

# July update

**PARTNERS IN  
COMMUNITY  
SAFETY**



**This is the fifth monthly newsletter from the industry's Community Safety Support Unit, funded on a two-year trial basis from the RSSB-managed research and development programme.**

**The CSSU works under the wider community safety banner in support of the industry's efforts to tackle railway crime, level crossing safety, personal security and fatalities management. The unit can also provide support if required to industry partners interacting with the victims of railway accidents.**

**If you have items for the newsletter please email the CSSU team at [suenelsoncssu@aol.com](mailto:suenelsoncssu@aol.com) by the 21st of the month to ensure inclusion in the following month's newsletter.**

## **☛ New partner**

The BTP in Cardiff have created a new position of Partnership Co-ordinator to provide liaison between schools and the wider community.

He is Andy Evans who has a wealth of experience from his former role with South Wales Police. Andy can be contacted on 07778 399 668 or email him at [lcyevn@aol.com](mailto:lcyevn@aol.com)

## **☛ Station safety in the spotlight**

A new report on station safety has been published by RSSB on behalf of the industry.

Each year about 5,000 accidents occur on stations. Last year (2004) this represented 69 equivalent fatalities which in terms of risk is a 16% improvement from 1999. About 60% of the risk is to passengers, 23% to the public and 17% to the workforce.

During the first quarter of 2005, there were four accidental fatalities on stations. Two were to passengers, both of whom died when they fell from platforms and were struck by trains. The other two fatalities involved trespassers, who got onto the tracks and were struck. This is somewhat below the quarterly average for the last five years of six fatalities.

The annual number of station fatalities has fallen by about a third since the late 1990s. Passenger fatalities have fallen at a quicker rate than those to members of the public, who are predominately trespassers.

Across the whole rail network the occurrence of trespass fatalities and injuries has fallen by 45 to 55% since 2000, but a reduction on this scale has not been seen in the number of trespass fatalities at stations. This is probably to do with the success of anti-trespass initiatives, which have been aimed at reducing track access.

As trespass is the biggest cause of station fatalities initiatives and further actions need to be developed if we are to reduce the number of trespassers who gain access to the track via platforms.

Stations are an area of high concentration of accidents on the railway due to their high level of passenger and staff use, with over a

billion journeys taking place every year. Each passenger journey involves transits through at least two stations and there are, in addition, many people who visit stations daily to use retail facilities. The number of passengers flowing through stations is highly skewed with over half of the journeys involving the 17 stations operated by Network Rail.

In total there are over 2,500 stations on the mainline network.

The report is being made available on the RSSB website at [www.rssb.co.uk](http://www.rssb.co.uk)

## **☛ Joint pact on crime**

Arriva Trains Wales is linking up with a business crime reduction partnership in Barry, Glamorgan to combat crime. The partnership, known as PACT - Preventing Anti-Social Crime Together - involves businesses working together to combat crime that affects businesses as well as the wider community.

All types of businesses are encouraged to be part of the scheme and so far more than 70 have expressed an interest. They include transport companies - of which Arriva is one - Associated British Ports, Western Power, supermarkets, pubs and shops etc. Key elements of the scheme are:

- Photograph and information sharing between the businesses, through for example, CCTV footage and the police
- Issuing of exclusion notices and anti-social behaviour orders to offenders
- Businesses forging links with community groups and organisations such as neighbourhood watch schemes, youth offending teams, local authorities and others to tackle problems such as fly-tipping and graffiti

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## ☛ Kick start for No Messin'! summer push

Young people from schools in Hull will be putting their football skills to the test in a six-a-side competition at the city's Kingston Communications Stadium on July 23. The event is the climax of five weeks of coaching sessions for more than 160 year 8 pupils from schools across the city provided by Network Rail through Hull City's Football in the Community programme as part of their No Messin'! campaign.

At the tournament schools will be represented by two teams each taking part in two groups of a "round robin" competition. The winning team from each group will go head to head in the final to battle for the Network Rail No Messin'! football tournament trophy.

In addition to their day-to-day focus on railway crime, Network Rail is targeting Hull as one of four locations being highlighted under its No Messin' Live! banner featuring a range of activities aimed at keeping young people away from railway lines. The others are Darlington, Eastbourne and Slough. All four are known problem areas for railway crime.

For further information log on to [www.no-messin.co.uk](http://www.no-messin.co.uk) or email [ian.chapman2@networkrail.co.uk](mailto:ian.chapman2@networkrail.co.uk)

## ☛ GNER says NO to drunks

East Coast Main Line train operator GNER is taking a tough stance with drunkards on trains and at stations.

Aware that drink and ticket irregularities are the two main drivers for verbal or physical assaults against staff, the company is adopting a firm but fair approach similar to that exercised by the airlines.

Quite simply, GNER staff say NO to passengers under the influence of alcohol. If passengers get carried away with drink they will NOT be carrying them home. If they have a time-specific ticket, while sobering up they need to consider how they are going to buy a new ticket to travel at a later time.

The company is working with the BTP to roll out the new initiative and is keen to involve other train operators to strengthen the industry response to drunken travellers.

For more details contact Sue Buzzeo, staff and revenue protection manager, on 01904 524138 or at [sue.buzzeo@gner.co.uk](mailto:sue.buzzeo@gner.co.uk)

## ☛ Lineside fly-tippers be warned

Greater powers to deal with fly-tipping have come into force under new legislation.

Fly-tipping is an arrestable offence, with a maximum £50,000 fine or five years jail under the Clean Neighbourhoods and Environment Act.

Rubbish dumped on railway embankments, at the roadside, in fields and other public spaces is a growing problem, according to the government, which estimates that an incident of illegal waste disposal occurs every 35 seconds in the UK. Under the new Act, littering offences have been extended to cover all open spaces, including rivers, lakes, ponds and private property.

For the railway there is the added safety risk of tipped rubbish and dumped items being used as ammunition to throw at trains or obstacles to put in their path. The potential for a catastrophic incident is clear and the hope is that the courts will recognise the public

interest dimension and impose the more severe penalties now available to them.

For more information on the new Act go to the Department for Environment, Food and Rural Affairs website at [www.defra.gov.uk](http://www.defra.gov.uk)

## ☛ It's good practice...

Network Rail London North Eastern and Arriva Trains Wales are just two industry bodies who have produced railway crime annual plans to monitor and deliver their activity at local level.

The LNE plan highlights activity being undertaken by Network Rail in tandem with their local industry partners based on the strategic 5Es approach of Enabling, Education, Engineering, Enforcement and Evaluation. The plan is a 'live' document with regular updates and is discussed at each meeting of the cross-industry local level group.

The Arriva Trains Wales plan drills down even further and uses the same principle to determine the company's actions and who or what department is responsible for delivery.

Both plans are excellent examples of how railway crime initiatives are being managed at local level and are a clear indication of how national industry policy is being delivered on the front line.

For further information on how the plans have been put together contact [erica.blamire@networkrail.co.uk](mailto:erica.blamire@networkrail.co.uk) and/or

[Catherine.tryon@arrivatw.co.uk](mailto:Catherine.tryon@arrivatw.co.uk)

If you too have similar action plans, help us to highlight your good practice activities by sending them to [suenelsoncssu@aol.com](mailto:suenelsoncssu@aol.com)

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## ☛ Enthusiasts' charter

The issue of whether rail enthusiasts should be recognised as extra eyes and ears in the fight against crime was featured in the May update. Some see enthusiasts as the closest friends and unpaid carers the railway has got, while others view their presence on platform ends as a threat to national security and the safe running of the network.

Feedback from readers suggests there is a role for enthusiasts and now the Association of Train Operating Companies (ATOC) has taken the initiative and produced guidelines under its National Rail banner.

The guidelines highlight the supportive role enthusiasts can play in the fight against crime and set out clear pointers on how they should act safely and sensibly on stations and platforms.

The use of photography and the application of railway byelaws is also covered, plus guidance if station staff need to move on visitors for operational or safety reasons.

The guidelines can be found at [www.nationalrail.co.uk](http://www.nationalrail.co.uk). Click on the Useful Information icon and go to R for rail enthusiasts.

## ☛ Making Millions

Millions, a new 'family' film being shown in cinemas across the UK, features railway images at odds with the messages contained in the industry's education programme.

It shows:

- A young boy playing in a cardboard den situated on the wrong side of the railway fence
- Several images of the boy in the proximity of fast moving trains

- The boy lighting a bonfire in the four foot then at the last moment jumping out of the way as a train bears down on him
- The boy's brother, father and father's girlfriend joining him in his lineside den, suggesting that the adults condone the youngsters' lineside activities

The film has once again exposed the need for a one-industry protocol to which all parties can adhere for a consistent, united approach. Filming protocols do exist within rail companies but they tend to be geared more towards protecting the safety and performance integrity of the network and involved personnel while filming is taking place, rather than specifically addressing content or storylines.

Steve Bence, vice chairman of the cross-industry National Railway Crime Group (NRCG) says: "More and more the industry is seeing the railway being used as a backdrop for adverts and music DVDs as well as featuring in storylines for TV programmes and films. Much of the imagery and messages are inappropriate as they suggest that trespass and horseplay or worse is acceptable. These negative messages run counter to the aims of the industry's education programme and it is this element in particular that is to be addressed in tightening up existing protocols to produce a cross-industry approach."

He adds: "However, it is important that we work with film makers and not against them. Dramatists must be free to produce their work, which will not always be factually correct and not always please everyone. But, where such imagery or storylines are at odds with our work to

promote community safety through education, then we do have a legitimate reason to influence their approach and on occasions say no to the provision of facilities."

If you have ideas about taking this forward contact [suenelsoncssu@aol.com](mailto:suenelsoncssu@aol.com).

## ☛ Stop press....Home Office fear of crime forum

On behalf of the rail industry the CSSU took part in a fear of crime practitioners' forum organised by the Home Office in London on July 1st.

Representatives from crime and disruption reduction partnerships (CDRPs), government regional offices, local police forces, local authority community safety officers, the Home Office and Department for Transport were given an introduction to the problems of crime and anti-social behaviour on the rail network.

The forum then debated how the rail industry and CDRPs can better work together in partnership to support each other in reducing the fear of crime.

While it was recognised that some linkages between CDRPs and the industry exist, it was agreed there is a big opportunity to better work together in relevant areas.

Work will now begin with the Home Office and other players on how best the industry can collectively tap into the CDRP network - more details next month.

## ☛ Keep in touch...

If you want to be added to this e-newsletter's mailing list send your details to [suenelsoncssu@aol.com](mailto:suenelsoncssu@aol.com)