1. **Purpose**

This paper is the 2010/2011 stewardship report from CSSG and provides an overview of work priorities for 2010/11.

2. **Governance**

2.1 CSSG was established in 2007 with a remit from the Board of RSSB to facilitate improvements to the management of community safety across the railway industry. During 2009, that remit was reviewed and a new one adopted. James Burt, Service Delivery Director, Southern took over as chairman in April 2010.

2.2 During 2010/11, membership of the group (see Annex A) has been stable with the only change being the arrival of Dyan Crowther representing Network Rail (NR). However, Christine Knights has indicated that the July 2011 meeting will be her final one as she is leaving Passenger Focus. A new nomination will be sought from that organisation.

2.3 Throughout the last year, CSSG has adapted to working to its new remit and to following its business plan which identified three priority topics - co-operative meeting arrangements, level crossings and suicides.

3. **Headline developments in 2010/11**

3.1 **Co-operative arrangements for Community Safety (CS)**

3.1.1 CSSG remit –in July 2010, the group agreed that its role could be summarised as ‘looking at the national risk profile, identifying areas of concern and highlighting these issues to the sub-groups and regional groups. CSSG will also look to share good practice.’

3.1.2 The group conducted a review of the cost and effectiveness of cooperative CS arrangements across the industry. At approximately £500k per annum, the cooperative support costs were considered to be small in comparison to the asset damage loss, safety and performance costs of CS; however considerable scope was identified to improve the effectiveness of the existing arrangements.

3.1.3 Work is still in progress to improve the performance of various industry groups, especially amongst the local Community Safety Partnership Groups (CSPGs) and the CSSG meeting on 20 April 2011 agreed the following:
- the introduction of a common core scope between groups
- improved effectiveness through sharing good practice between groups
- a stronger relationship between CSPGs and CSSG

3.1.4 Encouragingly, during the year two new CSPGs have been established covering Sussex and West Coast (South).

3.2 **Level Crossings**

3.2.1 During 2010/11, the Road Rail Interface Safety Group (RRISG) has expanded its role to cover all road rail matters including incursions, bridge bashes and level crossings. Dyan Crowther has been appointed as chair.

3.2.2 Network Rail has launched a review of the way it manages level crossing risk and this has already led to the creation of a single focus for this activity which involves many different elements of the company. Industry partners are being consulted on future changes with proposals expected early in 2011/12.

3.2.3 The industry has made contributions to the Law Commissions’ work on reviewing legislation in both England & Wales and Scotland.

3.2.4 February 2011 saw the 10th anniversary of the accident at Great Heck in which a road vehicle strayed onto the ECML triggering a railway accident which involved two trains, 10 fatalities and many injuries. The RRISG has been working with DfT and ORR to encourage road authorities to complete their risk assessments and remedial action at potential incursion sites. The situation was reviewed in a paper to RSSB Board in February 2011.

3.2.5 Network Rail and RSSB both contribute to the work of the European Level Crossing Forum with Alan Davies of RSSB being in his second year as chair. There is now greater involvement from the UIC and the European Commission.

3.3 **Suicides**

3.3.1 Early in 2010/11, it was possible to concentrate all suicide prevention activity into a single group allowing a second group to be disbanded. The National Suicide Prevention Group (NSPG) is chaired by NR and attracts attendance from across the industry.

3.3.2 The NSPG acts as the steering group for the NR/Samaritans programme which has made considerable progress in raising the awareness of suicide prevention techniques through staff training for station staff and the provision of awareness posters at stations.

3.3.3 In parallel to the work of the NSPG, the industry’s DfT funded R&D programme has, under RSSB management, continued its analysis of suicide issues which feed back into the NR/Samaritans programme.

4. **CSSG in 2011/12**

4.1 The 2011/12 business plan has been developed and will be published by the end of May. Based on the current national risk profile and emerging performance, the three main topics to be addressed during the forthcoming year are personal security, suicides and level crossings. In addition, the group is also to review the effectiveness of the current arrangements to tackle trespass and vandalism with a new to formulating an improvement strategy.
4.2 Although cable theft is a related activity with a major impact on the operation of the railway, it has been decided not to cover this under the CSSG as NR and British Transport Police (BTP) have recently established dedicated new arrangements to address.

4.3 Considerable effort has been invested to improve the alignment of CSSG business plan with that of the BTP and it is pleasing to report that their plan now contains specific objectives/actions/targets around suicides, fatalities, personal security, level crossings and antisocial behaviour.

4.4 Work will also continue to improve the operation of and effectiveness of CSPGs. Smarter information and briefing packs are to be provided by RSSB on behalf of CSSG. CSSG is to organise a meeting of the CSPG Chairs 3 times per annum, RSSB is to work closer with the CSPG facilitators to exchange good practice and efforts are to be made to address individual TOC participation issues.

4.5 A paper on the role of CSSG, its business plan and the importance of TOC support for CSPGs is to be presented to the May ATOC Operations Council.

5. **Other Issues**

5.1 CSSG has concerns about aspects of emerging HM Government thinking in relation to Antisocial Behaviour and prisoners with mental health issues. A formal rail industry response is to be submitted by CSSG to the Home Office consultation on plans to streamline antisocial behaviour in May. Given the positive support and dialogue established with the All Party Parliamentary Group on Suicide and Harm Prevention by the NSPG, representations are to be made concerning the issue of early release of prisoners with mental health issues and the need for specialist proactive support.

5.2 CSSG is enthusiastically supporting GB rail plans (RSSB, NR and ORR) to host both the International Level Crossing Symposium and the International Railway Safety Conference (IRSC) as a jointly co-ordinated event in October 2012. Day 3 of the two conferences will feature a combined session on the international challenge of improving safety at level crossings.

5.3 CSSG is about to commence work with the Operations Focus Group (OFG) to develop proposals for the improved national and geographic co-operative consideration of system safety risk. This is expected to result in the formulation of proposals which will affect the future of CSSG, OFG, OPSRAMs, CSPGs and potentially other groups as well. The Board will be kept informed of these developments during 2011.

6. **Recommendations**

6.1 The Board of RSSB is asked to:

- **NOTE** the contents of this report
Annex A: Membership of CSSG

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
<th>Representing</th>
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<tbody>
<tr>
<td>James Burt</td>
<td>Southern</td>
<td>Train operators</td>
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<tr>
<td>Martyn Guiver</td>
<td>Northern</td>
<td>Train operators</td>
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<tr>
<td>Gary Cooper</td>
<td>ATOC</td>
<td>Train operators</td>
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<tr>
<td>Dyan Crowther</td>
<td>Network Rail</td>
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<td>Martin Gallagher</td>
<td>Network Rail</td>
<td>Network Rail</td>
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<td>Alan Pacey</td>
<td>BTP</td>
<td>BTP</td>
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<tr>
<td>Christine Knights</td>
<td>Passenger Focus</td>
<td>Passenger Focus</td>
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<td>John Abbott</td>
<td>RSSB</td>
<td>RSSB</td>
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In addition to the members, a different CSPG chair attends each meeting as a guest.

The meeting is facilitated by RSSB.