

2014/15



BRITISH
TRANSPORT
POLICE

Policing Plan
C Division
Pennine

Foreword

Chief Superintendent Peter Holden
Divisional Commander, C Division, British Transport Police

This is the first Policing Plan for the newly formed C Division – a division made up of our previous Wales and Western, North Western and North Eastern Areas, as well as several police posts which formed part of the old London North Area.



Since taking up the position of Divisional Commander, I have been working with my team of Superintendents to ensure the sub-divisional structure is best suited to drive organisational performance whilst responding flexibly to local issues.

A lot of work has been done in the background to make C Division ready for business and able to provide the best possible service to rail staff and passengers. This will continue throughout the coming year.

Bringing such a large area under one command structure has presented a number of challenges. However it provides a real opportunity to give train operators and the travelling public a high performing and consistent policing service, by adopting best practice from across the division.

Of course, we remain mindful of the many differences that exist across such a large area, and our smaller sub-divisions, overseen by a designated Superintendent, will allow us to provide tailored solutions and approaches to regional and local issues.

Through all the changes, our focus on providing excellent performance and service to rail passengers and operators remains as strong as ever.

In line with the Force's strategic aims, minimising disruption will form a significant part of our activity during the coming year. We will continue to seek new and innovative ways to tackle disruption resulting from criminal activity, whilst ensuring fatalities continue to be dealt with efficiently, but sensitively.

Reducing aggression and violence directed towards staff will also be high on our list of priorities. Rail staff provide a vital service to millions of commuters every day and it is only right they have the confidence in British Transport Police to assist in providing a working environment in which they are safe from harm and abuse.

Anti-social behaviour, and the problems arising from excessive consumption of alcohol, is a common concern raised by many rail industry partners and passengers. It is these 'quality of life' issues that tend to impact most upon

journey and workplace experiences, and we will be looking to tackle locally raised issues through a partnership approach to problem solving. I am a firm believer that solutions to these issues do not rest solely with any one organisation. Success will be determined through the full engagement and integration of all partners, each one of which holds a key to solving the problems.

I am sure that 2014/15 will bring a number of challenges as we settle into the new divisional structure. I am, however, confident that the benefits arising from this structure, together with the additional frontline resources arriving on division, will result in a policing service which builds upon our previous successes.

I feel privileged to be given the opportunity to command the new C Division and look forward to working with you all over what should prove another successful year for Britain's growing railway network.

Introduction

Superintendent Eddie Wylie

Sub-divisional Commander (Pennine), British Transport Police

The Pennine sub-division will build upon the excellent work delivered by the officers and staff of the previous North East and North West areas of the Force. I have been working with all of my team to ensure a smooth transition and our focus remains on serving rail staff and passengers.

The new sub-division has brought key strategic rail routes under one command and this has given us a real opportunity to deliver a first class police service to all who work and use the network throughout the North of England.

The diversity of the Pennine sub-division will be a challenge, but I am confident our officers and staff are best placed to tackle the many issues we will be faced with.

Regional and local issues will continue to be a priority and we will listen to the concerns of our community to ensure we work together in solving these problems.

Reducing disruption on the network will be a focus as this can have a far reaching impact that this can have on so many people. We are working closely with our partners to develop problem solving plans and to look at innovative ways to ensure we play our part in keeping passengers moving.

The Pennine sub-division is home to many of the most successful football clubs in the country and we will build upon our good work around reducing football related disorder on the rail network. We are working closely with the clubs, the fans and the rail industry to tackle the issue and ensure football related disorder is dealt with robustly and every available measure taken to disrupt this behaviour.

I am extremely proud to be leading the Pennine sub-division and I look forward to working closely with industry partners and stakeholders to reduce crime, increase passenger confidence and to ensure the railway continues to be a safe place to work and travel.



Pennine targets

● Reduce theft from rail passengers by at least 5%

Theft of passenger property has become a significant issue for the rail industry during recent years. Tackling this issue is a priority for British Transport Police and reducing the number of offences will assist in driving crime from the network and increasing passenger confidence.

● Reduce aggression and violence towards staff by at least 5%

Aggression towards rail staff is unacceptable and, aside from the physical consequences, staff assaults can play a significant part in undermining confidence.

● Increase the 2013-14 detection rate for assaults on staff

Reducing the number of overall staff assaults needs to be supported by increased detection rates. Rail staff must have confidence in British Transport Police's ability to trace offenders and bring them to justice.

● Reduce disruption related minutes attributed to fatalities by at least 4%

Dealing with fatalities in an efficient and sensitive manner is an important aspect of the service BTP provides to the rail industry. BTP remains committed to providing further efficiencies and reducing the impact of fatalities on the network.

● Reduce disruption related minutes arising from level crossing incidents by at least 4%

Misuse of level crossings is a priority for BTP and Network Rail. BTP will continue to work with partners to educate the public and to take action against those who cause issues for the railway.

● Reduce disruption related minutes caused by trespass/vandalism by at least 8%

Despite extensive work by BTP and industry, issues around trespass and vandalism persist. Reducing the disruption this causes remains a priority for BTP and we will seek new methods to further drive those offences often referred to as 'route crime' from the railway.

● Reduce cable related offences by at least 5%

Despite recent changes in legislation and excellent collaboration between the railway and other industries, cable theft remains a threat to the efficient running of the rail network. BTP's commitment to tackling cable theft has not altered and we will seek to strengthen existing partnerships with industry and Home Office police forces to further reduce opportunities for thieves.

Continued >

Pennine targets

- **To at least maintain current attendance rates of all immediate incidents within 20 minutes**

Attending incidents in a timely fashion is one of the defining features of BTP. It is important rail users and staff have confidence in the Force to be there as soon as possible when needed. We are committed to aim and attend all immediate graded incidents within 20 minutes and meeting the same attendance as 2013/14.

- **To at least maintain attendance rates of all priority incidents within 60 minutes**

When attendance to an incident is necessary, but not an emergency, BTP is committed to arriving, where possible, within 60 minutes. Our response to these incidents will be critical in demonstrating BTP's determination to assist victims of crime and will, in turn, play a crucial role in maintaining, and enhancing, public confidence.

- **Successfully complete five PSPs to tackle ASB, crime, football and freight related issues**

There are a number of issues experienced by the railway which cannot be resolved by police activity in isolation. In consultation with industry partners, we will use a problem solving approach to tackle anti-social behaviour, specified crimes and other issues at identified locations or on problematic routes.

Policing Plan

C Division

Pennine



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