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## Work of the British Transport Police in Scotland

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# Scottish Railway Policing Committee



The Scottish Railways Policing Committee is a sub-committee of the BTPA, which was established and met for the first time in October 2019. It has three members from the BTPA and two co-opted members from the Scottish Police Authority (SPA.)

It was created to provide assurance to the BTPA, SPA and Scottish Ministers on the delivery of railway policing in Scotland through:

- Recommending to the BTPA the Scottish Railways Policing Plan, ensuring that there has been effective consultation with stakeholders;
- Providing oversight of developmental plans and policies, scrutinising policing performance against agreed plans and statutory requirements; and
- Ensuring agreed improvements recommended by external inspections and reviews are implemented.
- Assessing and reporting to the BTPA in respect of value for money in relation to those elements of the BTPA Fund invested in railway policing in Scotland.

The Committee meets quarterly and receives regular updates on the BTP's performance against the Scotland Railways Policing Plan, quarterly reports on joint work between BTP, Police Scotland and other partners, and briefings on a range of thematic items, recently including use of police powers, mental health and trespass on the rail network.

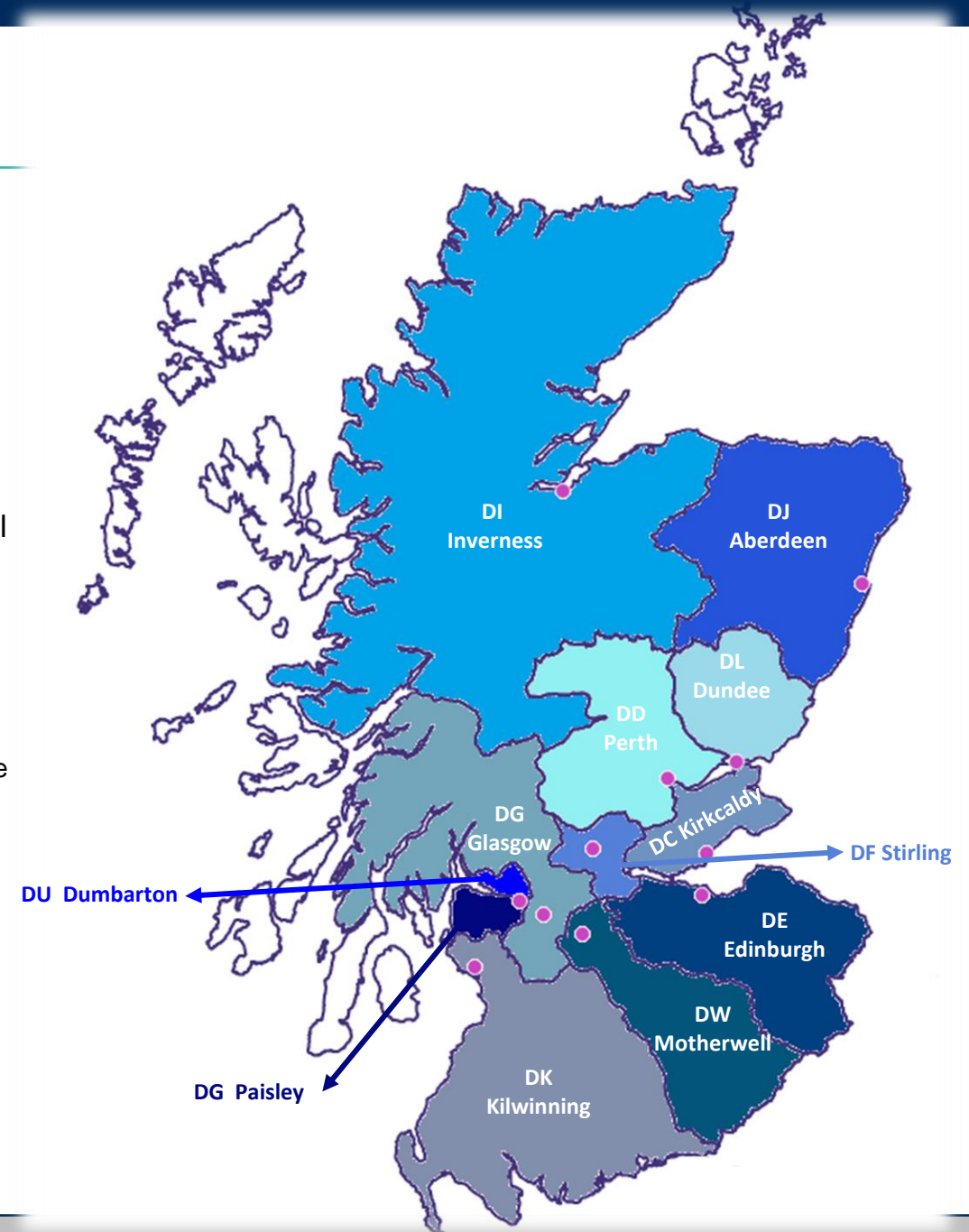
The agenda also features regular assurance on progress with implementation of audit recommendations and a quarterly evaluation report on the Committee's activities.

Meetings are held in public and attended by Police Scotland, SPA Corporate, Scottish Government , rail industry representatives and the media amongst others.



# Who are the British Transport Police?

- **We are the specialist Police force for Scotland's railway.**
- We provide a service to all passenger and freight operators across Scotland's railway, covering 3120km of route, 357 railway stations and 63.7 million annual passenger journeys.
- Our Establishment is divided across 12 Sectors and includes over **300** officers, Special Constables and Police Staff.
- As Guardians of the Railway, our six strategic objectives are focused on the safety of passengers and rail staff across the network:
  - **Crime Prevention and Safeguarding** to reduce the likelihood of people coming to harm on the railways
  - **Target our efforts** to ensure fewer victims of the most serious crime
  - **Innovate and Collaborate** with our partners to reduce disruption
  - **Generate value for money** through the use of technology and adapting to meet the future
  - **Build trust and confidence** of passengers and staff so we can defeat Criminality together
  - **Build a modern and inclusive Force** where our people reflect the best of our communities.





# Key Delivery Highlights

An increase in volume was seen Force-wide in 2023-24. **Crime for Scotland was 18% higher than the previous year. High Harm** crimes (including Robbery, Violence, Sex Offences and Weapons) **also experienced increase.** As priority crime groups for the Force, continued focus meant that there were **dedicated taskings, monthly uplift in resources and consistent monitoring of performance** against these areas.

**On-train patrols and station presence was stepped up** to create a hostile environment for crime and increase reassurance.



Continued local partnership working to **address crime and disruption on the network.**



**Positive response** from ScotRail after increased visibility and multi-agency partnership work at Partick Interchange.

**Multi-agency hub forums continue to address and reduce,** not simply displace, anti-social behaviour in locations across the division including Glasgow City Centre, Inverclyde and Edinburgh Waverley.

Improvements at **key locations for disruption.** For example, the removal of loose stones at Clydebank Station reduced issue with vandalism and stone throwing.

Officers continued to **protect and safeguard the most vulnerable people on the network.**

As a result of intervention work at the start of the year, **some previous repeat presenters are no longer attending.** at Glasgow Central, South Clyde, Kilwinning and Paisley.

Partnership work with The Railway Children identified several nominals involved in offending who are utilising the network to travel, and these details are shared as part of a multi-agency operation response to child sexual exploitation (CSE) within Glasgow City Centre.

During Q4, partnership multiagency meetings took place for individuals where there had been progression from vulnerability reports to offending, and where risk of sexual exploitation was identified.

As high impact disruption incidents are often linked to safeguarding incidents, **there was focus on identifying learning opportunities from incidents.**

Despite an additional 329 crimes for the year, the division managed to improve solve rate (42%, +1%) and solved an additional 162 crimes.

**Positive increases** in solve rate for **high harm** crime.

- For violence with injury, 67% (+11% PY) of cases had a positive outcome.
- For Serious Assault, the rate was 80%.
- Weapon-enabled violence (bladed articles) had a solved rate of 100%.
- Sex Offences increased 18% on last year with 70% cases having a positive outcome.

**Officers demonstrated effective use of policing powers in keeping the railway safe,** with a positive find rate of **49%** for Stop and Search and a total of 15 weapons detected.

**BTP Scotland have the highest detection rate nationally.**

# Optimising Service Delivery in Scotland

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- The Force annual “Capability Review” in 2023 identified an opportunity to **re-set and optimise** our Network Policing Model so we can **service increasing demand more effectively**, by **rebalancing and flexing our current resources** to build **sustainable resilience** and enhance every officer’s opportunity to contribute to our performance.
- The **Optimised Policing Model** (OPM) will amplify our shared commitment to our **Values** and maximise our proactive policing hours – **presence and visibility** – with the resources we have today.
- We are exploring opportunities to combine resources into a singular Neighbourhood Policing Sector Model. This will include implementing a revised 3 level patrolling strategy:
  - Level 1 – deal with calls to service / current outstanding reactive demand.
  - Level 2 – targeted local intelligence-led problem-solving tasking.
  - Level 3 – high-visibility on train/station patrols (removing general patrolling in vehicles or waiting for calls to service in station.)
- What does this mean for Scotland?
  - Better aligned shifts, better command & control and clearer accountability.
  - Better focus on high harm reduction, priority crime taskings and partnership problem solving.



## Partnership working

- BTP Scotland collaborate with a wide range of **key partners**, including *Police Scotland, ScotRail, Transport Scotland, Strathclyde Partnership for Transport, Network Rail, The Railway Children, Samaritans* and **many more**.
- The multi-agency **Strategic Safer Transport Group** is a collaboration of travel providers including SPT, Stagecoach Buses, Police Scotland and stakeholders to engage and collaborate on challenges across public transport. There is a particular focus on VIAWG, Trespass, ASB and overall safety across public transport. The group explores the full toolkit available for tackling crimes that matter most to passengers and staff.





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# Questions?

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