

## Security

### ATOC's view

- ATOC and train operating companies are committed to a railway that is safe and secure for passengers to use, which is vital if more people are to be encouraged to travel by rail. The improvements of the past few years, particularly in the visibility of policing and the provision of better facilities for the protection and assistance of passengers, have been significant in growing their numbers.
- Train operators are investing heavily in measures to improve personal security for passengers. They will contribute £120 million in 2009/10 to the funding of the British Transport Police (BTP) – 40% more than five years ago. In addition, £15 million is being spent on dedicated security staff to work alongside BTP officers to provide even greater security for passengers. This includes a £6 million contribution from Transport for London (over two years) to help to clamp down on low level crime and disorder at over 100 outer London stations.
- Crime on the rail network has reduced – now five years in a row: in 2008/09 there were over 16,000 fewer recorded crimes than in 2003/04.
- This is reflected in passenger satisfaction with security on the railway which shows a gradually improving trend. 63% of passengers are satisfied with their personal security whilst using stations and 72% on board trains according to the most recent National Passenger Survey (Spring 2008).
- It is important that the industry continues to invest in appropriate levels of policing and more advanced technology so that the rail travel environment for passengers continues to improve and levels of crime decline.

### Background and key issues

- A potential threat to the rail industry comes from terrorism. The incidents in Madrid (2004) and London (2005) serve to illustrate that the rail network could face a real and significant threat from terrorists. Dealing with this threat is expensive and there is also a risk that the deployment of resources away from normal crime prevention and detection could adversely affect the level of non-terrorism related crime.
- The increase in passenger numbers in recent years has led to calls for increased police provision, though it can be argued that more people are travelling is in itself a deterrent to potential criminals and therefore will lead to reduced levels of some kinds of crime. The recession has had an impact on reducing passenger growth and it is too early to say what effect it is having on crime patterns on the railway.
- As at April 2009, the BTP had a total of 2885 Police Officers, 327 Police Community Support Officers (PCSOs), 1,334 non-warranted Police Staff and 218 Special Constables.
- In addition to the BTP's presence the train companies employ additional staff, costing £4 million annually, in a number of roles in order to reduce crime and disorder on the railway:
  - Rail Enforcement Officers - with powers to support BTP in deterring crime and disorder, public nuisance and anti-social behaviour;
  - Rail Community Officers - to patrol stations and trains;

- Task Force teams - to deal with specific problems on both stations and trains.
- Also, some train operators hire private security companies to supplement BTP and TOC staff in areas with specific crime or disorder problems and for major events e.g. concerts and sports matches (£6 million per year), and also to fund extra policing services - staff, vehicles and specialist equipment (£2.1 million).
- Train operators have taken a number of initiatives to improve security at stations, including providing Closed Circuit Television (CCTV), Customer and Emergency Help Points, improved lighting and secure fencing.
- Over 60% of Britain's 2,500 stations are now equipped with CCTV surveillance systems. There are 30,000 CCTV cameras on the network and over 650 stations have cameras that are monitored. These numbers are gradually increasing as train operators develop schemes to fit CCTV and Customer Help Points at their stations. CCTV systems are being linked to interactive Help Points at stations.
- In addition, CCTV is fitted internally to over 3000 passenger vehicles, providing a more secure on-train environment for passengers. Trials to undertake live monitoring of CCTV on trains started in 2006.
- An important element of the railways' work to improve the personal security of passengers is the Secure Stations Scheme, which encourages TOCs to improve security at stations and reassures passengers of their commitment to their safety. 621 stations are presently accredited under the scheme. Two-thirds of all passengers on the rail network start or finish their journeys at a Secure Station.
- Although crime and disorder levels on the railway are declining there were still over 52,000 crimes recorded on the national rail network in 2008/09. The majority (25,700) were offences of theft of passenger and railway property, and vehicle crime. About 8,200 were crimes of violence (including sexual offences and robbery) – 3.8% less than the previous year.

### **Relevant ATOC activity**

- Continue to press for a closer working relationship on common issues concerning crime and disorder with BTP, Network Rail and TfL.
- Supporting operators in establishing best practice around Area Tasking and Coordination.
- Supporting operators in the development of local BTP Area objectives and targets.
- Providing part time support to the National CCTV programme and funding for an all operator review of CCTV recorders and connectivity.
- Working with BTP on the operational security arrangements for the 2012 Olympics.
- Contributing to the London Transport Community Safety Partnership.
- Coordinating the operator response to the Rail Personnel Security Review. Working with DfT and TRANSEC on developing the operator response to the Review's findings.

- Working with BTP, Transport for London and Network Rail on establishing best practice for policing outside stations at major events.
- Working with BTP, Network Rail and DfT on setting up arrangements for ad hoc searching at stations.
- Challenging and scrutinising aspects of the BTP's budget.
- Ensuring a greater involvement in the business of BTPA by operators.
- Working with BTP and the Office for Criminal Justice Review on implementing relevant recommendations made in the Richard Report.

### **Key documents/links**

- ATOC Fact File  
<http://www.atoc-comms.org/dynamic/publications/23/ATOC-Fact-File-October-2008>
- National Passenger Survey (Spring 2009);  
<http://www.passengerfocus.org.uk/research/nps/content.asp>
- British Crime Survey & Police Recorded crime 2008/2009:  
<http://www.homeoffice.gov.uk/rds/bcs1.html>
- British Transport Police Annual Report 2009:  
[http://www.btp.police.uk/pdf/annual\\_report\\_2008\\_2009.pdf](http://www.btp.police.uk/pdf/annual_report_2008_2009.pdf)  
[http://www.btp.police.uk/pdf/BTP2009\\_Statistical%20Bulletin\\_AW.PDF](http://www.btp.police.uk/pdf/BTP2009_Statistical%20Bulletin_AW.PDF)
- British Transport Police Strategic Plan 2008/2011:  
[http://www.btp.police.uk/pdf/FOI\\_publications\\_forcestrategicplan\\_08-11.PDF](http://www.btp.police.uk/pdf/FOI_publications_forcestrategicplan_08-11.PDF)
- British Transport Police Policing Plan 2009/2010:  
[http://www.btp.police.uk/PDF/1\\_National%20Policing%20Plan.pdf](http://www.btp.police.uk/PDF/1_National%20Policing%20Plan.pdf)

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October 2009