1. Purpose

This paper is the 2011/12 stewardship report from CSSG and provides an overview of work priorities for 2012/13.

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 2011/12, membership of the group (see Annex A) has been fairly stable. Christine Knights (Passenger Focus) left the group in July 2011 and was replaced in observer status only, by John Cartledge. Mike Carr (Network Rail) replaced Martin Gallagher in October 2011. At the last meeting in January 2012, James Burt stated that once the future of CSSG had been decided, he would be standing down as Chair of the group.

2.3 Throughout the last year, CSSG has been following its business plan which identified three priority topics - co-operative meeting arrangements (modernisation of cooperative safety), level crossings and suicides. In addition, the group has also reviewed the effectiveness of the current arrangements used to tackle trespass.

3. Headline developments in 2011/12

3.1 Modernisation of cooperative safety

3.1.1 CSSG has been working with Operations Focus Group (OFG) to develop proposals for the modernisation of safety cooperation on the modern railway. Following extensive development and consultation, the proposals were submitted and approved by the RSSB board on 08 March 2012 (minute RSSB 12/20).

A project manager has been appointed and implementation plan developed. Detailed work on the new arrangements for the freight operators, infrastructure mainline plant operators and the first route (SWT and Wessex) is now underway and will include addressing the significant risk posed by the different elements of community safety. In parallel, work to specify the single new System Review Group to replace both CSSG and OFG later this year is in progress. The remit for this group will be submitted for approval to the RSSB board in September.
3.1.2 Whilst the system safety co-operation project goes on behind the scenes, work on community safety continues as normal. Over the 2011/2012 period, CSSG has worked to improve the local Community Safety Partnership Groups (CSPGs). CSSG successfully saw a meeting of the CSPG chairs in December 2011 and continues to encourage the groups to share good practice via this channel. Since the last stewardship report, CSSG has improved its relationship with the CSPGs by inviting a CSPG chair to attend each CSSG meeting and dedicating time on the agenda to discuss the CSPG report and answer CSPG questions. In addition, RSSB National Programmes representatives make every effort to attend all CSPG meetings to provide the link with CSSG.

3.1.3 The two new CSPGs Sussex and West Coast South which were established in early 2011 have been progressing well. There are now 12 groups operating in the UK.

3.2 **Level Crossings**

3.2.1 The Network Rail Level Crossing Programme was established in 2011 with two main aims: to reduce level crossing risk by 25% by the end of Control Period 4 and to improve ‘day job’ processes for level crossing risk management.

The programme is organised around two elements:

1. Safety Enhancements - examples of progress include the closure of 516 crossings already during Control Period 4; trialling of the public road level crossing closure evaluation tool (AXIAT); Sighting Improvement at passive crossings; Mobile Enforcement Vehicles – 3 vehicles already operational, funding approved for a further 10 vehicles.

2. Risk Management - examples of progress include the development and use of a procurement toolkit to aid consistency of CBA for level crossing enhancements; Level crossing KPIs – a suite of draft level crossing KPIs have been prepared and went live in April 2012; The ‘All Level Crossing Risk Model’ (ALCRM) Briefing Tool – a tool which explains the background, methodology and algorithms within the ALCRM itself has been released.

3.2.2 Following the expansion of its role to cover all road rail matters including incursions, bridge bashes and level crossings in 2010/11, the Road Rail Interface Safety Group (RRISG) has continued to monitor the implementation of the obstructions of the railways by road vehicles project and successfully organised and hosted the annual Road-Rail information forum in October 2011. At a recent RRISG meeting, BTP reported that they had worked with the Crown Prosecution Service to change the guidelines to prosecutors so that more serious offences can be used at level crossing. In practice, the sentencing guidelines have been changed so that contravention of warning light signs or a stop sign at a level crossing now has a level C fine (65% weeks earnings), this was previously level A (15 – 20% of weekly earnings). New crime recording standards for levels crossing offences have also been introduced which means that more people are being dealt with for careless (1000% increase) and dangerous driving (600% increase) with greater sentencing powers attached.

3.2.3 Network Rail and RSSB both contribute to the work of the European Level Crossing Forum which includes RSSB providing the chair. The next international day of action is planned for 7 June 2012.
3.2.4 The Global Level Crossing Symposium (GLXS) is a biennial event that brings together safety professionals from road, rail, enforcement and regulatory authorities around the world, to exchange information and share good practice for improving the way in which the at-grade interface between road and rail systems is managed. In October 2012 this event and the International Railway Safety Conference (IRSC) will be held in London, hosted jointly by RSSB, Network Rail and the Office of Rail Regulation.

3.3 Suicides

3.3.1 January 2010 saw the launch of the Network Rail / Samaritans joint suicide prevention programme. This programme aims to reduce the number of suicides on the railway by 20% over a five year period. The current data shows progress as follows:

<table>
<thead>
<tr>
<th>Suicides</th>
<th>2009/10 Baseline</th>
<th>5yr ave 2006/07-2010/11</th>
<th>Yr 1 Total (2010/11)</th>
<th>Yr 2 Total (2011/12)</th>
<th>Yr 3 to date (April)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of suicides/suspected suicides</td>
<td>234</td>
<td>218</td>
<td>204</td>
<td>236</td>
<td>21</td>
</tr>
</tbody>
</table>

3.3.2 CSSG member, Mike Carr (National Safety Improvement Manager, Network Rail) took over as Chair of the National Suicide Prevention Group (NSPG) in July 2011. The NSPG acts as the steering group for the Network Rail /Samaritans programme which over the first two years, has made considerable progress in raising the awareness of suicide prevention techniques through staff training (Managing Suicidal Contacts and Trauma Support courses) and communications channels (posters at stations, witness cards, memorials guidance).

3.3.3 On behalf of the NSPG, the Samaritans co-ordinated a response to the Government’s consultation on the Department of Health’s draft national outcomes strategy on Reduction in Suicide and Self Harm in England. This was submitted at the end of last year. The Department of Health has outlined a revised timetable with a near-final draft of the strategy to be presented to the National Suicide Prevention Advisory Group (NSPAG) on 25 May 2012. As a cross-departmental outcomes strategy, this draft would still need to be revised in-line with suggested amends from relevant stakeholders (NSPAG inclusive) and signed-off by relevant government departments. As such, the finalised strategy could be published any time from the end of the Whitsun recess (2 June) onwards either this side or the other side of Parliament’s summer recess (27 July – 6 September).

3.3.4 During the last year, the Network Rail / Samaritans joint suicide prevention programme has been the recipient of three awards, a Third Sector Excellence Award, a National Transport award and a Charity Times award.

3.3.5 In January 2012, the NSPG was split into two groups – the National Suicide Prevention Working Group (NSPWG) and the National Suicide Prevention Steering Group (NSPSG). The aim of the split was to allow more time to discuss cross-Route learning and sharing of best practice through the NSPWG with the NSPSG becoming a smaller strategic steering group.

3.3.6 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 fed back into the NR/Samaritans programme.
4. **Trespass**

4.1 Over the course of 2011/12, CSSG undertook a piece of work to investigate how the industry is currently tackling trespass and to make recommendations for the future management of this issue. The research showed that there were a wide range of activities and initiatives being implemented to tackle trespass, but the effectiveness of this work was not always measured and good practice was often not shared. As a result of this study, CSSG tasked the CSPGs to evaluate future trespass initiatives and share good practice with other groups via the CSPG chairs meeting.

4.2 Network Rail will be launching a new anti-trespass campaign on 9 May 2012. The new digital marketing campaign will be aimed at 18-24 year old men based on research that has shown that this age group think they will not get caught out on the train tracks; they’re faster, stronger and quicker than everyone else. The campaign involves top sportsman, Dai Greene, the Welsh and British World 400m hurdles champion. A real medal prospect for 2012 Gold and he will be trying to dodge a train speeding towards him. The main message will be ‘if they can’t, you can’t’. The campaign will be targeting national, regional and trade media with a supportive PR campaign, hoping to get maximum exposure for the messages. The actual campaign will include a video, a new facebook page and supporting materials.

5. **CSSG in 2012/13**

5.1 In light of the work on system safety co-operation (see 3.1.1); CSSG members agreed that the 2011/12 business plan should be rolled over for the first two quarters of 2012. Based on the current national risk profile and emerging performance, the three main topics to be addressed remain the same - cooperative meeting arrangements (system safety co-operation), suicides and level crossings.

5.2 Work will continue to improve the operation of and effectiveness of CSPGs. RSSB will work closely with the CSPG facilitators to exchange good practice and to encourage participation, especially from the TOCs. It will also be important to keep the groups updated as to the progress of the system safety co-operation project.

6. **Other Issues**

6.1 CSSG’s subgroups – RPSG, RRISG and NSPSG have been tasked by CSSG to look at how they might go about developing proactive and reactive safety performance indicators (SPIs). Work on this task has only just begun and will be carried out in line with the RSSB research project T953, enhancing and promoting the use of SPIs. Each group will look to form a working group with a dedicated SPI champion. To date, each of the subgroups has received a presentation on T953 and will be discussing next steps during the next round of meetings.

6.2 In March 2012, RSSB hosted a very successful Community Safety Forum. Over 75 delegates attended from 35 different organisations. The feedback after the event was extremely positive with 100% of responders stating that the event was of benefit and that it has met their needs/expectations.

7. **Recommendation**

7.1 The RSSB board 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>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Burt</td>
<td>Southern</td>
<td>Train operators</td>
<td>Chair</td>
</tr>
<tr>
<td>Martyn Guiver</td>
<td>Northern</td>
<td>Train operators</td>
<td>Member</td>
</tr>
<tr>
<td>Gary Cooper</td>
<td>ATOC</td>
<td>Train operators</td>
<td>Member</td>
</tr>
<tr>
<td>Dyan Crowther</td>
<td>Network Rail</td>
<td>Network Rail</td>
<td>Member</td>
</tr>
<tr>
<td>Mike Carr</td>
<td>Network Rail</td>
<td>Network Rail</td>
<td>Member</td>
</tr>
<tr>
<td>Alan Pacey</td>
<td>BTP</td>
<td>BTP</td>
<td>Member</td>
</tr>
<tr>
<td>John Abbott</td>
<td>RSSB</td>
<td>RSSB</td>
<td>Member</td>
</tr>
<tr>
<td>John Cartledge</td>
<td>Passenger Focus</td>
<td>Passenger Focus</td>
<td>Observer</td>
</tr>
<tr>
<td>Donald Wilson</td>
<td>ORR</td>
<td>ORR</td>
<td>Observer</td>
</tr>
</tbody>
</table>

In addition to the members, a different CSPG chair attends each meeting as a guest.

The meeting is facilitated by RSSB.