



**BTPA**  
British Transport Police  
Authority

 **BRITISH  
TRANSPORT  
POLICE**

# Policing Great Britain's Rail Network C Division: Pennine

2015 | 2016



# Foreword

Policing Plans C Division: Pennine



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**The rail network will continue to receive a level of investment in 2015/16 not previously seen in modern times, with electrification and infrastructure projects continuing throughout the C Division area.**

With football and freight traffic increasing, these are exciting times for the rail industry. I look forward to British Transport Police playing a vital role with our industry partners to ensure that those using and working on the railways get home every day safe, secure and on time.



**Crime on the division has fallen by nearly a third since 2002. As well as maintaining our focus on reducing this further, a key priority will be reducing disruption on the network.**

More trains, passengers and freight mean the effects of any disruption event are magnified. Our focus will be on innovative, whole-industry approaches to address this

important issue effectively.

In a relatively low-crime environment like the railway, another key issue to address is passenger confidence. Tackling antisocial behaviour, particularly associated with sporting events, continues to be a priority and we will look to carry on working with our industry partners to provide reassurance and visibility, helping to make rail the preferred mode of transport for the travelling public.

We will address many of our policing priorities using a problem-solving approach, relying on a clear identification of the problem to be solved, what best defines success, and which partners we need to work with to deliver this success. This approach is extremely effective, giving rise to innovative solutions and best practice that can be applied more widely.

Personally, I aim to be as accessible and receptive as possible to all of our stakeholders and I look forward to another busy and challenging year ahead.

In 2015/16, we will build on our previous successes and continue to play a vital role in helping a vibrant and expanding railway network operate at its very best.



# Introduction

Policing Plans C Division: Pennine



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## A Policing Plan for Pennine

Working relationships with our rail industry partners have never been better in the Pennine Sub-Division. These have been strengthened with the establishment of our stakeholder engagement team, which plays an important role in ensuring feedback is acted on. An example of this is the updates we provide about assaults against rail staff to ensure those involved know what is being done to bring offenders to justice. Our partners have also helped raise awareness of our text 61016 service, which allows incidents to be reported discreetly.

Officers and staff have made a real difference this year, policing some of the country's biggest events. We also saw acts of heroism and bravery, including an officer saving a person's life by jumping into the River Ouse and good work to arrest three armed robbery suspects in Carlisle. They have provided a first class policing service and I am proud to have the privilege to lead them.



## Crime has continued to fall for the tenth consecutive year.

This has been achieved by deploying officers at the right times, in the right places, to

prevent crime and effectively deal with incidents that do happen. A number of operations enhanced our response to cycle theft, metal theft, antisocial behaviour, football disorder and aggression against rail staff, and further reduced crime.

Reducing crime and disruption remain priorities. Success will result in growing passenger confidence and help make people who work on and use the railways feel safer and more secure. Reducing disruption is challenging. We have refined and developed our problem solving approach, taking action at locations that harm the network most when disrupted. Our work at Northallerton is a great example of partnership working with Network Rail, First TransPennine Express, the Samaritans and health agencies.

It's an exciting time for the industry. In this area, the network is growing, with new investment promising further growth. By maintaining a sharp focus on reducing crime and disruption, going above and beyond to deliver a great service to the industry and the public, and building on successful partnerships, we will continue to play a vital role in helping the railways operate effectively.

**Your British Transport  
Police Authority  
Member is**

**ELIZABETH FRANCE**

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# C Division Pennine Targets 2015/16

### Reduce the number of staff aggression offences by at least three per cent

Violence and aggression towards staff has a significant impact on those who help to operate the railways. Recorded offences in 2014/15 were down by eight per cent compared with the previous year to 554.

### Increase the rate of positive outcomes for assaults on staff to at least 61 per cent

Rail staff can be confident that staff assaults will be reduced, but also that the proportion of offences with a positive outcome will increase at a greater rate than offences recorded. The number of assaults on staff increased by four crimes to 226 offences in 2014/15.

### ✓ Reduce theft of personal property by at least five per cent

Theft of passenger property is a major contributor to overall crime on the rail network and impacts on passenger confidence. Offences fell by 12 per cent to 1,331 in 2014/15. The police authority knows you want to see them reduced further - this target will help.

### ✓ Reduce theft of bicycle offences by at least two per cent

Cycle crime impacts on passengers who use railway stations on a daily basis. This target continues to build on reductions made last year with cycle crime falling to 479 offences - down by two offences in 2014/15.

### Complete at least six problem solving plans (PSPs) to reduce police related disruption at identified hotspots

Police related disruption, caused by incidents which may require a police response, delays passengers and the industry. This target encourages a joint problem-solving approach by working with industry partners to tackle disruption.

Continued >



### ✓ PASSENGER PRIORITIES

You've said you want BTP to do more to tackle antisocial behaviour, crime related disruption and to increase their visibility, especially late at night.

Look out for this symbol ✓ which will show you the targets we've set to help fulfil these priorities

# C Division Pennine Targets 2015/16

## Complete at least five PSPs addressing fatality, trespass, cable and vandalism related disruption

Trespass and fatalities are the main causes of disruption on the network. This target encourages a joint problem-solving approach with industry partners to tackle disruption.



## Complete at least 15 PSPs addressing antisocial behaviour

Antisocial behaviour has been highlighted as a concern for passengers and stakeholders. PSPs generate a joint approach to tackling antisocial behaviour.

## Complete at least five PSPs across the Division addressing freight related issues

Freight companies are key stakeholders. This target will ensure there is an enhanced focus on issues that affect the freight industry.



# Where you'll find BTP

Policing Plans C Division: Pennine

C Division Pennine	Police Officer	Police Staff	PCSOs	Special Officer
Carlisle	9	2	0	0
Chester	4	0	2	0
Crewe	18	1	2	1
Darlington / Middlesbrough	8	1	0	1
Doncaster	27	1	0	2
Hull	9	1	0	1
Lancaster	2	0	1	0
Leeds	51	2	0	8
Liverpool	43	3	0	12
Liverpool Neighbourhood Policing Team (NPT)	4	0	5	0
Manchester	44	2	0	10
Manchester NPT	34	0	15	0
NPT	6	0	8	0
Newcastle	28	1	0	2
Preston	24	2	3	9
Sheffield	12	0	2	5
Southport NPT	4	0	6	0
Sunderland Metro Unit	7	1	1	0

C Division Pennine	Police Officer	Police Staff	PCSOs	Special Officer
Wigan	9	1	0	0
Wirral NPT	4	0	7	0
York	13	0	0	4
York NPT	3	1	7	0
<b>Pennine total</b>	<b>363</b>	<b>19</b>	<b>59</b>	<b>55</b>



For more information  
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