BTPA
British Transport Police
Authority

Report to:	Scottish Railways Policing Committee
Agenda:	6.1 [Appendix]
Date:	13 December 2022
Subject:	Executive Commentary – BTP D Division YTD Trends Format
Sponsor:	Head of Strategy, Planning and Engagement
For:	Information

1. Purpose of paper

1.1 To provide an additional explanatory narrative from BTP on the rationale for the approach to the inaugural trend data slide presented to Scottish Railways Policing Committee.

2. Why is D Division trend data presented as ScotRail-only?

2.1 The passenger journey data is taken from Office of Rail and Road (ORR) information a that provides totals per Train Operating Company (TOC). As ScotRail only operates in Scotland and other operators are cross-border it would be difficult to estimate how many TOCs other than ScotRail served passengers within Scotland, to compare with overall crimes in Scotland.

2.2 D Division also records crimes on Glasgow SPT subway, but does not have the accompanying passenger numbers.

2.3 To try and account for these issues, the trend data presented is restricted to ScotRail passenger journeys and crimes where ScotRail is the relevant TOC.

2.4 Regional data is available from ORR but this is calculated differently to passenger data typically used by BTP. Regional data does not account for changes of train and therefore shows lower journey figures than passenger rail usage releases. As BTP typically relies on passenger data, we do not recommend regional data is used.

3. What are the factors underpinning 1.4 Weapons crimes per million passenger journeys for D Division?

3.1 As we have chosen to present ScotRail-only data (20 crimes) vs overall ORR crimes per passenger journeys in Scotland this has likely influenced the figure of 1.4. Depending on how representative ScotRail journeys are for overall passenger journeys in/into Scotland it may be that inclusion of wider operators would reduce the 1.4 figure closer to those reported by B Division and C Division.

3.2 As a Force, BTP has returned to pre-pandemic crime levels, whereas ORR data for passenger journeys has not.

3.3 The 1.4 figure notwithstanding, D Division has the highest solved rate for Weapons crime compared to C Division and B Division[1].

4. Recommendations

4.1 That the report be noted.

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[1] BTP B Division covers East Anglia, south coast and London, including London Underground and Docklands Light Railway. C Division covers the Pennines, Midlands, South West of England and Wales. You can read more on BTP structure here.