in relation to the Scottish Government's wide approach to reducing alcohol related harms.

4. Enforcement of the ban is carried out by the BTP, with support from the ScotRail's 'Travel Safe Team.' The BTP is unable to be on every train, and as a result, passengers are able to consume alcohol without challenge. This has led to continued political and media scrutiny arguing that the ban is ineffective and unenforceable. This creates a negative impact if people see it being flouted without consequence and conclude that other rules must be similarly weak.

5. The evidence we have gathered is that though antisocial behaviour incidents have reduced, the reduction is more likely to reflect a reduced staff presence on trains and at stations as opposed to be a direct result of the ban being in place. The number of antisocial behaviour incidents in Scotland remain high.

Financial Year	Count
18/19	2065

19/20	2277
20/21	2735
21/22	3597
22/23	2292
23/24	2245

6. Furthermore, the below data shows an increase in the number of sexual offences and crimes relating to violence against women and girls at ScotRail stations and on their trains over the period the alcohol ban has been in effect.

Crime Type (on trains & at stations)	Year					
	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24 (until Feb 2024)
VAWG	110	177	78	193	190	188
Sexual Offences	48	53	21	76	66	77

7. Despite the substantial efforts of railway staff and BTP and with the current blanket ban of alcohol on ScotRail trains we have continued to see consistently high numbers of these offences. This highlights the wider societal problem of violence against women and girls, and I remain committed to tackling this head on in the transport sector.

8. It is important to note that ScotRail is the only rail operator in Scotland that imposes an alcohol ban. Our cross-border services such as the Caledonian Sleeper, LNER, TransPennine Express, Cross-Country and Avanti do not impose alcohol restrictions.

9. As BTP resources are stretched it is impossible to strictly enforce the ban which has resulted in an environment where rules are openly ignored. This has been noted by various MSPs who have asked questions around the easing of the temporary restrictions in the Parliamentary Chamber, which in turn has led to continued media scrutiny of the ban. Having more targeted alcohol restrictions will allow BTP to direct their focus onto particular routes of concern or on services where alcohol is prohibited, such services where passengers are travelling to football matches or major events.

10. This continued discourse has overshadowed a lot of the good work our delivery partners are doing to tackle antisocial behaviour and maximise passenger safety, including around the safety of women and girls. On 26 November 2024, to coincide with the 16 days of activism against gender-based violence, ScotRail, Network Rail and BTP were awarded White Ribbon Status to recognise their efforts towards tackling and preventing violence against women and girls on the railway, such as, ScotRail's travel safe team and the BTP text 61016 service and rail guardian app which allows passengers to discreetly report issues directly to BTP. Unfortunately, until a final decision is taken over the future of the temporary alcohol restrictions these collaborative efforts will continue to be overlooked by the media and MSPs. This has prevented our delivery partners from effectively highlighting their efforts in this space, as the line of questioning often stems back to whether or not the alcohol ban will be lifted.

11. This paper seeks to address the diverging views over the continuation of the ban and wider antisocial behaviour.

## **Engagement with Delivery Partners and Stakeholders**

12. Our delivery partners and stakeholders make a compelling case to which I am responding, however, this must be balanced against the concern for women and girls' safety. All passengers and staff have a right to travel on Scotland's railways without fear of harassment and antisocial behaviour.

13. In December 2023, I met with key stakeholders to consider the recommendations from research on Women and Girls' Safety on Public transport. On the alcohol ban their were a range of views on whether a blanket ban tackles the underlying causes of antisocial and inappropriate behaviour and that other methods of improving safety on ScotRail trains, such as an increased staff presence, could be explored. There was a strong consensus that measures were needed to improve reporting mechanisms and follow up procedures. A report from that meeting outlines a set of principles to support collaboration between organisations with a role in ensuring women's and girl's safety on public transport. This is available on a webpage hosted by Transport Scotland, which highlights what actions the Scottish Government is taking forward on this issue.

14. Women and girls' safety has been a central factor in my deliberations over the future of the alcohol ban. I have sought and used the expertise and advice of women's organisations Engender and Rape Crisis Scotland, along with White Ribbon (who work with men to change attitudes and behaviours towards women). All three organisations are comfortable with the blanket ban on alcohol on trains being lifted, and the focus of policy being more firmly on the prevention and response to antisocial behaviour.

15. In May 2024, I hosted a roundtable discussion with the BTP, the rail industry, Trades Unions, passenger representatives, a researcher of women's safety and White Ribbon Scotland. The consensus was overwhelming: the ban is ineffective and unenforceable, and it is antisocial behaviour that is the root problem. There was also a strongly held view that the alcohol ban and, continued public discourse on it, is a distraction from the significant collaborative efforts being made to address antisocial behaviour. Furthermore, stakeholders are of the view that people who are already drunk, rather than drinking, are the problem and banning alcohol on trains and at stations does not prevent drunk people from boarding rail services.

16. In order to divert attention away from the alcohol ban and towards supporting our delivery partners to tackle antisocial behaviour, it is essential that a final decision is taken on the matter. To achieve this, I have put forward two options for Cabinet consideration regarding alcohol restrictions. Following this continued engagement with stakeholders, my preference would be to replace the current blanket ban of alcohol on ScotRail trains and introduce new rules allowing alcohol consumption between 10am and 9pm every day, except on services where police and rail industry intelligence indicates it necessary. An assessment of both options can be found at paragraphs 37 to 42. To address stakeholders shared concern around antisocial behaviour, I have developed an enhanced package of policies to tackle and prevent antisocial behaviour with the goal of making passengers and staff feel safer and more supported on the railway.

17. Transport Scotland officials have since engaged with the attendees of the May roundtable to outline the policy proposals for preventing and tackling antisocial behaviour and the introduction of new alcohol restrictions allowing consumption between 10am to 9pm every day. All of the stakeholders have confirmed that they are supportive of the proposals and new alcohol restrictions.

## **Cabinet Engagement**

18. I recognise these proposals go beyond Scotland's railway as antisocial behaviour continues to be a wider societal issue. That is why I have engaged on a cross-portfolio basis to secure support and address any wider concerns.

19. On 28 May 2024, I discussed the proposals with the Minister for Victims and Community Safety who confirmed she is supportive of the measures. I also wrote to the Cabinet Secretary for Justice & Home Affairs and the Lord Advocate who have both confirmed they are supportive of the proposals and will encourage their officials to contribute to the time-limited working group on reviewing enforcement powers.

20. On 14 August, I circulated a note to Cabinet outlining my proposals to tackle antisocial behaviour and lift the temporary blanket ban of alcohol on ScotRail trains. The overall response to the proposals was largely positive particularly with regard to introducing time specific rules around alcohol consumption; specific restrictions on services relating to large sporting events; bringing forward measures to tackle antisocial behaviour and the outcome of the enforcement powers review. My officials have considered feedback around the victim's perspective in relation to gender and ethnic minority aspects of antisocial behaviour and a request that Engender should be invited to take part in the short-life working group.

#### **[REDACTED Section 29(1)(b)]**

#### **Violence Against Women and Girls**

21. Concerns around women and girls safety were raised, specifically in relation to the recommendations from research on Women and Girls' Safety on Public transport and concerns around alcohol fuelling the inappropriate behaviour women and girls are exposed to. This is undoubtedly a shared concern as we all remain committed to tackling gender-based violence across society. Unfortunately, the data in paragraph 6 shows that the alcohol ban has had a minimal impact on the number of violent crimes against women and girls and sexual offences on ScotRail trains and at their stations. That is why I have routinely engaged with women's organisations while considering the future of the alcohol ban, in order to fully understand what measures can ensure they feel safe when using public transport, for example an increased staff presence on trains. This guidance has been central to the development of this policy proposal.

#### **Public Health concerns around alcohol consumption**

#### **[REDACTED s29(1)(a)]**

In recognising these concerns, it is important to emphasise that any easing of the current restrictions is not intended to encourage increased alcohol consumption. As a Government we remain committed to reducing the harms associated with alcohol consumption and Transport Scotland officials will continue to work collaboratively with their health counterparts to implement measures to achieve this goal. We all have a duty to protect children and young people from being exposed to alcohol, however, our delivery partners and stakeholders contend that the current ban is not having an impact on alcohol consumption behaviours, as they are largely being ignored which not only exposes children to alcohol but also creates an environment where it is acceptable for rules to be openly ignored. Therefore, the changes I am proposing to introduce regarding alcohol consumption on ScotRail trains are more restrictive than wider alcohol licensing restrictions such as at

restaurants, cafes and wider sporting or cultural events. These are all environments where children and young people will undoubtedly be exposed to alcohol related behaviours. However, I acknowledge that **[REDACTED s29(1)(a)]**  
22.

### **[REDACTED Section 29(1)(b)]**

#### Public health stakeholder views

### **[REDACTED Section 29(1)(b)]**

#### Better Enforcement

23. The issue of better enforcement and whether BTP could do more to enforce existing Railway Byelaws and antisocial behaviour legislation was also raised.

I agree there must be scope for better enforcement and the proposed short-life working group will explore the details of this and provide advice on what practical steps can be taken and best practice shared. A greater BTP resource with increased visibility on the network would make a difference but as we have no direct responsibility over that organisation, we must work within the resource they have and continue to encourage them to work more effectively with ScotRail and partners wherever possible. There are a number of powers conferred to BTP and ScotRail staff under the railway byelaws and antisocial behaviour legislation, however, there are complexities which **[REDACTED Section 29(1)(b)]**

24. (further information on Railway Byelaws and antisocial behaviour legislation at Annex C).

#### Stakeholder Views

### **[REDACTED Section 29(1)(b)]**

25. Paragraphs 12 to 17 provide an overview of my engagement with stakeholders which has led to ScotRail, BTP, Network Rail, Scottish Rail Holdings and Trade Unions confirming their support for strengthened measures to tackle antisocial behaviour and easing the current alcohol restrictions in favour of new rules which allow consumption from 10am to 9pm every day except on services where police and rail industry intelligence indicates it necessary.

#### Public Consultation

### **[REDACTED Section 29(1)(b)]**

The extensive engagement with stakeholders over the last 12 months has built my own knowledge and understanding of the issues of concern and I am not sure that a further

### **[REDACTED Section 29(1)(b)]**

will add value, particularly because **[REDACTED Section 29(1)(b)]**

### **[REDACTED Section 29(1)(b)]**

26. on alcohol restrictions, as evidenced by ScotRail's online poll in December 2023 (paragraph 65) which showed that 56% of respondents preferred for the current blanket ban to be lifted, 29% were in favour of retaining the ban and 15% respondents were unsure whether they wanted the ban to continue.

#### Alcohol restrictions on other modes of public transport and across the rest of the UK

27. In response to the note, it was highlighted that almost all bus, subway and tram services in Scotland prohibit alcohol consumption. ScotRail is not unique in having restrictions on alcohol, with Glasgow Subway, and the wider bus network enforcing an alcohol ban at their stations and on their services. However, while there are some similarities between ScotRail and these other modes of public transport, their environments are not entirely comparable, with tickets being required to access busses or controlled and enclosed Subway stations, as opposed to the largely unrestricted access of ScotRail stations and trains. Furthermore, bus and subway journeys often cover shorter distances and vehicles are not equipped with tables and chairs that facilitate food and drink consumption. Whereas our rail services typically cover long distance journeys, and a majority of our trains provide these facilities to allow passengers to consume food or beverages.

28. Edinburgh Trams carriage conditions impose complete alcohol restrictions on passengers travelling to and from large events at Murrayfield Stadium and local football matches. The proposals to change alcohol restrictions are similar, whereby alcohol will be prohibited on ScotRail services where police and railway industry intelligence indicates it necessary, for example on journeys to and from football matches or large concerts.

29. It was also noted that alcohol is prohibited on rail services across the rest of the UK. However, only a small number of operators have alcohol restrictions on their trains, with Transport for London and Merseyrail having a blanket ban of alcohol consumption and Northern Rail having restrictions at specific times and on specific services (more information at paragraphs 56 to 58).

#### Communications Campaign

30. The 'Don't be that guy' campaign and its effectiveness in encouraging men to be an active bystander was highlighted. Any communications strategy we develop moving forward would certainly incorporate these elements to ensure that our messaging is both supportive and proactive in addressing safety concerns. Feedback from Engender and Rape Crisis Scotland has been that current campaigns may not be landing with the most vulnerable and we will seek to address that in future communications with their guidance.

#### **Assessment of Options on Future of Alcohol Restrictions**

31. **[REDACTED s29(1)(a)]** However, it is likely low compliance with the ban would continue despite strengthened measures to tackle antisocial behaviour being introduced. Discord around the ban would continue and focus would again shift from the good work our delivery partners are undertaking to make the railway safer. As our stakeholders have reiterated alcohol consumption itself is not the problem, whereas antisocial behaviour is the central issue.

32. Continuing the ban would not be welcomed by BTP, Transport Focus, ScotRail, Scottish Rail Holdings, or Trades Unions, all of whom consider a blanket ban to be disproportionate and an ineffective measure against antisocial behaviour.

33. The main difficulty with making the blanket ban permanent relates to enforcement. The Railway Byelaws give railway staff the legal power to enforce any restrictions on alcohol that are in place, as well as powers to prevent intoxicated people and/or people behaving unacceptably from boarding trains and require them to leave the station. However, ScotRail, with support from Trades Unions, do not wish for any member of staff to place themselves in harm's way. The BTP are limited in the extent that they are able and willing to resource enforcement of a blanket alcohol ban, rather than focussing staff time on more significant incidents of antisocial behaviour and criminality.

34. Without effective and visible enforcement, a continued blanket ban offers no benefits and will result in ongoing criticism from both MSPs and the media as people are able to see it being openly flouted.

Revoking the current blanket ban and introducing new rules allowing alcohol consumption on trains between 10am and 9pm every day, with restrictions on specific journeys as informed by evidence and intelligence would be welcomed by multiple stakeholders and delivery partners. However, **[REDACTED s29(1)(a)]**

35. That is why the easing of restrictions will be backed by enhanced policy measures to tackle antisocial behaviour and maximise passenger safety, for example increasing the number of ticket examiners and expanding the geographical coverage of ScotRail's travel safe team.

36. Engender, Rape Crisis Scotland and White Ribbon have said they have no strong opinion on the specifics around the alcohol ban, but that focus should continue to be on educating and raising awareness amongst men that antisocial behaviours against women and girls in any environment is unacceptable. They suggest awareness raising campaigns from BTP and ScotRail could be better targeted and more effective and need to be sustained.

### **Contribution to the Government's Four Priorities**

37. The vast majority of passengers on Scotland's Railway behave respectfully and enjoy pleasant journeys. However, it is important to recognise that antisocial behaviour and criminality persist at low levels, as they do across society more widely, causing other passengers and staff to feel threatened and unsafe. Introducing a suite of initiatives to tackle and prevent antisocial behaviour will improve the public service provided by ScotRail and Network Rail, this in turn can increase passenger confidence and safety.

38. Increasing the confidence of passengers can encourage more to utilise existing rail services and can add to the growing leisure market of rail travel following the pandemic. This market can contribute to growing the economy as it enables passengers to access many of Scotland's towns and cities hospitality and cultural events.

39. Ensuring rail services are attractive and safe can drive a modal shift from car to rail and wider public transport, which is an essential component of tackling the climate emergency.

### **Risks to Delivery**

40. ScotRail will be responsible for ensuring measures are delivered. Therefore, it is essential staff and Trade Unions are engaged following the outcome of this Cabinet paper. ScotRail will be responsible for ensuring that passengers are aware of any changes to alcohol restrictions and implementing the new rules. To monitor this, ScotRail report performance of their business to Scottish Rail Holdings and are a lead partner in the Safer Transport Strategic Group and other high level forums where they report on delivery of their activity to prevent and reduce antisocial behaviour.

**[REDACTED Section 29(1)(b)]** However, it is important Transport Scotland officials work closely with BTP and ScotRail to understand any changes to antisocial behaviour trends. As increased awareness of reporting measures may encourage more passengers to actively

report incidents of antisocial behaviour to BTP or ScotRail, which in turn, would demonstrate a positive impact of the policy.

41. There may be a negative public perception, especially concerning safety for women, girls and vulnerable passengers if alcohol restrictions are eased to allow consumption between 10am to 9pm on all services every day. However, having specific times allowing alcohol will allow delivery partners to target their enforcement onto later services, which is when women and girls report feeling most vulnerable. This is why it is imperative that ScotRail pursue to the delivery of measures to tackle antisocial behaviour with vigour.

42. On the other hand, keeping the existing blanket alcohol restrictions in place will continue to shift political and media focus away from the sustained and collaborative efforts of our delivery partners towards tackling antisocial behaviour and will not be well received by stakeholders. Challenges around enforcement will continue to persist and there may be a risk that efforts to tackle wider antisocial behaviour will shift towards enforcing the ban.

### **Legal Considerations**

43. There are currently no legal implications from the proposal to introduce strengthened measures to tackle and prevent antisocial behaviour on Scotland's railway. The recommendations from the review of enforcement powers by the time-limited Working Group will be closely examined to understand any legal implications.

44. Easing or retaining the alcohol restrictions on ScotRail trains will have no legal impact or require any changes to legislation.

### **Financial Implications**

45. In June 2022 Scottish Rail Holdings said that pre-pandemic, the sale of alcohol on ScotRail trains generated £200,000 per year in revenue. Pre-pandemic, on-board hospitality operated at a cost of £2.5 million per year. Scottish Rail Holdings said that by not offering alcohol on longer distance routes, the cost to operate hospitality will increase by a further £200,000 per year. Analysis by ScotRail in November 2024 suggests around £160,000 net revenue per annum is foregone from being unable to sell alcohol on ScotRail services.

### **Science Evidence and Advice**

46. N/A.

### **Parliamentary and Other Handling Issues**

47. It is likely the policy package and working group initiatives will be welcomed by MSPs as taking a positive, proactive approach to preventing and reducing antisocial behaviour. There has significant political interest in understanding what the Scottish Government is doing to try and tackle antisocial behaviour across the public transport network and delivering a Ministerial Statement on this issue will demonstrate the Scottish Government is working proactively and committed to tackling this issue.

48. However, the current alcohol ban continues to receive sustained political and media scrutiny due to the perceived lack of enforcement and implementation. It is likely if Cabinet agrees to retain these restrictions that opposition MSPs, the media and wider public will continue to criticise the Scottish Government. This will inevitably divert attention away from

the positive steps our rail delivery partners are taking towards making the railway safer for everyone.

### **Relationship with UK Policies and Bodies**

49. The UK Government has no unitary policy regarding alcohol consumption and wider antisocial behaviour on rail services. This is owing to the largely complex mix of privately and publicly owned rail services across the rest of the UK, with a majority of passenger services being operated privately through franchised Train Operating Companies. Alcohol consumption is permitted on most trains in England and Wales, however, during some sporting or major events operators may choose to run 'dry trains' which prohibits passengers from bringing alcohol on board and consuming it. This aligns with our proposal to allow alcohol consumption on ScotRail services from 10am-9pm every day, except on services where police and rail industry intelligence indicates it necessary, whereby alcohol restrictions will be imposed and communicated to passengers before travelling.

50. Throughout the UK only a small number of operators impose blanket alcohol restrictions on their services. For example, Transport for London have banned alcohol consumption on all London Underground, Overground, and Docklands Light Railway services since 2008. This also extends to buses operated by them. The rule was part of a broader initiative to improve safety and comfort for passengers, however, there are anecdotal concerns around the ban's enforcement. Merseyrail has a complete ban on alcohol consumption on its trains and stations, with ban being in place for several years and strictly enforced. Northern Trains, whose mix of urban, rural, local and longer distance train services closely matches those of ScotRail, has taken a similar approach to the one we are proposing and run 'dry trains' whereby alcohol is strictly prohibited. These dry trains cover major sporting and cultural events, but also include Saturday services from 7pm onwards and late services which run on a Bank Holiday Sunday.

51. In November 2023, the Department for Transport launched a pilot to rollout Transport Safety Officers (TSOs) in 4 areas in England, as part of their efforts to tackle and prevent antisocial behaviour across the public transport network. TSOs patrol targeted routes and locations and work collaboratively with local police forces and BTP to respond to antisocial behaviour incidents on rail, bus and tram services. TSOs work to improve safety with an emphasis on engagement and education, however, they also hold the power to issue fixed penalty notices in response to certain antisocial behaviour. Transport Scotland rail and bus officials have met with the Transport for West Midlands' Transport Safety Officers both at and beyond the Scottish Government's Independent Working Group on Antisocial Behaviour. This provided an opportunity to understand their model and share wider best practice and experiences.

### **EU or Wider International Implications**

52. There are no EU or Wider International Implications.

### **Public Sector Equality Duty**

53. The Equality Act 2010 places a duty on public authorities to have due regard to the need to eliminate discrimination, harassment and victimisation. Maximising safety for all rail passengers and staff informed by an awareness of issues faced by women and girls is central to the aims of the package of policy measures to tackle and prevent antisocial behaviour. ScotRail will review existing reporting and follow up process, including support given to passengers, and identify and amend areas as necessary. It will identify methods

that could support a more sympathetic approach, particularly with women and girls, that will encourage passengers to report incidents that cause them concern. It will design a process that will increase awareness and confidence amongst passengers that any reporting of antisocial behaviour will be followed up by action with passengers being supported and advised of this.

54. Strengthening measures to tackle and prevent antisocial behaviour backed by a robust communications plan will enable male passengers to know and understand what they can do if they witness unacceptable behaviour towards women and girls. This aligns with the work of White Ribbon Scotland who have engaged closely throughout the development of these measures and the future of alcohol restrictions.

### **Gaelic Language Impact**

55. The proposals outlined in this paper have no impact on the Gaelic language.

### **Presentation**

56. While the introduction of our strengthened measures to tackle antisocial behaviour and the final decision on the future of alcohol restrictions will be shared with Parliament through a Ministerial Statement, it will be supported by a communications strategy and subsequent activities. Our narrative will underpin efforts to ensure staff, passengers and stakeholders hear and understand the rationale for our approach and this renewed, collaborative effort to further prevent and reduce antisocial behaviour. Trade Unions and rail staff are key to the success of the policies being taken forward.

### **Consultation**

57. Input from key stakeholders across and beyond the rail industry has been regularly sought to ensure that all views are taken into consideration in relation to the alcohol ban. The safety of staff has been a key priority throughout these discussions. All rail trade unions have expressed unequivocal support for lifting the blanket ban, and a shift of focus to tackling antisocial behaviour. This support was reinforced at the roundtable discussion in May 2024 and subsequent follow up meetings with Transport Scotland officials.

58. This extensive engagement with key stakeholders has been essential in identifying and understanding the main issues of concern. Further **[REDACTED Section 29(1)(b)]**

59. would not add any value to the ongoing debate **[REDACTED Section 29(1)(b)]** on the future of alcohol restrictions, as evidenced by ScotRail's online poll in December 2023 whereby 56% of respondents preferred for the current blanket ban to be lifted, 29% were in favour of retaining the ban and 15% respondents were unsure whether they wanted the ban to continue.

### **Verity House Agreement Implications**

60. There are no Verity House Agreement Implications.

### **New Deal for Business Implications**

61. There are no implications on the New Deal for Business.

## ANNEX B

**Note:** This annex must be included with all Cabinet papers. The purpose of this table is to illustrate how any high level issues were resolved during pre-Cabinet consideration. The table should be left blank when your paper is circulated for pre-Cabinet consideration and only completed once the Ministers listed below have responded with their comments. As this annex provides a formal record, replies from Ministers should be recorded in full rather than being summarised. Nil entries are required. Where a Minister's response indicates that they are content for the paper to proceed to Cabinet without any further comment, you should just record 'None' in the Issues Raised column and 'N/A' in the How Resolved column. Supportive comments can be included. If a comment does not require any action, 'Noted' can be recorded in the How Resolved Comment. Where action has been taken in response to an issue raised this should be detailed in the How Resolved column. In addition to completing this table, the lead Minister should respond to any substantive comments raised in pre-Cabinet consideration, particularly those that require action, by responding to the email in which the comments were raised. This response should be copied to all on the email copy list. In finalising the table below, you can remove the Minister(s) in whose name the paper is drafted from the table below by deleting the entire row.

**Title of Cabinet Paper - this should be the same as the front page**

### INVOLVEMENT DURING PRE-CABINET CONSIDERATION

portfolio interests	issues raised	how resolved
First Minister		
Deputy First Minister and Economy and Gaelic		
Constitution, External Affairs and Culture		
Education and Skills		
Finance and Local Government		
Health and Social Care		
Justice and Home Affairs		
Net Zero and Energy		

portfolio interests	issues raised	how resolved
Rural Affairs, Land Reform and Islands		
Social Justice		
Transport		
Parliamentary Business		
Lord Advocate		

## **ANNEX C**

### **ALCOHOL AND ANTISOCIAL BEHAVIOUR ON SCOTLAND'S RAILWAY**

#### **EXISTING POWERS**

62. Part of the policy package of enhanced measures to tackle antisocial behaviour includes the establishment of a time-limited Working Group of officials from across Government and COPFS, with representatives from British Transport Police, Trades Unions and the rail industry, with a remit to review the adequacy and effectiveness of existing enforcement measures in preventing and responding to antisocial behaviour on Scotland's Railway, and to explore the potential of Fixed Penalty Notices, banning orders, and railway worker protections under the Protection of Workers (Retail and Age-restricted Goods and Services) (Scotland) Act 2021. The group would have 6 months to produce a paper setting out the pertinent facts and its assessment.

63. Below is an overview of the existing powers that BTP and railway staff have that relate to alcohol and antisocial behaviour.

#### **Railway Byelaws**

64. Powers to enforce a full or partial ban on alcohol on trains, prevent intoxicated people from remaining on the railway or boarding trains, and to remove or fine people behaving in a disorderly, indecent or offensive manner, are given in the Railway Byelaws.

65. The Existing Byelaws were made by the Strategic Rail Authority under section 219 of the Transport Act 2000 ('2000 Act') which has been repealed. They are however saved by section 46(4) of the Railways Act 2005 ('2005 Act') which provides: "Byelaws which—(a) were made by the Strategic Rail Authority under section 219 of the 2000 Act, and (b) were in force immediately before the repeal of that section by this Act, shall continue to have effect after the repeal as if every reference in those byelaws to that Authority were a reference to the Secretary of State. Section 46(5) of the 2005 Act continues to confer the power to revoke or amend any byelaws by order on the Secretary of State. Accordingly, the Scottish Ministers do not have the power to amend the Existing Byelaws.

66. The Railway Byelaws cover a wide range of issues relating to altering tickets, queuing, smoking, seat reservations, advertising and trading on a train, activating the emergency system, loitering, creating obstructions, animals, and so on.

67. Byelaws with particular pertinence to alcohol and/or antisocial behaviour are as follows:

##### **2. Potentially dangerous items**

(1) Except with written permission from an Operator or an authorised person\*, no person shall bring with him or allow to remain on the railway any item which, in the opinion of an authorised person, may threaten, annoy, soil or damage any person or any property.

(2) If any person in charge of an item contrary to Byelaw 2(1) is asked by an authorised person to remove it and fails to do so immediately, it may be removed by or under the direction of an authorised person\*.

##### **4. Intoxication and possession of intoxicating liquor**

(1) No person shall enter or remain on the railway where such person is unfit to enter or remain on the railway as a result of being in a state of intoxication.

(2) Where reasonable notice is, or has been, given prohibiting intoxicating liquor on any train service, no person shall have any intoxicating liquor with him on it, or attempt to enter such a train with intoxicating liquor with him.

(3) Where an authorised person\* reasonably believes that any person is unfit to enter or remain on the railway, or has with him intoxicating liquor contrary to Byelaw 4(2), an authorised person may:

- (i) require him to leave the railway; and
- (ii) prevent him entering or remaining on the railway until an authorised person is satisfied that he has no intoxicating liquor with him and/or is no longer in an unfit condition.

#### 5. Unfit to be on the railway

No person shall enter or remain on the railway if, in the reasonable opinion of an authorised person, he is in an unfit or improper condition or his clothing may soil or damage any part of the railway or the property or clothing of any person on the railway.

#### 6. Unacceptable behaviour

(1) No person shall use any threatening, abusive, obscene or offensive language on the railway.

(2) No person shall behave in a disorderly, indecent or offensive manner on the railway.

(3) No person shall write, draw, paint or fix anything on the railway.

(4) No person shall soil any part of the railway.

(5) No person shall damage or detach any part of the railway.

(6) No person shall spit on the railway.

(7) No person shall drop litter or leave waste on the railway.

(8) No person shall molest or wilfully interfere with the comfort or convenience of any person on the railway.

#### 24. Enforcement

##### (1) Offence and level of fines

Any person who breaches any of these Byelaws commits an offence and, with the exception of Byelaw 17, may be liable for each such offence to a penalty not exceeding level 3 on the standard scale (maximum of £1000).

##### (2) Removal of persons

(i) Any person who is reasonably believed by an authorised person to be in breach of any of these Byelaws shall leave the railway immediately if asked to do so by an authorised person.

(ii) Any person who is reasonably believed by an authorised person to be in breach of any of these Byelaws and who fails to desist or leave when asked to do so by an authorised person may be removed from the railway by an authorised person using reasonable force. This right of removal is in addition to the imposition of any penalty for the breach of these Byelaws.

(iii) No person shall fail to carry out the instructions of an authorised person acting in accordance with powers given by these Byelaws or any other enactment.

(iv) In exercising powers conferred by Byelaws 24(2)(i) and 24(2)(ii) the authorised person shall state the nature of the breach of any of these Byelaws in general terms prior to exercising the power conferred upon him.

##### (3) Identification of authorised persons

An authorised person who is exercising any power conferred on him by any of these Byelaws shall produce a form of identification when requested to do so and such identification shall state the name of his employer and shall contain a means of identifying the authorised person.

##### (4) Notices

No person shall be subject to any penalty for breach of any of the Byelaws by disobeying a notice unless it is proved to the satisfaction of the Court before whom the complaint is laid that the notice referred to in the particular Byelaw was displayed.

##### (5) Attempts

Any person who attempts to breach any of the Byelaws numbered 9, 10, 11, 13(1), 20(2) and 21 shall be liable to the same penalty as given above for breach of that Byelaw.

(6) Breaches by authorised persons

An authorised person acting in the course of his duties shall not be liable for breach of any of the Byelaws numbered 2, 4(2), 6(3) and 6(5), 7, 9, 10, 11(1), 13, 14, 15, 16(6), 17, 18, 19 and 20(1).

\*An “authorised person” means a person acting in the course of his duties who: (a) is an employee or agent of an Operator, or (b) any other person authorised by an Operator, or (ii) any constable, acting in the execution of his duties upon or in connection with the railway. In terms of enforcement, there will be instances where the byelaws can be enforced on the spot. Any individual who is reasonably believed by an authorised person to be in breach of any of the byelaws and who fails to desist or leave when asked to do so by an authorised person, may be removed from the railway by an authorised person using reasonable force. Byelaw 24 (i)(ii) provides that right of removal is in addition to the imposition of any penalty for the breach of the byelaws.

### **Antisocial Behaviour (Scotland) Act 2004**

68. ScotRail staff and Trades Unions are calling for powers to ban persistent or serious offenders from the railway. Powers under section 4 of the Antisocial Behaviour etc. (Scotland) Act 2004 could potentially be used, where appropriate, to make an application to a Sheriff for an Antisocial Behaviour Order (ASBO) that prevented a person from entering a railway station or using a train within a particular local authority area. Applications for ASBOs are usually made by local authorities. In order to grant an ASBO, a Sheriff must be satisfied that the following conditions are met: (a) that the person who will be subject to the ASBO is at least 12 years of age, (b) that the person has engaged in antisocial behaviour towards a person within the area of the local authority making the application, and (c) that an ASBO is necessary for the purpose of protecting persons within the area of the local authority from further antisocial behaviour by the person. Accordingly, each application would turn on its own particular facts and circumstances.

69. Police could issue fixed penalty notices for these low-level, antisocial offences, where appropriate, on trains and in train stations.

### **Criminal Justice and Licensing (Scotland) Act 2010**

Section 38 of the Criminal Justice and Licensing (Scotland) Act 2010 makes it an offence to behave in a threatening or abusive manner where this behaviour is likely to cause a reasonable person to suffer fear or alarm and the person behaving in this way intends it to do so or is reckless as to whether it will. This could be a single act or a course of conduct. If found guilty, a prison sentence of up to 5 years and/or a fine can be imposed. There is no need to show that someone suffered actual fear or alarm. The test is instead objective, and if a reasonable person, not being a person of abnormal sensitivity would suffer fear or alarm from the conduct than this is enough.

### **Breach of the Peace**

70. The crime of breach of the peace is common law offence meaning that it is not defined in legislation. The definition arising from the landmark case of *Smith v Donnelly* in 2001 provided that an accused's behaviour towards another must be severe enough to cause, or be likely to cause, fear or alarm to ordinary people, and to threaten serious public disturbance. Similarly to the section 38 offence above, the test is objective and there is no need to show actual alarm or disturbance, but that the conduct involved would have

presented as genuinely alarming and disturbing, in its context, to any reasonable person. The statutory offence of threatening or abusive behaviour under section 38 of the Criminal Justice and Licensing (Scotland) Act 2010 (described above), can overlap with breach of the peace and may often apply to the same or similar conduct. Unlike the common law breach of the peace, there is no requirement to show that the conduct caused a public disturbance, meaning those affected by “unseen” threatening behaviour have protection under the legislation.

## **Protection of Workers (Retail and Age-restricted Goods and Services) (Scotland) Act 2021**

71. Trade Unions have regularly expressed their preference for ScotRail staff to be afforded protections under the Protection of Workers (Retail and Age-restricted Goods and Services) (Scotland) Act 2021 (“the 2021 Act”).

72. Section 1(1) of the 2021 Act makes it an offence for a person to assault, threaten or abuse another person who is a “retail worker”. A “retail worker” is defined as a person—

(i) whose usual place of work is retail premises, or

(ii) whose usual place of work is not retail premises but who does retail work.

73. Section 5(2) of the 2021 Act defines “retail work” and the definition covers work done by those whose usual place of work is not retail premises (such as a train/ train station), if the work is in connection with the sale or supply of goods, on a retail basis, to the public. The Act only covers work involving the sale or supply of services in respect of which a statutory age restriction applies (including facilities for gambling). The explanatory notes provide some examples of the type of work that that would be covered. This would cover some work in high-street premises that (wholly or mainly) sell or supply services rather than goods (such as a hairdresser or vet) – but only work involving the sale of goods (such as hair-gel or veterinary medicines). They further provide that in a hotel that includes (as a small part of the premises) a public bar, the staff serving alcohol in the bar would be doing “retail work”, but most other hotel staff (including reception staff, porters and cleaners) would not.

74. While a transport worker going through the train/at a set location in a train carriage selling refreshments (goods) would therefore appear to be carrying out “retail work” as defined in section 5(2) of the 2021 Act, transport workers who are solely selling train journey tickets (for which there is increasingly no “tangible moveable item) may be regarded by a court to be selling services and not to be carrying out “retail work” as defined in the Act. It would be for an independent court to interpret the operation of the 2021 Act on a case by case basis.

75. Alongside the detailed set of views above on the operation of the 2021 Act, it is important to note that the offence in the 2021 Act does not extend in any significant manner the criminal law beyond protection afforded to everyone under general laws which operate in Scotland. Specifically, the 2021 Act offence relates to conduct amounting to “assault, threaten or abuse” directed at certain workers.

76. Under general law, it is an offence to assault any person in Scotland. Under general law, it is an offence to act in a threatening or abusive manner (along with certain other elements needing to be met). As such, the substance of the 2021 Act offence is already covered by other criminal laws.

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 07 May 2025 11:24  
**To:** [REDACTED @scotrail.co.uk>; [REDACTED @btp.police.uk>; John MacQuarrie <john.macquarrie@scotrailholdings.co.uk>  
**Cc:** [REDACTED @transport.gov.scot>; [REDACTED @transport.gov.scot>; [REDACTED @transport.gov.scot[REDACTED @btp.police.uk>  
**Subject:** New Alcohol Restrictions - Potential 1 June Implementation?

Hi [REDACTED John &[REDACTED

Further to yesterday's commitment to ease current restrictions and allow alcohol consumption between 10:00 – 21:00.

We are suggesting implementation from 1 June (noting a Sunday so content if 2 June is preferred?). However, grateful for your advice if you consider this achievable and desirable before we move forward. If agreeable, we also suggest putting this date as a suggestion to the enforcements working group meeting tomorrow and inviting views of the wider group. This would ensure any decision on the timing of implementation has been supported by the wider group (which includes trade unions).

No immediacy to make a final decision but welcome your views to allow us to collectively move forward.

Many thanks

Regards

[REDACTED]  
[REDACTED]  
Transport Scotland  
M – [REDACTED]

[www.transport.gov.scot](http://www.transport.gov.scot)



**[REDACTED]**

Rail Directorate, Transport Scotland

28 April 2025

## **Cabinet Secretary for Transport**

### **Priority and Purpose**

1. Routine – to seek confirmation on the proposed alcohol restrictions on ScotRail trains following Cabinet decision to lift the blanket ban. This will allow officials to progress the next steps and provide advice on when and how the decision to lift the restrictions should be announced and subsequently come into force.

### **Recommendation**

Recommends that you: Indicate your preference on the timings for rules regarding alcohol consumption on ScotRail trains, following the decision to lift the current ban. Transport Scotland officials have prepared **[REDACTED s29(1)(a)]** following an action from Cabinet to **[REDACTED s29(1)(a)]**

2. You are invited to confirm whether you prefer Option A or Option B:

**Option A:** **[REDACTED s29(1)(a)]** except on services where BTP and rail industry intelligence indicates it necessary.

**Option B****[REDACTED s29(1)(a)]** except on services where BTP and rail industry intelligence indicates it necessary.

3. Note the package of measures that will be implemented to prevent and tackle antisocial behaviour (ASB) on Scotland's railway. Officials are refreshing the ScotRail initiatives to reflect the passage of time but it will include highlighting the expansion of the travel safe team, roll out of staff training, increasing usage of body worn cameras and CCTV, and benefits of more visible staff at stations and on trains as a result of the recent Schedule 17 implementation. The current and future measures being delivered by ScotRail and BTP to make passengers feel and be safe will be key in supporting the announcement to ease current alcohol restrictions and will be vigorously promoted in advance of the announcement as well as immediately after.
4. The Short-life Working Group on Enforcement Powers will have its inaugural meeting on Thursday 8 May and will be Chaired by Transport Scotland with internal support from colleagues in Scottish Government's justice, antisocial behaviour and police divisions; and attendees from ScotRail, BTP, SRH, Network Rail, the rail trade unions, Crown Office and Police Scotland. This fulfils our long standing commitment to establish this group which was welcomed by Cabinet.

### **Context and Issues**

5. On 18 February you brought a paper to Cabinet outlining the proposals to lift the current ban of alcohol on ScotRail trains, in favour of new restrictions which would allow alcohol consumption from 10am-9pm every day, except on services where police and rail industry intelligence indicates it necessary.

Cabinet agreed to lift the current ban of alcohol on ScotRail trains and introduce the enhanced package of policies to tackle and prevent ASB on Scotland's railway. There was an action for you to **[REDACTED s29(1)(a)]**

6. It is important that when the ban is lifted there are clear rules around alcohol consumption that will be communicated strongly to passengers by ScotRail and BTP.

The decision to lift the alcohol ban cannot be announced until the new restrictions have been agreed and communicated to our delivery partners. Transport Scotland officials met with Spads to understand the views of your Cabinet colleagues with regard to timed restrictions. We have since prepared **[REDACTED s29(1)(a)]**

7. Once a decision has been made over what restrictions will come into force when the ban has been lifted, officials will send up separate advice outlining the communications handling and when this decision should be communicated to Parliament through a GIQ.

#### **Options Considered and Advice**

8. The two options for you to consider regarding the timed restrictions whereby alcohol consumption would be allowed on ScotRail trains are summarised as;

##### **Option A: [REDACTED s29(1)(a)]**

except on services where BTP and rail industry intelligence indicates it necessary.

##### **Option B: [REDACTED s29(1)(a)]**

except on services where BTP and rail industry intelligence indicates it necessary

#### **Assessment of Options**

9. There is no evidence to strongly support one option over the other, both options arguably have a sound rationale and varying pros and cons. However, it is important we issue a clear direction to our rail delivery partners on what restrictions we will expect them to implement once the ban has been lifted as they will need to communicate this to their staff and formulate their communications strategies accordingly.

Option A has not previously been considered, however **[REDACTED s29(1)(a)]**

10. Transport Scotland officials have explored this in more detail in order to ensure all options had been fully considered.

While an argument can be made that Option A is too lenient and promotes **[REDACTED s29(1)(a)]**

on ScotRail trains, it is important to reflect on the current situation on ScotRail trains where there is a blanket alcohol ban that is not being adhered to and widely viewed as ineffective and difficult to enforce. As a result of this, having timed restrictions that would allow alcohol consumption, **[REDACTED s29(1)(a)] [REDACTED s29(1)(a)]**

As well as this, timed restrictions do not prevent drunk people from boarding trains, **[REDACTED s29(1)(a)]**

11. **[REDACTED s29(1)(a)]**

While BTP will be able to respond to alcohol related ASB through their existing reporting mechanisms, particularly on identified routes of concerns, there is a **[REDACTED s29(1)(a)]**

Option A has been tested with ScotRail, BTP, SRH and Network Rail and all organisations have confirmed their strong support for this option. All four organisations recognise the risks that having timed restrictions may lead **[REDACTED s29(1)(a)]**

The Cabinet Secretary's preference had been to proceed with Option B and this was what was put forward to Cabinet. Option B aligns with wider licensing rules and considers the safety of passengers, particularly women and girls, who feel unsafe when travelling later at night. It also refrains from **[REDACTED s29(1)(a)]**

12. The role of our delivery partners will be fundamental to ensuring that these timed restrictions are implemented and adhered to and Transport Scotland officials will work closely with them once the ban has been lifted to ensure they are being enforced as effectively as is possible.

Previous submissions had contained other options for **[REDACTED s29(1)(a)]** however, these have been ruled out over the course of the Cabinet Secretary's deliberations. Therefore, Transport Scotland officials thought it was important to present Option A (which had previously not been considered) against Option B (which is the Cabinet Secretary's **[REDACTED s29(1)(a)]**

13. in order to reach a final decision on what future restrictions will come into effect once the ban has been lifted.

It is important to note that any decision will be kept under review and monitored by ScotRail and BTP. Having tested the two Options with our delivery partners we recognise the merits of Option A and support this replacing the blanket ban, with the strict caveat that the impacts will be continuously monitored by our delivery partners. The decision to lift the current alcohol ban has not been shared with **[REDACTED s29(1)(a)]**

14. that have been engaged throughout this process. However, they will be informed once a final decision has been made over what restrictions will replace the current alcohol ban.

### **Contribution to the Government's Four Priorities**

15. Lifting the alcohol restrictions and implementing new rules does not have an impact on the Government's four priorities. However, the ongoing work to tackle and prevent ASB, including the establishment of the Short-Life Working Group on Enforcement Powers, directly improves the public service provided by ScotRail. This can increase passenger confidence in the railway, by making it a more desirable option. Increased patronage will generate more revenue and in doing so reduce Government subsidy. Scotland's railway provides access to our cities, cultural events and hospitality which contributes to growing Scotland's economy. Rail travel has a central role in tackling the climate emergency and reducing Scotland's transport emissions.

### **Risks to Delivery**

16. None at this stage. The decision to lift the alcohol restrictions will be welcomed by our rail delivery partners who are key to the successful delivery of the new restrictions and measures to tackle ASB.

### **Verity House Agreement Implications**

17. There are no Verity House Agreement Implications.

### **New Deal for Business Implications**

18. None

### **Legal Considerations**

19. None

### **Financial Considerations**

20. Lifting the current alcohol restrictions will provide ScotRail the opportunity to consider the sale of alcohol as part of its retail offer on some long-distance services, which prior to the pandemic generated c£200,000 per annum revenue. Recent analysis from ScotRail suggests around £160,000 net revenue per annum has been lost from being unable to sell alcohol on their services. ScotRail's catering service has historically run at a loss with alcohol sales generally offsetting this.
21. Under the 2005 Licensing (Scotland) Act, railway vehicles engaged on journeys are exempt premises and do not require a premises licence in order to sell alcohol. However, other provisions under the Act will apply to operators, notably relating to offences e.g. under the act the sale of alcohol to a child or young person anywhere in Scotland is a criminal offence. This is not just restricted to licensed premises as it was prior to the 2005 Act. It is for the British Transport Police and the Courts to enforce these provisions.

### **Sensitivities**

While lifting the current alcohol ban will be widely welcomed, it will inevitably spark **[REDACTED s29(1)(a)]** Easing the current alcohol restrictions may also generate **[REDACTED s29(1)(a)]** This is why it is imperative we, along with our delivery partners, promote the measures to tackle and prevent ASB and a submission outlining a communications strategy will be shared in due course.

### **Quality Assurance**

22. This submission was cleared by Bill Reeve.

### **Conclusion and next Steps**

23. You are invited to confirm whether you support Option A or Option B to replace the current alcohol ban on ScotRail trains and note the ongoing progress in relation to tackling ASB on Scotland's railway. Once you have confirmed what the new alcohol restrictions will be, The First Minister can be advised and officials will send up further advice to seek your approval on when Parliament will be informed and when the new restrictions will come into force.

**[REDACTED]**

Rail Directorate, Transport Scotland

**[REDACTED]**

<b>Cabinet Secretaries and Ministers Copy List</b>	<b>For Action</b>	<b>For Information Portfolio interest</b>	<b>For Information Constituency interest</b>	<b>For Information General awareness</b>
Minister for Agriculture & Connectivity		X		
Cabinet Secretary for Health & Social Care				X

**Officials Copy List**

TS Ministerial submission DL

**[REDACTED]**

Kate Higgins

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 08 April 2025 15:13  
**To:** [REDACTED]@btp.police.uk>; [REDACTED]@btp.police.uk>  
**Cc:** [REDACTED]@transport.gov.scot>; [REDACTED]@btp.police.uk>  
**Subject:** Alcohol Restrictions Update & enforcement Working Group Date

Hi [REDACTED] & [REDACTED]

Further developments to bring to you;

From our recent discussions, it is clear you are supportive of the potential to lift restrictions [REDACTED s29(1)(a)]

. However, we have been asked to confirm with you that should Cabinet Secretary prefer to reinstate restrictions from 9pm – 10am or similar that you would be agreeable and seek to enforce the restrictions to the best of your capability and capacity? We are being asked to confirm BTP is not in the position of not being able to enforce time restrictions if that option is chosen.

(Although we have recommended lifting [REDACTED s29(1)(a)])

We plan to issue invites to colleagues for the first meeting of the enforcement working group for Thursday 8 May via Teams. Is this date suitable for you and if so any specific time to ensure you can attend?

[REDACTED] – once meeting invite is issued it would be very helpful if we can have a call to take your view on what we want to cover at the first meeting, any sensitivities to be aware of etc, I know you have lots of idea's around this group.

Many thanks and happy to discuss if easier.

Regards

[REDACTED]  
[REDACTED] Transport Scotland  
M – [REDACTED]  
[www.transport.gov.sco](http://www.transport.gov.sco)

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 07 February 2025 15:50  
**To:** [REDACTED]@transport.gov.scot>; [REDACTED]@scotrail.co.uk>  
**Cc:** David Lister <David.Lister@scotrail.co.uk>  
**Subject:** RE: Update - ASB/Alcohol Ban

Hi[REDACTED]& David

Further to below and hope you are both well.

By way of an update. Cabinet Secretary is preparing to present to Cabinet on 18 February primarily seeking support to change current alcohol restrictions but as part of that to promote the ScotRail ASB activity we have discussed over several months and which you are familiar. **[REDACTED s30(b)(ii)]**

Previously for example we referred to the expansion of the travel safe team both in numbers and geographic spread east, amongst other things **REDACTED s30(b)(i)]**  
Happy to discuss if easier and grateful for your input.

Regards

**[REDACTED]**  
**[REDACTED]**  
Transport Scotland  
M – **[REDACTED]**  
www.transport.gov.scot

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 06 January 2025 09:52  
**To:** [REDACTED]@@scotrail.co.uk>  
**Cc:** David Lister <David.Lister@scotrail.co.uk>; [REDACTED]@transport.gov.scot>  
**Subject:** RE: Update - ASB/Alcohol Ban

Morning **[REDACTED]**  
Happy New Year – hope you managed to get a good break over the festive period!

Further to the below, I wondered if you'd have time this week to discuss below measures that will be delivered by ScotRail in terms of tackling/preventing ASB? My diary is fairly clear this week, so can be quite flexible in terms of meeting times.

Many thanks,

**[REDACTED]**

**[REDACTED]**  
**[REDACTED]**  
Rail Directorate  
Mob: **[REDACTED]**

transport.gov.scot  
Transport Scotland



**From:** [REDACTED]  
**Sent:** 13 December 2024 12:27  
**To:** [REDACTED]@scotrail.co.uk>  
**Cc:** David Lister <David.Lister@scotrail.co.uk>; [REDACTED]@transport.gov.scot>  
**Subject:** Update - ASB/Alcohol Ban

Hi [REDACTED]

Hope all is well with you.

Just an update on where we are with antisocial behaviour/alcohol restrictions – Cab Sec is planning to take a paper to Cabinet in late January outlining initiatives to tackle/prevent antisocial behaviour and seek agreement with her Cabinet colleagues on the future of the alcohol ban. I know quite a bit of time has passed since we last spoke on this in August and I was wanting to check whether there have been any changes to the below measures that will be delivered by ScotRail?

- A review and strengthening of existing processes for responding to customer reports of ASB or crime on Scotland's railway including feedback and support arrangements.
- Introduction of an ongoing programme of enhanced conflict management training for all front line staff.
- Promotion of the existing “help points” as a source of support for passengers feeling vulnerable.
- Increased number of the Travel Safer Team, expanding the team to wider geographical coverage.
- Around 100 new ticket examiner staff on trains.
- Encouragement of staff to use bodyworn cameras.
- More investment in CCTV.

It may be that we're now in a position to expand on some of the measures or update them to reflect developments given the passage of time. [REDACTED] and I were at the White Ribbon event in Edinburgh Waverly a few weeks ago and the expansion of the Travel Safer Team was mentioned, so we might be able to confirm the wider locations. Also, I wasn't sure if there was something we could say around Schedule 17 and how that will lead to greater staff visibility across the network?

Happy to pick up over a teams call next week, my diary is fairly clear at the moment so can be quite flexible (although I'm finishing up for leave on Thursday).

Many thanks,

[REDACTED]

**[REDACTED]**  
**[REDACTED]**  
Rail Directorate  
Mob: **[REDACTED]**

transport.gov.scot  
Transport Scotland

**From:** **[REDACTED]**@transport.gov.scot>  
**Sent:** 27 March 2025 13:48  
**To:** **[REDACTED]**@transport.gov.scot>;**[REDACTED]**@transport.gov.scot>  
**Subject:** RE: FAO Bill for Clearance: Ministerial Submission - Options on Alcohol Restrictions - March 2025

Hi **[REDACTED]**

**[REDACTED]** from NR called me on my mobile and is fully supportive of our approach on **[REDACTED s29(1)(a)]** and working group, so more good news for us.

Well done both for getting this to Bill & Kate meantime and hoping both have no significant issues.

Regards

**[REDACTED]**  
**[REDACTED]**  
Transport Scotland  
M – **[REDACTED]**  
www.transport.gov.scot

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 27 March 2025 12:44  
**To:** [REDACTED]@transport.gov.scot>; [REDACTED]  
[REDACTED]@transport.gov.scot>  
**Subject:** RE: FAO Bill for Clearance: Ministerial Submission - Options on Alcohol Restrictions - March 2025

Grand will do!

[REDACTED]  
[REDACTED]  
Rail Directorate  
Mob: [REDACTED]

transport.gov.scot  
Transport Scotland



**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 27 March 2025 12:41  
**To:** [REDACTED]@transport.gov.scot>[REDACTED]@transport.gov.scot>  
**Subject:** RE: FAO Bill for Clearance: Ministerial Submission - Options on Alcohol Restrictions - March 2025

Good idea.

Regards

[REDACTED]  
[REDACTED]  
Transport Scotland  
M – [REDACTED]

www.transport.gov.scot

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 27 March 2025 12:40  
**To:** [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>  
**Subject:** RE: FAO Bill for Clearance: Ministerial Submission - Options on Alcohol Restrictions - March 2025

Might be worth copying [REDACTED] also in case Kate raises any PH comments

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 27 March 2025 12:35  
**To:** [REDACTED]@transport.gov.scot>  
**Cc:** [REDACTED]@transport.gov.scot>  
**Subject:** Re: FAO Bill for Clearance: Ministerial Submission - Options on Alcohol Restrictions - March 2025  
**Importance:** High

Hi [REDACTED]

I spoke with [REDACTED] and we agreed best to send this e-mail and attachments to Kate now. Flag you are sending this for sight as we are aware Bill is struggling to find time to clear but that we have confidence he will not have substantial comments to make.

Only need to copy [REDACTED] and myself into e-mail to Kate.

Sound ok?

Regards

[REDACTED]  
[REDACTED]  
Transport Scotland  
M – [REDACTED]  
www.transport.gov.scot

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 27 March 2025 10:57  
**To:** Bill Reeve <Bill.Reeve@transport.gov.scot>  
**Cc:** [REDACTED]@transport.gov.scot>; [REDACTED]  
@transport.gov.scot[REDACTED]@transport.gov.scot>  
**Subject:** FW: FAO Bill for Clearance: Ministerial Submission - Options on Alcohol  
Restrictions - March 2025  
**Importance:** High

Morning Bill,

Further to the below, I'd be grateful if you could review the attached submission on options for the alcohol restrictions. I have now attached two further submissions, one which contains the draft GIQ which we are intending to use to announce the decision to lift the alcohol ban and our comms handling plan. I'd be grateful if you could review these and confirm you're content by **COP today**, apologies for the tight deadline but we are working to get these up to Cab Sec before her box closes ahead of recess.

For your awareness, [REDACTED] and I have met with BTP and SRH this week to test out Option A with them [REDACTED s29(1)(a)]

Both organisations have reacted extremely positively to this suggestion, particularly BTP who believe this represents a mature approach to alcohol consumption on trains. I'll make sure the submission to Cab Sec reflects this positive engagement with delivery partners.

Kind regards,

[REDACTED]

[REDACTED]  
REDACTED Rail Directorate  
Mob: [REDACTED]

transport.gov.scot  
Transport Scotland



**NOTE – see page 36 for the attached document**

**From:** [REDACTED]

**Sent:** 24 March 2025 11:41

**To:** Bill Reeve <Bill.Reeve@transport.gov.scot>

**Cc:** [REDACTED]@transport.gov.scot

[REDACTED]@transport.gov.scot>;

[REDACTED]@transport.gov.scot>;

[REDACTED]@transport.gov.scot

[REDACTED]@transport.gov.scot>;

[REDACTED]@transport.gov.scot>

**Subject:** FAO Bill for Clearance: Ministerial Submission - Options on Alcohol Restrictions - March 2025

Morning Bill,

Please find attached a draft submission for your review outlining the options for future alcohol restrictions on ScotRail trains, following an action from Cabinet for Cab Sec to

**[REDACTED s29(1)(a)]**

I'd be very grateful if you could review and confirm you're content with the submission as soon as possible, as we are hoping to get this to Cab Sec this week.

Ministerial Submission - Options on Alcohol Restrictions - March 2025

<https://erdm.scotland.gov.uk/documents/A52350719/details>

Following our meeting with Kate Higgins we agreed a range of options to put to Cab Sec for consideration, this includes Option A which would have **[REDACTED s29(1)(a)]** for alcohol consumption. We have tested this with ScotRail who have confirmed they'd have no concerns with this option and we are currently in the process of setting up meetings this week with BTP, Network Rail and John MacQuarrie (SRH) to get their views on this. Our expectation is that they will be similarly supportive of Option A if that is what Cab Sec decides, however, we will update you if they raise any concerns.

We wanted you to have early sight of this submission, as things will need to move quite quickly once we've met with partners and we are keen to get this up to Cab Sec this week ahead of her meeting with the rail team on 2<sup>nd</sup> April.

Kind regards,

**[REDACTED]**

**[REDACTED]**

**[REDACTED]**

Rail Directorate

Mob:

**[REDACTED]**

**Note - see page 36 for the document**

**From:** [REDACTED]@gov.scot> **On Behalf Of** Cabinet Secretary for Transport  
**Sent:** 03 February 2025 10:41  
**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>  
**Cc:** Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@transport.gov.scot>; DL for Rail Management Team <DLECONPTSRMT@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot> [REDACTED]@gov.scot>; [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>  
**Subject:** RE: For Cab Sec Transport Action - Stage 3 Cabinet Process Draft Cabinet Paper for Initial Clearance - Alcohol Restrictions on ScotRail and Antisocial Behaviours

Hi Alison and [REDACTED]

Ms Hyslop does not think this is very persuasive and the main paper actually emphasises all the negatives with most of the persuasive points buried in the later paper.

It doesn't seem to include the Cab Sec feedback from Rail officials meeting last week , including the [REDACTED s29(1)(a)]

We need to upfront about fact trades unions and others say this is getting in way of fully addressing core issue of anti-social behaviour at route, reflect the various roundtable including one in Dec 2023 where there was a clear message that it is men's attitude and behaviour towards women as the core problem which needs addressed.

- When we talk about the trades unions the Cab Sec would be grateful for them all listed by name and re-inforce it is all of them we need to clarify [REDACTED s30(b)(i)]

Thanks

**[REDACTED]**

**From:** [REDACTED@transport.gov.scot>  
**Sent:** 08 May 2025 10:37  
**To:** [REDACTED@scotrail.co.uk>  
**Cc:** [REDACTED@transport.gov.scot>  
**Subject:** RE: New Alcohol Restrictions - Potential 1 June Implementation?

Hi [REDACTED]

[REDACTED s30(b)(ii)]  
Grateful if you can forward to [REDACTED]  
who is attending the meeting?

Many thanks

Regards

[REDACTED]  
[REDACTED]  
Transport Scotland  
M – [REDACTED]

[www.transport.gov.scot](http://www.transport.gov.scot)

**From:** [REDACTED@btp.police.uk>  
**Sent:** 07 May 2025 12:18  
**To:** John MacQuarrie <john.macquarrie@railholdings.scot>;  
[REDACTED@transport.gov.scot>; [REDACTED@scotrail.co.uk  
**Cc:** [REDACTED@transport.gov.scot>; [REDACTED@transport.gov.scot>;  
[REDACTED@transport.gov.scot>; [REDACTED@btp.police.uk>  
**Subject:** RE: New Alcohol Restrictions - Potential 1 June Implementation?

OFFICIAL - SENSITIVE

Hello there

Thank you for the update and the suggested implementation date. [REDACTED s30(b)(ii)]

The change as we previously have said is welcome.

Look forward to the group meeting tomorrow.

[REDACTED]  
[REDACTED]

[REDACTED]  
British Transport Police, 90 Cowcaddens Road, Glasgow, G4 0LU  
Mobile [REDACTED]  
Email [REDACTED]  
[www.btp.police.uk](http://www.btp.police.uk)



**From:** John MacQuarrie <john.macquarrie@railholdings.scot>  
**Sent:** 07 May 2025 11:26  
**To:** [REDACTED]@transport.gov.scot;  
[REDACTED]@scotrail.co.uk [REDACTED]@btp.police.uk>  
**Cc:** [REDACTED]@transport.gov.scot; [REDACTED]@transport.gov.scot;  
[REDACTED]@transport.gov.scot; [REDACTED]@btp.police.uk>  
**Subject:** RE: New Alcohol Restrictions - Potential 1 June Implementation?

Some people who received this message don't often get email from john.macquarrie@railholdings.scot. Learn why this is important

Hi [REDACTED]

. [REDACTED s30(b)(ii)]

Regards

John

**John MacQuarrie**  
**Rail Business Director**  
Email john.macquarrie@railholdings.scot  
Mob: [REDACTED]



**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 31 March 2025 15:56  
**To:** Cabinet Secretary for Transport <CabSecfortransport@gov.scot>  
**Cc:** Transport Scotland Ministerial Submissions List <DLEEPSMSL@gov.scot>; [REDACTED]@transport.gov.scot[REDACTED]@transport.gov.scot[REDACTED]@@transport.gov.scot>; [REDACTED]@transport.gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot[REDACTED]@transport.gov.scot[REDACTED]@gov.scot[REDACTED]@gov.scot>; [REDACTED]@gov.scot[REDACTED]@gov.scot>; [REDACTED]@gov.scot[REDACTED]@gov.scot>; [REDACTED]@gov.scot[REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>

**Subject:** Ministerial Submission - Options on Alcohol Restrictions, GIQ & Communications Plan

Hi Private Office

Please find attached briefing and supporting documents for Cabinet Secretary's consideration. These have been cleared by bill and Kate has had sight but not had the opportunity to comment as yet. I'm submitting given imminent box closure.

**[REDACTED s29(1)(a)]**

The communications plan has been drafted in collaboration with Health officials who are content.

Please let me know if you need anything further in the meantime.

Regards

[REDACTED]  
[REDACTED]  
Transport Scotland  
M – [REDACTED]  
www.transport.gov.scot

**Please see page 36 for the submission**

**From:** [REDACTED]@btp.police.uk>  
**Sent:** 10 April 2025 14:55  
**To:**  
[REDACTED]@transport.gov.scot>;  
[REDACTED]@btp.police.uk>  
**Cc:**[REDACTED]@transport.gov.scot>;  
[REDACTED]@btp.police.uk>  
**Subject:** RE: Alcohol Restrictions Update & enforcement Working Group Date

OFFICIAL

Hi [REDACTED]

Hope you're well.

Thank you for the update. As discussed, and I know you're understanding of this, we (BTP) can confirm that we would be most supportive of the lifting of restrictions [REDACTED s29(1)(a)] for the reasons we have already covered. Of course, should the decision be made to [REDACTED s29(1)(a)] BTP would of course seek to enforce this to the best of our abilities in a proportionate manner. Of course, there would be work to do alongside ScotRail, Network Rail and other operators to encourage their support in enforcing the restrictions as was the norm previously. The Railway Byelaws refer to "authorised persons" and "operators" and the steps they may take i.e. requiring them to leave the railway or preventing entry or remaining on the railway if they are unfit to be there. This of course is a sensitive area due to the feelings this may increase the risk or assaults against staff, for example. We'd certainly be well placed to have structures and briefings in place when it comes to pre-planned events and restrictions put in place related to alcohol restrictions alongside the TOCs as we have done previously.

The key to this is of course proportionality and it may be that a large proportion of this would be managed by BTP through officer discretion as would be expected by the Lord Advocate leading through to requiring individuals to leave the railway and at the more serious end would lead to arrest however consuming/carriage of alcohol on trains is not an arrestable offence so it would likely be down to the escalation of behaviour when challenged i.e. threatening and abusive behaviour. Additionally, I'm sure this has probably been mentioned previously, the bigger issue around alcohol and rail travel is people who are already intoxicated and returning to the railway after being out for example opposed to those carrying/consuming alcohol whilst on board. This also leads to the broader discussion around officer toolkit/policing powers for these lower-level offences which we don't currently have.

[REDACTED] and I are at an event with the ACC on that date however we will drop out at any time that is best suited in order to join the meeting remotely.

I'll be more than happy to catch up when the meeting invite has been issued and support the agenda.

I hope this helps. If you need anything else or have any questions, please get in touch.

Thanks,

[REDACTED]

Book time to meet with me

**Unless otherwise stated above, this e-mail is considered 'OFFICIAL'**

**From:** [REDACTED]@transport.gov.scot>

**Sent:** 08 April 2025 15:13

**To:**

[REDACTED]@btp.police.uk>;

[REDACTED]@btp.police.uk>

**Cc:**

[REDACTED]@transport.gov.scot;

[REDACTED]@btp.police.uk>

**Subject:** Alcohol Restrictions Update & enforcement Working Group Date

Hi [REDACTED] & [REDACTED]

Further developments to bring to you;

From our recent discussions, it is clear you are supportive of the potential to lift restrictions [REDACTED s29(1)(a)]. However, we have been asked to confirm with you that should Cabinet Secretary prefer to reinstate restrictions [REDACTED s29(1)(a)] that you would be agreeable and seek to enforce the restrictions to the best of your capability and capacity? We are being asked to confirm BTP is [REDACTED s29(1)(a)] Cabinet Secretary and colleagues are giving this further consideration before deciding).

We plan to issue invites to colleagues for the first meeting of the enforcement working group for Thursday 8 May via Teams. Is this date suitable for you and if so any specific time to ensure you can attend?

[REDACTED] once meeting invite is issued it would be very helpful if we can have a call to take your view on what we want to cover at the first meeting, any sensitivities to be aware of etc, I know you have lots of idea's around this group.

Many thanks and happy to discuss if easier.

Regards

[REDACTED]

[REDACTED]

M – [REDACTED]

www.transport.gov.scot

**From:** [REDACTED]@transport.gov.scot>  
**Sent:** 06 May 2025 13:11  
**To:** [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot>  
**Cc:** Rail Business Management  
<TS\_rail\_businessmanagement@transport.gov.scot[REDACTED]@transport.gov.scot>;  
[REDACTED]@transport.gov.scot>  
**Subject:** PfG Alcohol letters for issuing  
**Importance:** High

Hi [REDACTED]

Please see attached and below links to the letters to issue during PfG regarding the alcohol ban. They just require Bill's signature and to be in PDF format. There should be 20 in total, email addresses are contained within the letters.

Rail Policy - Alcohol Ban - ASLEF - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802454/details>

Rail Policy - Alcohol Ban - Age Scotland - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802453/details>

Rail Policy - Alcohol Ban - Alcohol Focus Scotland - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802452/details>

Rail Policy - Alcohol Ban - BTP - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802456/details>

Rail Policy - Alcohol Ban - COSLA - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802455/details>

Rail Policy - Alcohol Ban - Engender - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802458/details>

Rail Policy - Alcohol Ban - HITRANS - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802459/details>

Rail Policy - Alcohol Ban - NESTRANS - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802457/details>

Rail Policy - Alcohol Ban - RMT - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802461/details>

Rail Policy - Alcohol Ban - Rape Crisis Scotland - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802460/details>

Rail Policy - Alcohol Ban - SESTRAN - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802443/details>

Rail Policy - Alcohol Ban - SWESTRANS - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802441/details>

Rail Policy - Alcohol Ban - Scottish Health Action on Alcohol Problems - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802442/details>

Rail Policy - Alcohol Ban - TACTRAN - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802444/details>

Rail Policy - Alcohol Ban - TSSA - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802447/details>

Rail Policy - Alcohol Ban - Unite the Union - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802446/details>

Rail Policy - Alcohol Ban - Victim Support Scotland - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802449/details>

Rail Policy - Alcohol Ban - White Ribbon Scotland - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802448/details>

Rail Policy - Alcohol Ban - Women in Transport Scotland - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802450/details>

Rail Policy - Alcohol Ban -SPT - 6 May 2025  
<https://erdm.scotland.gov.uk/documents/A52802451/details>

Kind regards,

**[REDACTED]**



**[REDACTED]**  
**[REDACTED]**  
| Rail Strategy & Futures  
**[REDACTED]**  
transport.gov.scot

Director of Rail  
**Rail**

177 Bothwell Street, Glasgow, G2 7ER,  
[bill.reeve@transport.gov.scot](mailto:bill.reeve@transport.gov.scot)

Date:  
6 May 2025

## Copy of letter sent to Stakeholders

Dear

### **Update on ScotRail Alcohol Ban**

Following extensive engagement with stakeholders and the rail trade unions, it has become clear that there is a consensus that the current alcohol ban itself is ineffective and difficult to enforce, and we know that many people who exhibit anti-social behaviour do so after consuming alcohol before using public transport.

Railway staff and others have expressed concerns that the current general ScotRail alcohol ban - a last legacy of Covid restrictions - is counterproductive and ineffective. We know that safety and security are key factors in making the decision to use rail services, especially in the evenings. We are determined to make travelling by train feel safe for everyone, especially women and girls, and rail staff.

We will therefore remove the ban and replace it with new regulations that focus restrictions more effectively on particular times and locations, similar to previous restrictions.

ScotRail has a range of measures in place to address anti-social behaviour to protect staff and passengers, particularly unacceptable behaviour targeted at women and girls. These will continue including the deployment of Travel Safe teams.

ScotRail also reserves the right to implement alcohol restrictions on specific services where British Transport Police and rail industry intelligence indicates that restrictions might be necessary to maintain safety and public order, for example on trains where people are travelling to major concerts or sporting events.

Most rail passengers make their journeys responsibly and with respect and consideration for fellow passengers and rail staff, but there is a small minority of people who travel on our trains who behave inappropriately. That is not acceptable.

We know that safety and security are key factors in making the decision to use rail services, especially in the evenings. We are determined to make travelling by train feel safe for everyone, especially women and girls, and rail staff.

We know that safety when using any public transport mode is equally important to our stakeholders and that the removal of this ban may raise questions. That is why we plan to host a stakeholder session where key audiences can get more information – officials will be in touch in the very near future to invite your organisation to attend.

Yours sincerely,

**BILL REEVE**  
Director of Rail

**From:** **[REDACTED]**  
@transport.gov.scot>  
**Sent:** 14 February 2025 17:31  
**To:** Bill Reeve <Bill.Reeve@transport.gov.scot>; >; Bettina Sizeland  
<Bettina.Sizeland@transport.gov.scot>  
**Cc:** **[REDACTED]**@transport.gov.scot>; **[REDACTED]**@transport.gov.scot>;  
**[REDACTED]**@transport.gov.scot>; **[REDACTED]**@transport.gov.scot>  
**Subject:** Notes & Papers - Quarterly SSTG - 17 February at 14:00

Hi Bill & Bettina

I believe both of you are attending this meeting at 14:00 on Monday. I think Bill in person at SPT offices in St Vincent St and Bettina perhaps by Teams, if you can please confirm. I will attend via Teams.

Attached is the agenda and actions from November meeting (including note of attendees & apologies) from last meeting for background.

Also for background is this groups ToR and a summary of the structures in place within Rail to address ASB at the various strategic and local levels (this is a bit out of date but sufficient).

In terms of topics to be aware;

- As part of partners update, last time I gave an update on where we are with Cabinet Sec considerations of the alcohol restrictions. We can say on Monday Cabinet is meeting on Tuesday to consider and hopefully make a decision one way or the other. Regardless, Cab Sec will be expecting ScotRail, BTP and partners to double down on work to address ASB on railways and we are working together to improve interventions and outcomes, building on the good work already underway and covered by this group. We expect after Cabinet we will be tasked with setting up the working group on enforcement powers (that may cover rail & bus) relatively quickly and Ts will drive this forward with partners.

Our BTP secondee to Rail advised BTP plan to remove the Rail Guardian app. **[REDACTED s30(b)(ii)]**

- . BTP may explain the rationale that it is not being utilised sufficiently.
- Bill recently met with **[REDACTED]** but I'm not aware of any follow up or what was discussed.

- Iain-Drummond Smith who is head of BTP (UK wide) will meet Cab Sec Transport for an introductory meeting in June. We had asked the meeting includes Gill Murray's replacement if in post. (gill is retiring end February).
- The independent working group on ASB (sponsored by SG Justice) will publish its report on 25 February (tbc). It is wide ranging and includes a section on transport. It is currently with Scottish Ministers for consideration but they will say in public that they welcome the report, are considering its recommendations and give a full response in summer. The report focusses on wider, societal causes of ASB (mental health, education etc) and relatively light on transport.

Hope this is helpful and on hand Monday morning if anything else needed.

Regards

**[REDACTED]**  
**[REDACTED]**  
Transport Scotland  
**[REDACTED]**  
www.transport.gov.scot

**From:** **[REDACTED]**@btp.police.uk>  
**Sent:** 12 February 2025 14:15  
**To:** **[REDACTED]**@stagecoachbus.com>; **[REDACTED]**@transport.gov.scot>; David Lister <david.lister@scotrail.co.uk>; **[REDACTED]**@scotland.police.uk>; **[REDACTED]**@btp.police.uk>; **[REDACTED]**@btp.police.uk>; **[REDACTED]**transportfocus.org.uk>; **[REDACTED]**@btp.police.uk>; Valerie Davidson <**[REDACTED]**@spt.co.uk**[REDACTED]**@spt.co.uk>; **[REDACTED]**@scotland.police.uk>  
**Cc:** **[REDACTED]**@networkrail.co.uk**[REDACTED]**@scotrail.co.uk>; Bill Reeve <Bill.Reeve@transport.gov.scot>  
**Subject:** Quarterly SSTG - 17 February 2025

OFFICIAL

Good Afternoon

Please find attached

- Meeting Agenda dated 17 February 2025
- Actions from meeting dated 21 November 2024

Kind Regards

**[REDACTED]**  
**[REDACTED]**  
**[REDACTED]**  
British Transport Police, Scottish Divisional Headquarters,  
90 Cowcaddens Road, Glasgow, G4 0LU  
office : **[REDACTED]**  
Mobile : **[REDACTED]**  
email **[REDACTED]**

Unless otherwise stated above this e-mail is considered 'OFFICIAL'

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the originator of the message. This footer also confirms that this email message has been scanned for the presence of computer virus

## AGENDA

Meeting: Strategic Safer Transport Group  
Venue: By Teams / Hybrid  
Date and Time: 17 February @ 14:00

1. Welcome and Introductions	<b>[REDACTED]</b>
2. Actions	All
3. Comms Working Group	<b>[REDACTED]</b>
4. Partner Updates	All
5. Evaluation	All
6. Issues for Escalation	All
7. Any Other Business	All

SECURITY CLASSIFICATION – OFFICIAL  
 HANDLING INSTRUCTIONS – Not for external distribution  
 DISCLOSABLE (FOI / PUBLICATION SCHEME) - Choose an item.

**Meeting Actions**

**Meeting Title:** SSTG  
**Date:** 21/11/2024  
**Name of Chair:** REDACTED

<p><b>Attendees: Name / Title / Initials</b></p> <ul style="list-style-type: none"> <li>• <u>REDACTED</u>,</li> <li>• <u>REDACTED</u></li> <li>• David Lister, ScotRail (DL)</li> <li>• <u>REDACTED</u></li> <li>• <u>REDACTED</u></li> <li>• <u>REDACTED</u></li> <li>•</li> <li>•</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• <u>REDACTED</u></li> <li>• <u>REDACTED</u> <u>REDACTED</u></li> <li>• <u>REDACTED</u> <u>REDACTED</u></li> </ul>
<p><b>Apologies: Name / Title / Initials</b></p> <ul style="list-style-type: none"> <li>• <u>REDACTED</u></li> <li>• <u>REDACTED</u></li> <li>• <u>REDACTED</u></li> </ul> <p>No other formal apologies were received for this meeting</p>	<ul style="list-style-type: none"> <li>•</li> </ul>
<p><b>Author (Department / Unit):</b>  <u>REDACTED</u></p>	
<p><b>Suitable for Publication Scheme?</b>          No</p>	
<p><b>Open Closed Items?</b>          Click or tap here to enter text.</p>	

**Actions arising from the meeting on 21/11/2024**

Ref	Action	Who	Update
01.11.24	ISP presentation to be shared with attendees	ER	Closed – circulated with actions
02.11.24	RSh to work with <b>REDACTED]</b> to progress ISP in Scotland. This will include requirements for data / information sharing	<b>REDACTED]</b>	30.01.25 - Initial meeting held to discuss the ISP toolkit and data information sharing. Looking to implement by April 2025
03.11.24	Christmas operational plans to be submitted via TSTG. This will allow overlay of plans etc into one document	<b>REDACTED]</b>	Closed – ScotRail plan shared
04.11.24	Share details of recent meeting with Advocate including who it was and briefing note used	<b>REDACTED]</b>	
05.11.24	Send AMcC “Abuse of Public Facing Transport Workers” presentation	<b>REDACTED]</b>	Closed – presentation sent
06.11.24	Contact <b>REDACTED]</b> in respect of Op Vigilant Training provided by Thames Valley Police	<b>REDACTED]</b>	Closed – Thames Valley unable to provide training in Scotland at this time
07.11.24	Conference in relation to ASB and VAWG taking place in London next week. Findings / next steps forward to be shared with Group prior to publication. Also share link if session recorded	<b>REDACTED]</b>	
08.11.24	Thoughts/views/advice on how we as a group collectively approach and influence change to justice processes	<b>REDACTED]</b>	
09.11.24	Pull together hotspots and top offenders via TSTG	<b>REDACTED]</b>	Actioned to <b>REDACTED]</b> and <b>REDACTED]</b> (BTP) to bring back to next TSTG meeting on 20.02.25
10.11.24	VAWG – review 10 recommendations and ensure they are incorporated into the tactical group 5 Es plan	<b>REDACTED]</b>	Closed - Recommendations included
11.11.24	Briefing note from DF re current BTP campaigns to be shared with Group	<b>REDACTED]</b>	Closed – Circulated with actions
12.11.24	Manchester, Strutsafe - briefing note on this initiative to be circulated to Group	<b>REDACTED]</b>	Closed – VD will provide verbal update

13.11.24	Sheffield youth club bus link to be shared with Group	<b>REDACTED]</b>	Mobile Youth Club – Always An Alternative
01.07.24	Overlay findings from recent surveys and produce a briefing note covering passenger perception on Rail, Bus & Subway	<b>REDACTED]</b>	Will provide update at next meeting
02.07.24	Community Work – produce a briefing note which covers the salient points of the ToR for the Inverclyde Community Hub	<b>REDACTED]</b>	Closed – circulated with actions
05.07.24	Autumn & Winter Campaigns – all partners to advise via the Comms Group	<b>REDACTED]</b>	Closed - Campaigns to go via the Tactical Group
06.07.24	Provide update/briefing on launch etc of Amber Rail Card	<b>REDACTED]</b>	<p>07.02.24 – Discussions ongoing around what it would look like now Railway Guardian no longer exists</p> <ul style="list-style-type: none"> <li>•TOC lead initiative supported by BTP</li> <li>•ensuring a consistent messaging across the network on what the amber rail card is but also allowing TOCs to personalise advertisements to suit their branding</li> <li>•Discussions around what call to action would be</li> </ul> <p>30.01.25 – Due to the closure of the Railway Guardian app there has been no progress on amber rail card as in previous discussions Railway Guardian was going to be used as the platform to have the amber rail card on.</p> <p>21.11.24 -Scheme has been paused whilst looking for funding opportunities. <b>REDACTED]</b> to make enquiries re likely costs and report back to the Group</p>

08.07.24	Evaluation process to be shared with Group	<b>REDACTED]</b>	Closed - this will be shared at the February meeting
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## Terms of Reference

### Introduction

This document aims to provide a term of reference for the strategic meeting of the Safer Transport Group (SSTG), outlining the aims, expectations, responsibilities, and attendance of the group.

Clarity of governance, roles and responsibilities will aid in the effective implementation of the Strategy as detailed below.

The purpose of this group is to set strategic direction that will lead the tactical and operational delivery of two key objectives –

#### **Creating a safer transport network for all in Scotland**

#### **Safeguarding the vulnerable and protecting people from sexual harassment, assault, and domestic violence**

To achieve these goals, the strategy will consider and address all factors which impact on the safety of the public transport network.

### Strategic Objectives

The SSTG will:

- Create an environment that is hostile to those intent on carrying out criminal acts
- Ensure coordinated partnership working between British Transport Police, Police Scotland, ScotRail, Network Rail, Strathclyde Partnership for Transport, and bus operators.
- Maximise the use and benefits of technology.
- Create and regularly review an agreed Communications Strategy.
- Take a dare-to-share approach to data and intelligence.

### Frequency

The group will meet quarterly. Any relevant updates will be circulated to members out-with meetings.

### **Attendees / Members**

Member organisations are as detailed below:

- British Transport Police
- Police Service of Scotland
- ScotRail
- Network Rail Scotland
- Strathclyde Partnership for Transport
- Transport Scotland (representing Scottish Government Transport Directorate)
- Stagecoach - West of Scotland

*Group representation may be altered at the discretion of the chair. At any time, consideration will be given to inviting new members as required. Members are encouraged to appoint a suitably briefed deputy to attend in their absence.*

### **Responsibilities of the Chair**

The Divisional Commander of British Transport Police in Scotland will assume the role as Chair. The Chair will be deputised by the Chief Executive of Strathclyde Partnership for Transport.

The Chair is responsible for ensuring:

1. All relevant documentation is delivered to members in advance of meetings.
2. The purpose of each meeting is clear and structured.
3. Members and attendees can contribute.
4. The meeting adheres to the terms of reference.
5. Actions and decisions are noted.
6. Any actions / decisions are circulated after each meeting and progress is reviewed at each meeting.

### **Responsibilities of Attendees**

The key aspiration of the group is to provide strategic overview and direction to the tactical and operational delivery of objectives.

The attendees are responsible for:

1. Reviewing relevant documentation in advance of the meetings.
2. Raising pertinent strategic themes/issues and agreeing areas of focus for the Tactical Group.
3. Escalation of strategic issues to appropriate bodies such as Scottish Government/Crown Office & Procurator Fiscal Service (COPFS).
4. Participating in discussions and offering updates, examples of *Best Practice*, funding if appropriate, contributions, and solutions from sub-groups.

Inputs and Outputs will be measured against work undertaken through the Tactical Group using the 5 E structure.

### **Standing Agenda**

The below are items that make up the standing agenda (Chief Superintendent PA to support preparation of Agenda, circulation of papers and maintaining Action Tracker).

1. Introductions and Apologies

2. Previous Meeting Actions and Tracker
3. Updated action log and progress from the supporting tactical group
4. Identify key strategic themes / inputs
5. Matters for Escalation
6. All other Business

**From:** **REDACTED**@gov.scot> **On Behalf Of** First Minister

**Sent:** 17 February 2025 18:00

**To:** Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Chief Executive Transport Scotland <ceo@transport.gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>

**Cc:** First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>; Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot <REDACTED@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; **REDACTED**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; <**REDACTED**@transport.gov.scot>; **REDACTED**@transport.gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot <**REDACTED**@gov.scot>; **REDACTED**@gov.scot>

**Subject:** RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

Hi all,

Thanks **REDACTED** for sharing the below. The First Minister has asked that the paper proceed to Cabinet tomorrow as planned.

Thanks,

**REDACTED**

**REDACTED** (She/Her)

**REDACTED** | Office of the First Minister | **REDACTED**

From: **REDACTED** gov.scot> On Behalf Of Cabinet Secretary for Education & Skills 2024  
Sent: 17 February 2025 15:48  
To: Chief Executive Transport Scotland <ceo@transport.gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>  
Cc: First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>; Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot  
**REDACTED**@gov.scot **REDACTED**@gov.scot>; Ruth **REDACTED**@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; **REDACTED**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; **REDACTED**@transport.gov.scot>; **REDACTED**@transport.gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>  
Subject: RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

Alison / **REDACTED**

Ms Gilruth is of the view that this Cabinet paper **REDACTED Section 29(1)(b)** She thinks it would be beneficial for a meeting to take place **REDACTED Section 29(1)(b)**

Ms Gilruth recognises she could not make the previous meeting with Health but **REDACTED Section 29(1)(b)**. She does not **REDACTED Section 29(1)(b)** at Cabinet tomorrow and would **REDACTED Section 29(1)(b)**

Thanks,

**REDACTED]**

**REDACTED]**

**REDACTED]** Cabinet Secretary for Education and Skills – Jenny Gilruth MSP

The Scottish Government

St Andrews House | Regent Road, Edinburgh, EH1 3DG

Mob: **REDACTED]**@ | Email: CabSecES2024@gov.scot

Ms Gilruth's Ministerial Preferences can be found here

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**[REDACTED Section 29(1)(b)]**

DG Communities	[REDACTED]
DG Constitution and External Affairs	[REDACTED]
DG Corporate	[REDACTED]
DG Economy	[REDACTED]
DG Education and Justice	Director Children and Families
DG Health and Social Care	[REDACTED]
DG Net Zero	REDACTED
DG Scottish Exchequer	[REDACTED]

I should be grateful if you could indicate whether you are content for the draft paper to proceed for Cabinet consideration. I should be grateful for responses by Wednesday 12 February 2025.

Alison Irvine

Chief Executive, Transport Scotland



Mr Arthur has reviewed on DFM's behalf. Please see Mr Arthurs comments below:

*I am content for the paper to proceed to Cabinet for discussion and note the compliance and enforcement challenges around the current ban. I am satisfied there are no material economic impacts from the proposed changes to the retail or hospitality sectors and that it may enhance the choice of options for the visitor economy in respect of rail travel on Scotrail. I welcome the enhanced focus on measures to prevent and address antisocial behaviour on Scotland's railway, particularly in respect of women, girls and vulnerable passengers, and note the need for cross-government working to ensure consistent messaging on cross-cutting policy.*

Thanks

**REDACTED]**

**REDACTED]the Minister for Employment and Investment – Tom Arthur MSP - The Scottish Government**

St Andrew's House | Regent Road | Edinburgh | EH1 3DG

Mob: **REDACTED]**

Email: [MinisterEI@gov.scot](mailto:MinisterEI@gov.scot)

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**From:** **REDACTED]**@gov.scot> **On Behalf Of** Cabinet Secretary for Finance & Local Government

**Sent:** 11 February 2025 12:04

**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>

**Cc:** Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; **REDACTED]**@gov.scot **REDACTED]**@gov.scot>;

**REDACTED]**@gov.scot **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; **REDACTED]**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; **REDACTED]**@transport.gov.scot>; **REDACTED]**@transport.gov.scot <**REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot <**REDACTED]**@gov.scot>

**Subject:** RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

**This email is for the official record and confirms a Ministerial Decision. This email must be placed in the official record (eRDM) by your team [in line with SG records management policy](#).**

Good afternoon,

Please see response from Ms Robison below:

*Thank you for bringing this paper to Cabinet. Clearly, a safe public transport system is important and I welcome your focus on tackling antisocial behaviour, not just on Scotland's trains, but also buses, in partnership with local authorities, bus operators, unions and Police Scotland. I support this proposal.*

*I note the policy initiatives to tackle antisocial behaviour will be delivered within existing resources. As this includes the recruitment of additional ticket examiner staff on trains, increasing the number of the 'Travel Safe Team' and expanding the team to a wider geographical coverage, it would be helpful to see the associated costings. Regarding the potential reintroduction of on-board sales of alcohol on long-distance trains, while the associated £200,000 per year in revenue would be welcome***[REDACTED Section 29(1)(b)]**

Thanks

**[REDACTED]**

**[REDACTED]** | **[REDACTED]** | Cabinet Secretary for Finance and Local Government – Shona Robison MSP | Scottish Government | St Andrew's House | Regent Road | Edinburgh | EH1 3DG **[REDACTED]** | E: [CabSecFLG@gov.scot](mailto:CabSecFLG@gov.scot)

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*Private Offices do not keep official records of such e-mails or attachments. Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot)*

**From:** [REDACTED]@gov.scot> **On Behalf Of** Cabinet Secretary for Health & Social Care 2024

**Sent:** 12 February 2025 10:25

**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>

**Cc:** Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; [REDACTED]@gov.scot [REDACTED]@gov.scot>;

[REDACTED]@gov.scot [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; [REDACTED]@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; [REDACTED]@transport.gov.scot>; [REDACTED]@transport.gov.scot [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot>; [REDACTED]@gov.scot [REDACTED]@gov.scot>

**Subject:** RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

Hi [REDACTED]

Please see below response from the Cabinet Secretary for Health and Social Care:

*Alison*

*I was grateful to the Cabinet Secretary for Transport for our earlier meeting on 7 November at which we discussed some of the concerns about the lifting of the current ban on alcohol on Scotrail services, in particular:*

- *the potential for public health stakeholders to criticise the decision, if agreed*
- *that this decision is perceived as not coherent with the Scottish Government's wider approach to alcohol harm policy*
- *the risk that Scotrail selling alcohol on its services, given it is a publicly owned company, will be criticised by public health stakeholders.*

*I note that these areas we discussed are covered in the paper and, for my interests, I am content this proceeds for Cabinet consideration.*

*I would be grateful if Transport Scotland officials continue to liaise with my officials in the Directorate for Population Health to ensure that clear communications and appropriate stakeholder engagement is undertaken in advance of any decision being set out publicly to reduce the risks outlined above.*

Thanks,

**[REDACTED]**

**[REDACTED]**

to the Cabinet Secretary for Health and Social Care – Neil Gray MSP

Scottish Government | St Andrew's House, Regent Road, Edinburgh EH1 3DG | Email:

[CabSecHSC@gov.scot](mailto:CabSecHSC@gov.scot)

From: **REDACTED**@gov.scot> On Behalf Of Solicitor General  
Sent: 13 February 2025 20:04

**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>

**Cc:** Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; **REDACTED**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; **REDACTED**@transport.gov.scot>; **REDACTED**@transport.gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>- Pre-Cabinet Considerations - Stage 4

Evening **REDACTED**

The Law Officers have considered this paper and are content for it to proceed for Cabinet consideration.

They note that there are no specific legal issues arising from the draft paper which impact on prosecutorial policy.

The Law Officers welcome the opportunity for COPFS officials to contribute to the time limited working group to review the effectiveness of existing enforcement measures in preventing and responding to antisocial behaviour on Scotland's Railway.

Many thanks,  
**REDACTED]**

**REDACTED]**  
**REDACTED]** - *Law Officers Private Office*



communication on this will be needed to align public safety and public health, and it will be important that all impacts are kept under review.

Thanks,

**REDACTED]**

**REDACTED]**

**REDACTED]** to the Cabinet Secretary for Social Justice – Shirley-Anne Somerville MSP

E: [CabSecforSJ@gov.scot](mailto:CabSecforSJ@gov.scot)

Scottish Government | St Andrews House, Regent Road, EDINBURGH, EH1 3DG |



From: **REDACTED]** @gov.scot> On Behalf Of First Minister

Sent: 12 February 2025 09:56

**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>

**Cc:** Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; **REDACTED]**@gov.scot **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; **REDACTED]**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; **REDACTED]**@transport.gov.scot>; **REDACTED]**@transport.gov.scot **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@transport.gov.scot>; Director for Equality, Inclusion

and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED**@gov.scot>;  
**REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>;  
**REDACTED**@gov.scot>; **REDACTED**@gov.scot\_Cabinet Considerations - Stage 4

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Hi Alison,

FM is content for the paper to proceed to Cabinet.

Thanks,

**REDACTED**

**REDACTED** (She/Her)

**REDACTED** | Office of the First Minister | **REDACTED**

**From:** **REDACTED]**@gov.scot> **On Behalf Of** Cabinet Secretary for Constitution, External Affairs and Culture 2024

**Sent:** 17 February 2025 16:06

**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>

**Cc:** Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; **REDACTED]**@gov.scot **REDACTED]**@gov.scot>;

**REDACTED]**@gov.scot **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; **REDACTED]**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; **REDACTED]**@transport.gov.scot>; **REDACTED]**@transport.gov.scot **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>; **REDACTED]**@gov.scot>

**Subject:** RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

Hi **REDACTED]**@

Mr Robertson is content for his interests for paper to proceed to cabinet

Thanks,

**REDACTED]**

**REDACTED]**

**REDACTED]to Cabinet Secretary for Constitution, External Affairs and Culture Angus Robertson MSP**

**The Scottish Government**

St Andrew's House | Regent Road | Edinburgh | EH1 3DG

**Email:** [CabSecforCEAC@gov.scot](mailto:CabSecforCEAC@gov.scot)



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From: **REDACTED**@gov.scot> On Behalf Of Cabinet Secretary for Net Zero and Energy  
Sent: 11 February 2025 10:09

**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>

**Cc:** Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; **REDACTED**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland

<media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; **REDACTED**@transport.gov.scot>; **REDACTED**@transport.gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot\_Cabinet Considerations - Stage 4  
**Subject:** RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

Subject: RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

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Good morning,

Please see response from Ms Martin below:

Thank you for sight of this paper. I am content for the paper to proceed for Cabinet consideration, but wish to make the following points:

As I noted when this review was originally mooted, I strongly support measures to crack down on anti-social behaviour, on both the rail network and the wider bus network. The Just Transition to Net Zero requires that we all work together to tackle barriers to everyone being able to make full use of our public transport services. As the Cabinet Secretary sets out in this paper, anti-social behaviour constitutes one such barrier and this message was emphasised to us during our consultations on the Just transition last summer.

It is right to emphasise the impact that anti-social behaviour has on women and girls on public transport, who too often feel unsafe, particularly at night and may therefore choose to use cars, or not to travel. We should also consider the impacts on the LGBT+ community, Scottish BAME citizens and on disabled people, who also suffer physical and sexual harassment on our transport services. A zero tolerance approach is required and our citizens should feel empowered to call it out and be supported by ourselves and our transport employees.

I agree that alcohol is not the root cause of anti-social behaviour and I appreciate the work set out in the paper to establish with key frontline workers the best route forward, with a lifting of the daytime alcohol ban allowing anti-social behaviour to be more directly tackled

From: **REDACTED**@gov.scot> On Behalf Of Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024

Sent: 14 February 2025 08:21

**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>

**Cc:** Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECJPHRPT@gov.scot>; **REDACTED**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; **REDACTED**@transport.gov.scot>; **REDACTED**@transport.gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot\_Cabinet Considerations - Stage 4

**Subject:** RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

Subject: RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

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Hi Alison,

Please find a response from Ms Gougeon:

- Thank you for sight of this paper.
- I note the Cabinet Secretary's points in the paper, and agree with the recommendations set out in the paper.
- I also note that there are no specific issues arising for my portfolio.
- I am therefore content for the paper to proceed to Cabinet as requested.

Many thanks,

**REDACTED** | **REDACTED** Cabinet Secretary for Rural Affairs, Land Reform and Islands –  
Mairi Gougeon MSP  
Mobile: **REDACTED**

From: **REDACTED** @gov.scot> On Behalf Of Minister for Parliamentary Business 2024

Sent: 12 February 2025 10:16

**To:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Economy & Gaelic <DFMCSEG@gov.scot>; Cabinet Secretary for Constitution, External Affairs and Culture 2024 <CabSecCEAC@gov.scot>; Cabinet Secretary for Education & Skills 2024 <CabSecES2024@gov.scot>; Cabinet Secretary for Finance & Local Government <CabSecFLG@gov.scot>; Cabinet Secretary for Health & Social Care 2024 <CabSecHSC@gov.scot>; Cabinet Secretary for Justice and Home Affairs 2024 <CabSecforJHA@gov.scot>; Cabinet Secretary for Net Zero and Energy <cabsecfornze@gov.scot>; Cabinet Secretary for Rural Affairs, Land Reform & Islands 2024 <CabSecforRALRI@gov.scot>; Cabinet Secretary for Social Justice 2024 <CabSecforSJ@gov.scot>; Lord Advocate <LordAdvocate@gov.scot>; Minister for Parliamentary Business 2024 <MinisterPB@gov.scot>

**Cc:** Permanent Secretary <PermanentSecretary@gov.scot>; DG Communities <DGCommunities@gov.scot>; DG Corporate <dgcorporate@gov.scot>; DG Economy <DGEconomy@gov.scot>; DG Education & Justice <dgej@gov.scot>; DG Health & Social Care <DGHSC@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Strategy and External Affairs <DGSEA@gov.scot>; Chief Executive of the Crown Office and Procurator Fiscal Service <PSCECA@copfs.gov.uk>; Cabinet Secretary for Transport <CabSecfortransport@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Legal Secretariat to the Lord Advocate <LegalSecretariattotheLordAdvocate@gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Solicitor to the Scottish Government <solicitor@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; Cabinet Secretariat Inbox <CabinetSecretariat@gov.scot>; UK Relations Mailbox <UKRelationsMailbox@gov.scot>; FM Policy Team Mailbox <fmpolicyteam@gov.scot>; Mainstreaming EIHR <MainstreamingEIHR@gov.scot>; Human Rights Policy Team <DLECPHRPT@gov.scot>; **REDACTED**@gov.scot>; Director of Justice <DirectorofJustice@gov.scot>; Director of Safer Communities <DirectorofSaferCommunities@gov.scot>; Director for Children and Families <DirectorforChildrenandFamilies@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; TS Rail Directorate Communications <TS\_Rail\_Directorate\_Communications@transport.gov.scot>; **REDACTED**@transport.gov.scot>; **REDACTED**@transport.gov.scot **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@transport.gov.scot>; Director for Equality, Inclusion and Human Rights <DirectorforEIHR@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot>; **REDACTED**@gov.scot Subject: RE: Alcohol Restrictions on ScotRail and Antisocial Behaviours - Pre-Cabinet Considerations - Stage 4

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Hi **REDACTED**

Please see below response from the Minister for Parliamentary Business:

**[REDACTED s29(1)(b)]**

*It would be helpful if this could be articulated in more detail in the paper to reassure Cabinet that the right level of parliamentary engagement is being considered, given the significant interest that MSPs have had in this topic in the past. I am unclear that a ministerial statement is required for this, but the Cabinet Secretary for Transport may have an alternative view and is obviously closer to the matter. Should she feel that one is required that should be flagged to my office as soon as possible to ensure time can be set aside in the busy parliamentary business programme – noting that there continues to be demands from the opposition for other statements to be made and slotting all of these into proceedings is proving challenging***[REDACTED s 29(1)(b)]**

Thanks,

**[REDACTED]**

**[REDACTED]** (she/her)

**[REDACTED]** to the [Minister for Parliamentary Business](#) – Jamie Hepburn MSP

T: **[REDACTED]** | M **[REDACTED]** | E: [MinisterPB@gov.scot](mailto:MinisterPB@gov.scot)

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**From: REDACTED**

**Sent:** 12 March 2025 19:47

**To:** Central Correspondence Unit

**Subject:** Alcohol Sale and Consumption on Scottish Trains

Good Evening,

I am looking for some help from you please. Are you able to explain why there is a continued ban on alcohol consumption and sale on Scottish Trains?

It was introduced to combat covid 19 spreading, one of many poorly planned measures put in place that didn't affect the spread at all but it has continued for 5 years.

Now we are clear of the covid 19 pandemic what are the reasons for upholding this ban?

I would like to understand what plans the government have to reintroduce the original sensible drinking restrictions later at night.

Regards **[REDACTED]**

TRANSPORT SCOTLAND TS : Transport Scotland Rail Directorate

Our Reference: 202500457216

4 April 2025

Dear **REDACTED**

Thank you for your e-mail dated 12 March to the Scottish Government regarding the alcohol ban on ScotRail services. Your correspondence has been shared with Transport Scotland to respond.

It is right that alcohol was originally banned on ScotRail trains as part of the Scottish Government's wider restrictions to mitigate the risk and spread of infection during the Covid-19 pandemic. As Scotland emerged from the pandemic, Scottish Ministers decided to keep the ban in place in order to tackle antisocial behaviour and maximise passenger safety, particularly for women and girls.

However, the Scottish Government is aware that there have been challenges around the enforcement of the ban which has raised questions over its effectiveness. Scottish Ministers are actively considering the alcohol restrictions, however, this must be balanced against the rights of all passengers and staff, particularly women and girls, to feel safe when travelling on Scotland's railway. It is right that Scottish Ministers take their time to consider the wide range of views on this issue, along with the wider public health messaging around alcohol consumption, before making a final decision.

Yours sincerely **REDACTED**  
TS : TS RD Rail Franchise Management Unit