

# SHEFFIELD CITY REGION TRANSPORT STRATEGY

## 2011-2026

Evidence Base

DOCUMENT 8: MAXIMISING SAFETY



SHEFFIELD  
**City Region**

**southyorkshire**  
local transport plan

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# 1. Introduction

## The Evidence Base

- 1.1. This document forms part of the series of Evidence Base documents, which are presented here as an Annex to our Third Local Transport Plan (LTP3). This series of documents presents a substantial body of evidence we have compiled while developing the Transport Strategy, which is the first of the two parts of the new LTP3.
- 1.2. The evidence we have gathered is used to establish the arguments that inform the list of policies included in the Transport Strategy. The wider context for the Evidence Base is provided in Document 1: Geographic and Demographic Overview.

## This Document

- 1.3. This document is the part of the Evidence Base dealing with our goal of Maximising Safety. This goal relates to the following challenges specified in our Transport Strategy:
  - Maintaining progress in reducing casualties
  - Making public transport safer and improving perceptions of safety
  - Stopping increase in motorcycle and cycle casualties
  - Reducing the link between casualty rates and deprivation.
- 1.4. Chapter 2 describes the key safety issues in the South Yorkshire. Chapter 3 focuses on security and the threat of terrorism and Chapter 4 summarises the document.
- 1.5. This document differs from most of the other documents we have produced as the majority of the information presented relates to South Yorkshire only, excluding the remaining parts of the Sheffield City Region (SCR). This is mainly due to difficulties in obtaining similar types of information from the different parts of the SCR. Where information is not available locally, evidence from national data sources is used to explain trends or fill in the gaps.

## 2. Accidents

### Introduction

- 2.1. This chapter summarises available information on accidents in South Yorkshire. This information has supported the development of the parts of our main Transport Strategy that deals with these issues.

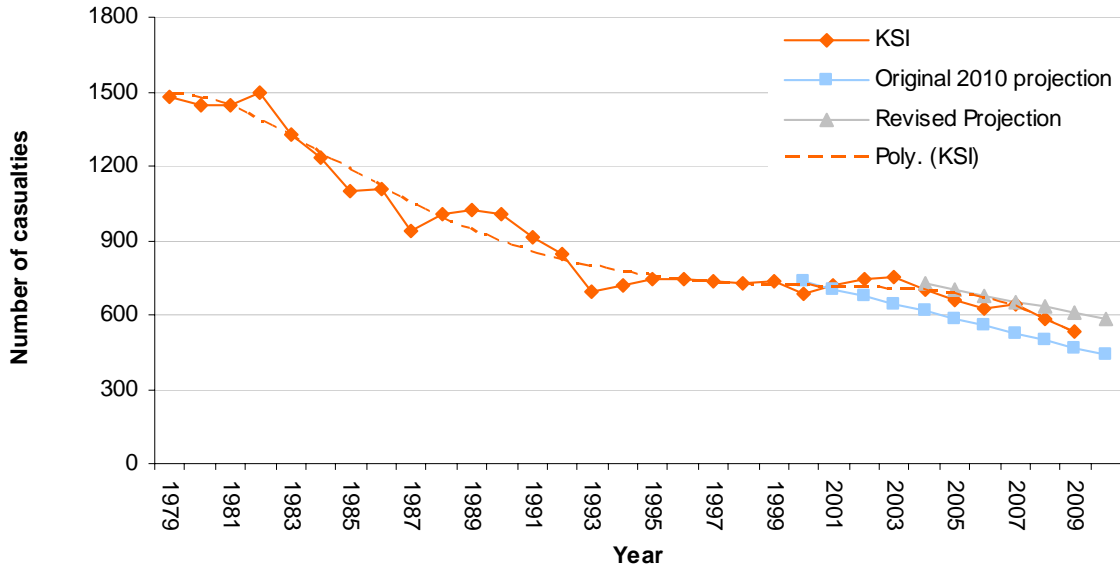
### Headline Statistics

- 2.2. The latest edition of the National Road Safety Statistics provides data up to 2008. This dataset indicates that in 2008 there were a total of 230,905 reported casualties in England, a 7% reduction on 2007. A total of 2,538 people were killed (14% lower than 2007), 26,034 were seriously injured (down 6%) and 202,333 were slightly injured (down 7%).
- 2.3. There is also an economic cost of road accidents, which in English urban areas is estimated at £8bn per annum (2009 prices and values)<sup>1</sup>, including the wider impacts on the wellbeing of people involved in an accident.
- 2.4. Within South Yorkshire, the Safer Roads Partnership (SRP) is responsible for a Road Safety Strategy. The partnership uses a mixture of engineering, education and enforcement initiatives to help reduce the number of accidents.
- 2.5. Over the past 30 years there has been a reduction in the absolute number of people Killed and Seriously Injured (KSI) on the county's roads. The reduction in the number of KSI from 1979 to 2009 is illustrated in Figure 2.1.
- 2.6. The number of fatalities fell for almost all types of road users, with a reduction of 12% for car occupants, 11% for pedestrians, 16% for motorcyclists and 15% for pedal cyclists.

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<sup>1</sup> The Wider Costs of Transport in English Urban Areas in 2009 (November 2009) Cabinet Office

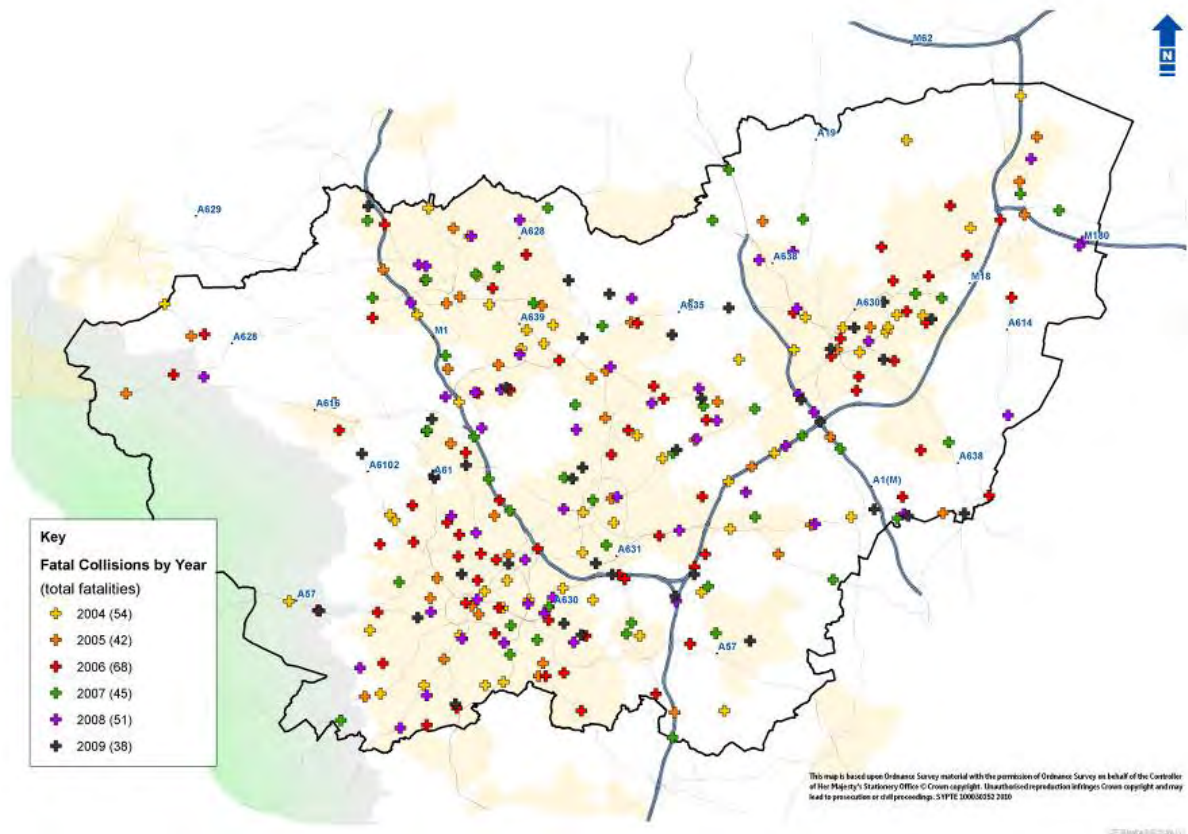
**Figure 2.1 Number of People Killed and Seriously Injured in South Yorkshire**



Source: South Yorkshire Safer Roads Partnership

- 2.7. Figure 2.1 shows that the first half of this period saw a very significant reduction (53%) in people killed or seriously injured (from 1,482 in 1979 to 696 in 1993). The decline levelled off between 1995 and 2003. Since 2003, the reduction has resumed, culminating in an all-time low figure of 530 KSI in 2009, a 28% reduction on the 1994-98 figures.
- 2.8. The 1994 to 1998 average was the base used to determine targets in the national road safety strategy “Tomorrow’s Roads Safer for Everyone”. However, because of previous performance, South Yorkshire was allowed to use the 2001 to 2004 average as the base to set targets in the second LTP (2006-2011).
- 2.9. Figure 2.2 shows the location of collisions involving one or more fatalities that have occurred within South Yorkshire between 2004 and 2009.

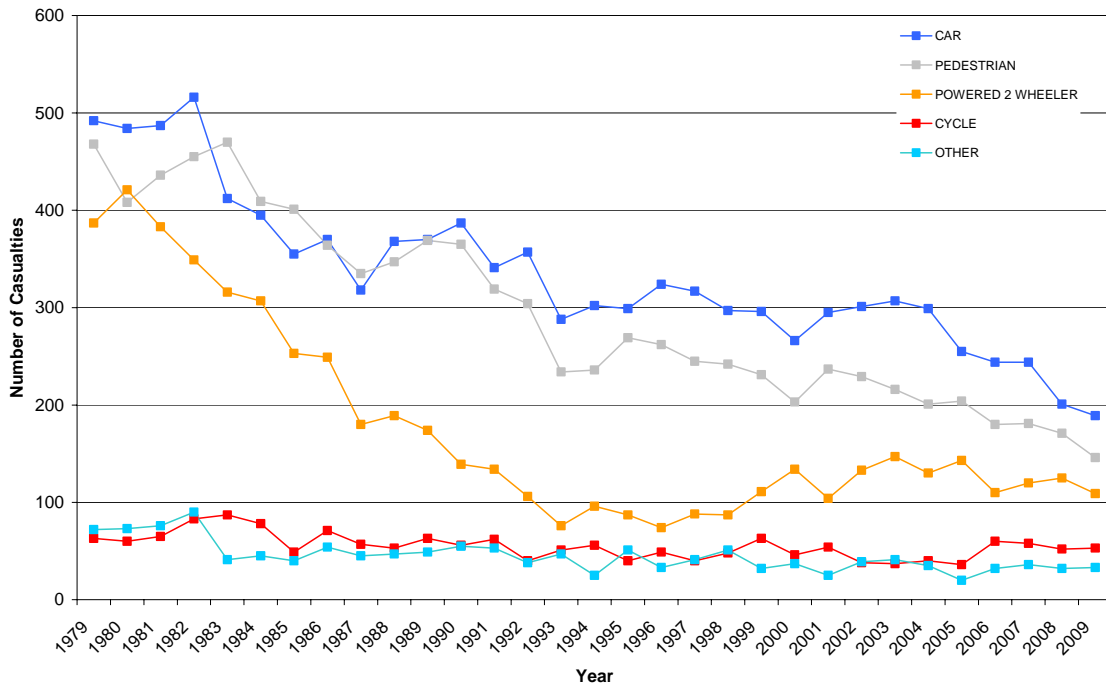
**Figure 2.2 Fatal Collisions in South Yorkshire**



Source: South Yorkshire Safer Roads Partnership

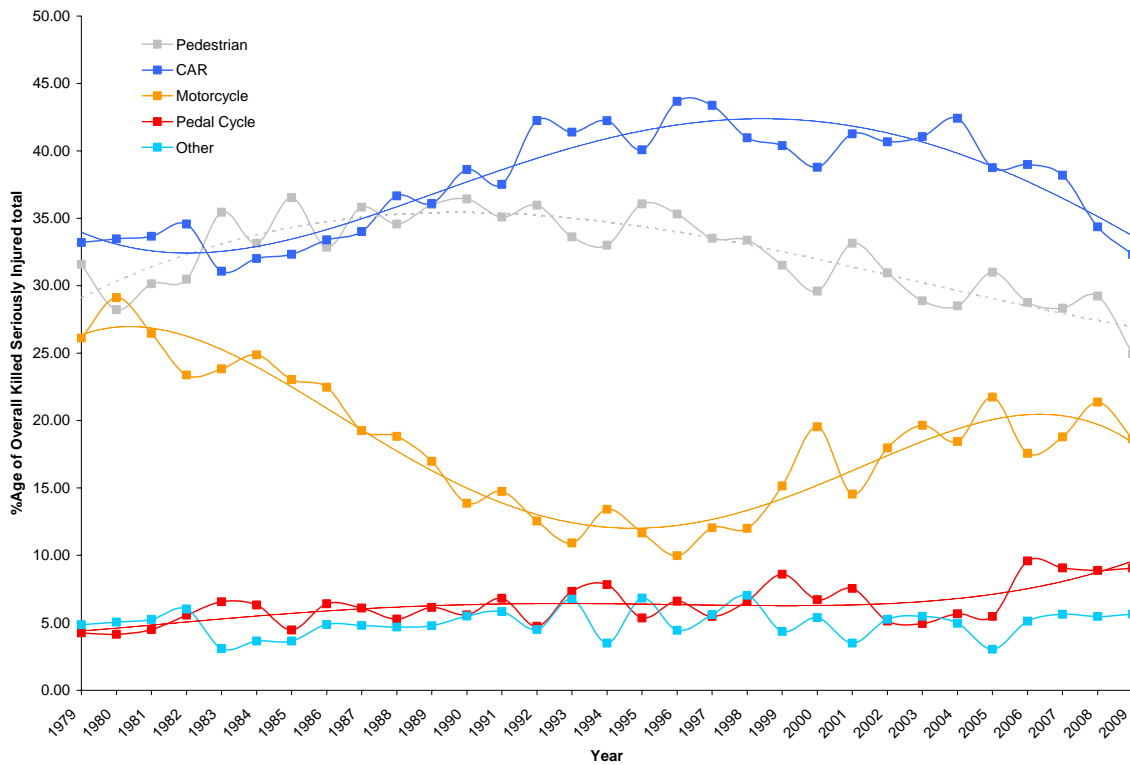
- 2.10. During this 6-year period, a total of 298 collisions occurred where at least one person died. The lowest-ever number of collisions of this type was recorded in 2009 when there were 37 such incidents. Figure 2.2 shows that these incidents are spread throughout the county.
- 2.11. In Figure 2.3 and Figure 2.4 below we show a breakdown of the distribution of KSI in South Yorkshire by road user group. Figure 2.3 shows the number of casualties, and Figure 2.4 the percentage of the overall casualty total.

**Figure 2.3 Casualty Groups – KSI Distribution by Road User Group**



Source: South Yorkshire Safer Roads Partnership

**Figure 2.4 Percentage of Overall Casualty Total 1979 to 2009**





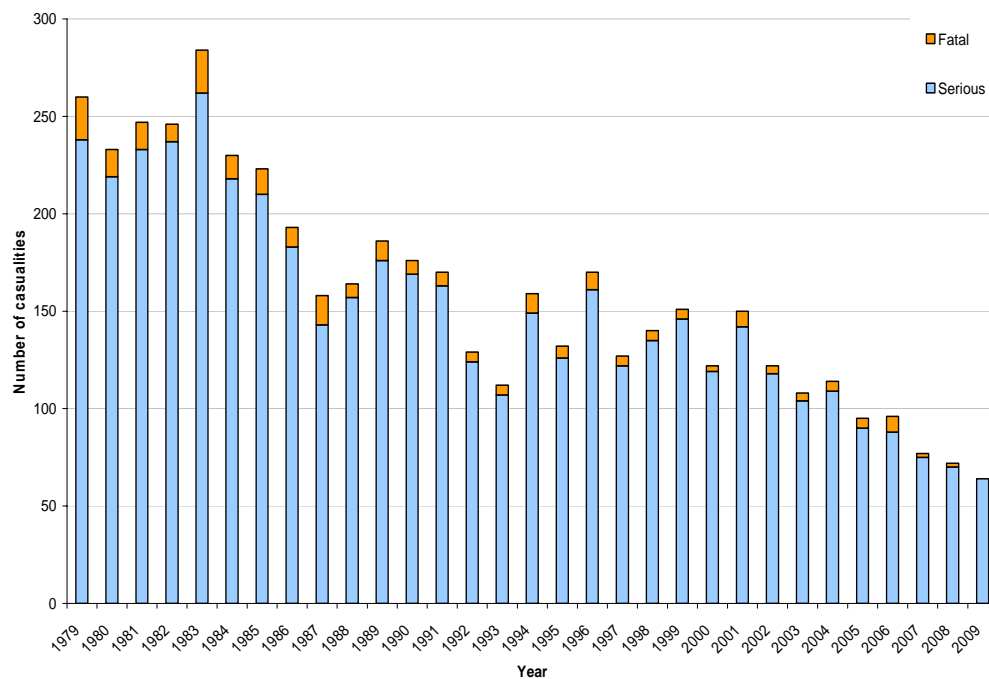
Source: South Yorkshire Safer Roads Partnership

2.12. Figures 2.3 and 2.4 show that car and pedestrian casualties are the most frequently occurring and their decline has followed the overall trend. However, motorcycle and pedal cycle casualties are beginning to show an increase, both in terms of number and as a proportion of the total casualties.

## Young People

2.13. South Yorkshire has seen a major reduction in the number of children killed or seriously injured on the roads. The child KSI figure has fallen at a greater rate than the overall KSI total. Figure 2.5 below shows the change in the number of child KSIs from 1979.

**Figure 2.5 Child KSI Distribution from 1979 to 2009**



Source: South Yorkshire Safer Roads Partnership

2.14. Figure 2.5 shows there has been a 75% reduction in this category, from 260 KSI's in 1979 (with a peak of 284 in 1983) to 64 in 2009. The scale of this reduction has exceeded the 50% target, based on the 1994–1998 average, set by Government, as well as the targets set in LTP2 based on the 2001 to 2004 average. If 2009 figures are included in the 3-year average figure, the current reduction is 51% below the original baseline.

2.15. Using the latest population and licence ownership data, and collision records from 2005 to 2009, young drivers (17 to 24) make up 11% of the overall population and 10% of the drivers in South Yorkshire. However, the casualty data identifies that young drivers are over-represented during the period as they have been involved in:

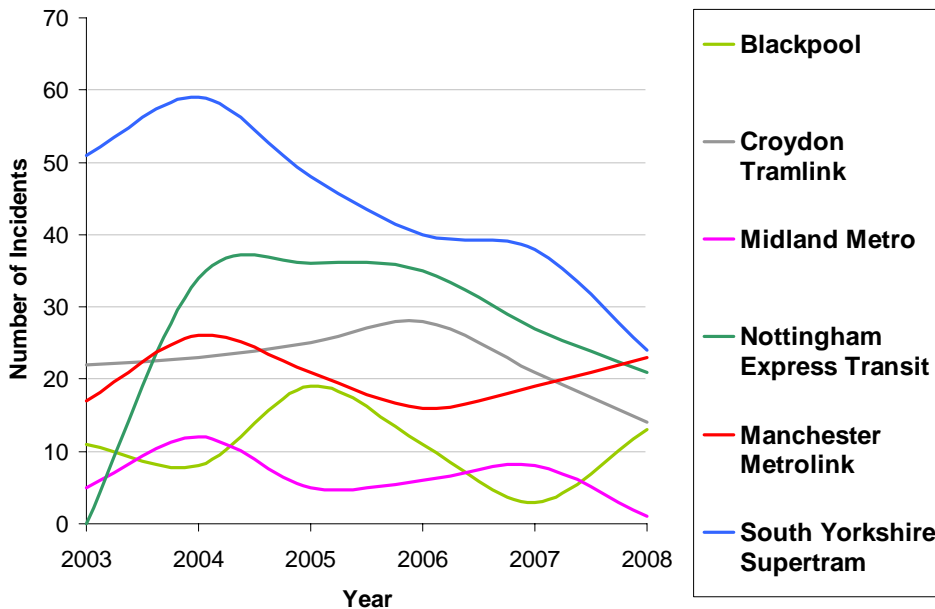
- 65 fatal collisions (27% of the overall total of fatal collisions)
- 615 serious collisions (25% of the overall total)

- 5253 slight collisions (29% of the overall total).
- 2.16. Young drivers are more likely to drink and drive than other drivers, and alcohol plays a part in 12% of young driver KSI accidents. The effect of drugs and their impact on casualties is unknown. However, research on a local and national level indicates that driving under the influence of drugs occurs frequently and that there are misconceptions made by drivers about the effects of drugs on driving ability.
- 2.17. Young passengers are more likely to be involved in collisions that have a 17 to 24 year old driver. In addition, female passengers aged 16 and under are twice as likely as any other group to be in a collision where there is a driver between the ages of 17 and 24.
- 2.18. With regard to casualties and areas of deprivation, analysis shows that South Yorkshire reflects the picture in England as a whole. A child living in an area ranked in the lowest 10% when using the Index of Multiple Deprivation (IMD) is four times more likely to be involved in a road traffic collision, compared to a child living in an area ranked in the highest 10% IMD.

## Public Transport

- 2.19. Reported injury accidents involving buses account for approximately 2% of the overall KSI casualty total in South Yorkshire. In the period 2005 to 2009 there have been on average 11 KSI and 272 slight casualties reported per year. Over 60% of the KSI passenger casualties involved a person over the age of 65.
- 2.20. Trams are an important mode of travel in South Yorkshire and often share road space with other road users. Figure 2.6 below compares the frequency of collisions between road vehicles and trams for South Yorkshire Supertram with other UK tram systems.

**Figure 2.6 Tramway Collisions with Other Road Vehicles**



Source: National Rail Trends Yearbook 2008-2009 (Office of Rail Regulation)

- 2.21. Figure 2.6 shows that Supertram has a higher number of incidents than the other UK tram systems. This could be explained by the higher proportion of its network on sections shared with other road vehicles. However, it is likely that there are a number of other factors affecting the number of incidents that cannot be inferred from this data. Since 2004 there has been a gradual decline in the number of incidents.
- 2.22. Despite the high number of incidents involving Supertram, compared to other operators, reported injury accidents involving trams on the highway make up a small percentage of the overall casualty total in South Yorkshire. In the period 2004 to 2008, one fatal and 12 serious casualties involving Supertram were reported to South Yorkshire Police<sup>2</sup>.
- 2.23. Heavy rail accidents and casualties are very rare and fall within the jurisdiction of the Rail Regulatory Authorities. Nationally, in 2008 there were a total of 3,883 incidents, excluding trespassers and confirmed suicides; 28 of these were fatalities, of which only 3 involved passengers<sup>3</sup>.
- 2.24. The main risks to death and injury are where people cross the railway, for example by level crossing. In 2008 there were 13 fatalities and 23 injuries at level crossings in England. These present a greater risk to life than being involved in an accident as a railway passenger.
- 2.25. In addition to fatalities on the railway network, injuries to passengers and staff are also recorded in the Rail Trends Yearbook. This indicates that in 2008, nationally, there were 914 slip, trips or falls and 109 assaults by members of the public on railway staff.

## Cycling

- 2.26. The casualty data indicates that pedal cyclists are beginning to rank more highly in the overall casualty total. This has occurred despite an increase in the number of people being trained than ever before, and making best use of the cycling grants that are available. This suggests that we need to ensure, through thorough evaluation, that interventions are well targeted and are having the desired effect.
- 2.40. Cycling is highlighted in Document 6: Enhancing Social Inclusion and Health, as being a contributor to a healthier population. In addition, there is evidence to suggest that increasing the numbers of people cycling offers considerable improvements to road safety, especially that of other cyclists. Whilst the evidence available in South Yorkshire on this topic is limited, there are a number of other sources of information that examine relationship between the number of cyclists and safety.
- 2.41. In the city of London there has been a 91% increase in cycle use since 2000, accompanied by a reduction of 33% in cycle casualties over the same period<sup>4</sup>. This supports international evidence that suggests road safety actually increases for cyclists, as the number of cyclists increases.
- 2.42. A report on Valuing the Benefits of Cycling<sup>5</sup> also supports the theory that as the use of cycling as a travel mode increases, the number of casualties actually falls.

<sup>2</sup> These figures do not tie up with the Rail Regulator's figures that show a higher number of collisions between road vehicles and trams during the period. The likely explanation is that some of the collisions recorded by the Rail Regulator will not incur injury to any parties involved and would therefore not be classed as a Reported Injury Collision by the Police.

<sup>3</sup> National figures, reported in Rail Trends Yearbook, (2008-2009) Office of Rail Regulation

<sup>4</sup> More cyclists means safer cycling says CTC, (2009). <http://www.roadcyclinguk.com/commuting-news/more-cyclists-means-safer-cycling-says-ctc/4013.html#ixzz0wTN9unuX>

<sup>5</sup> Valuing the Benefits of Cycling. (May 2007) A report to Cycling England,

2.43 Evidence within the report includes:

- In Copenhagen, between 1990 and 2000, the number of cycling trips increased by 40% whilst cycle casualties fell by 25%<sup>6</sup>.
- In the Netherlands, between 1980 and 1998 cycling increased by 30% whilst cycle casualties fell by 54%<sup>7</sup>.
- In Germany, between 1975 and 1998 cycling increased by 4% whilst cycle casualties fell by 66%<sup>8</sup>.

2.44 It is apparent from these figures that there is a link between increasing the proportion of people cycling and reducing casualties, which is internationally valid. The increase in cycling levels does, however, need to be accompanied by improvements to transport infrastructure. Appropriate measures need to be applied to ensure that the infrastructure not only supports an increase in demand but also ensures the users' safety.

## Road Safety Initiatives

2.27. A number of initiatives have helped to bring about the reduction in the number of casualties on South Yorkshire's roads. These are listed below, with some detail provided on a number of the initiatives following the list:

- A South Yorkshire Speed Management Plan and review of speed limits
- An evidence-led approach, based on robust countywide data, targeting areas of greatest need
- Multi-agency Casualty Reduction Partnership, which is now beginning to take on the broader role of a Safer Roads Partnership
- Development of the Safety Camera Partnership
- 'Worst First' Project
- Targeted road-safety education, training and publicity campaigns
- Speed awareness courses and letters
- Local safety schemes
- Close liaison with South Yorkshire Police and local communities regarding targeted enforcement and other interventions.

2.28. The South Yorkshire Speed Management Plan sets the framework for speed management across the county to ensure common objectives and consistency of approach. It has been used to good effect, to review of speed limits on A and B class roads. This plan also informs the approach to issues such as whether to locate 20mph zones outside schools and other community facilities.

2.29. The Safety Camera Partnership, as part of the Safer Roads Partnership, deploys cameras at sites with a history of speed-related fatal or serious injuries. Figure 2.7

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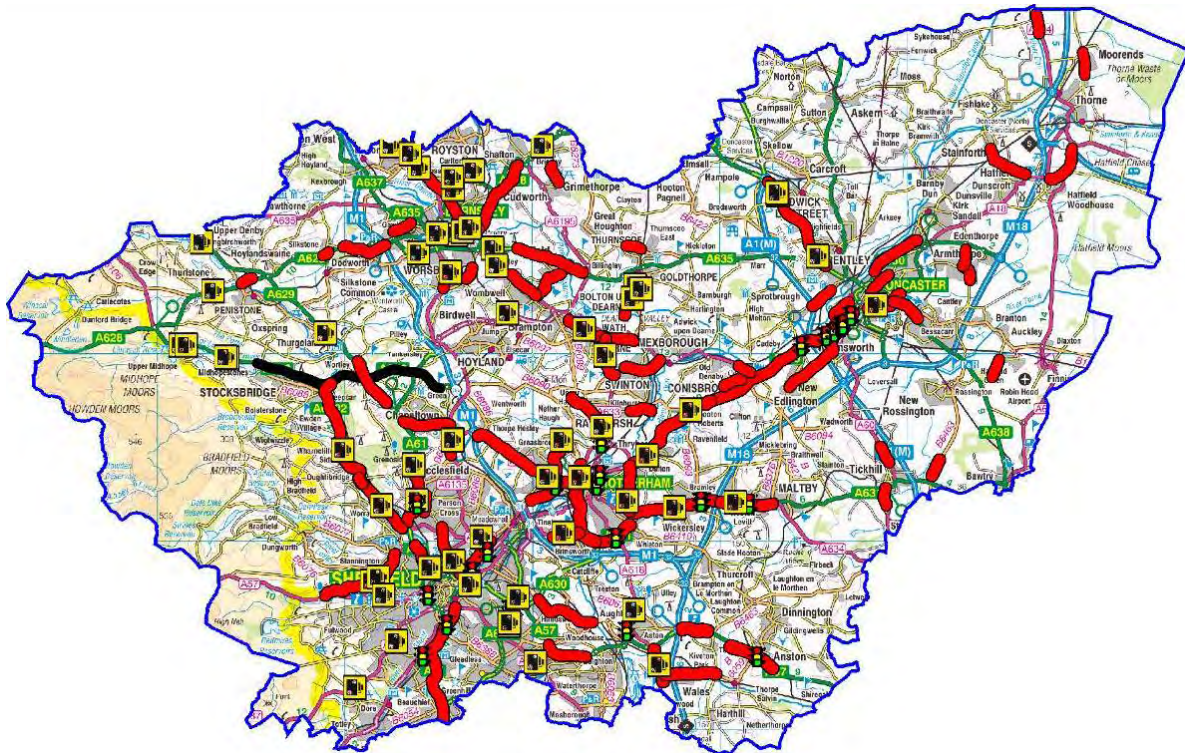
<sup>6</sup> *CBA of cycling*, p.33 (2005) Nordic Council

<sup>7</sup> "The Dutch Bicycle Master Plan, description and evaluation in an historical context", (1999), Ministry of Transport (NL)

<sup>8</sup> Pucher J. (1997), "Bicycle Boom in Germany: A Revival Engineered by Public Policy" in *Transportation Quarterly* 51 (4)

below shows the core sites. It includes an indication of static, mobile, average speed ('time over distance') and red light cameras in South Yorkshire. The black line indicates the site of the average speed cameras on the A616 Stocksbridge Bypass. The red lines show the routes used for mobile enforcement and the yellow and black signs show the location of static cameras.

**Figure 2.7 Safety Camera Locations**



Source: South Yorkshire Safer Roads Partnership

- 2.30. When choosing where to locate speed cameras, we also need to consider the fears and anxieties of local communities. Many sites or routes are identified by local area assemblies, community groups, Parish Councils and the public as having a perceived excessive speed problem. In an effort to avoid diverting resources away from the established casualty reduction sites, Community Concern sites are given ad hoc enforcement after satisfying certain criteria which are set out below.
- 2.31. A protocol for selecting these Community Concern sites is applied, which includes assessing:
- The road or location, to see if there is any evidence of collisions of any kind having taken place
  - The number of vehicles travelling along that road or location within a 24-hour period. This should exceed 1000
  - Whether there are any local factors to be taken into consideration, e.g. bad bends, schools, care homes, hospitals etc.
- 2.32. Previous analysis of performance at safety camera sites has focused on reduction in collisions, following a review of national guidance. The effects of new fixed camera sites

and mobile routes introduced by the Safety Camera Partnership from 2002 to 2008 have been assessed. This analysis shows a reduction in KSI collisions per kilometre of 33.3% over the 6 year period from 2003 to 2008, compared to the baseline average for 2000 to 2002<sup>9</sup>.

- 2.33. The 'Worst First' initiative involves the pooling of resources to target A and B Roads with the worst KSI/km record at a South Yorkshire level. The project board comprises representatives of the four districts, South Yorkshire Police, the Safety Camera Partnership and the Road Safety Officers Group (RSOG).
- 2.34. A 3-year programme for the project has been ongoing since 2008/09. Road Safety Engineering schemes have already been identified in 20 locations, 13 of which have been completed. A further 10 projects are currently being assessed for 2010/11.
- 2.35. There is scope to extend the 'Worst First' approach to examine why accidents occur and whom to. Understanding the reasons accidents happen to certain groups can help to provide more robust and transparent prioritisation and better targeting of effort and resources. In addition to identifying particular hotspots for treatment, the approach of understanding 'whom to' and 'why', rather than only 'where', is well founded. Casualty reduction on a route basis is getting increasingly harder to identify and this supports the need to gain a better understanding of the wider issues.
- 2.36. Pilot projects are currently in development in 6 locations. These pilots are primarily focused on behavioural changes, involving particular road user groups such as motorcyclists and elderly pedestrians.
- 2.37. Targeted road safety education, training and publicity campaigns have led to pedestrian and cycle skills training being mainstreamed across the districts. Other child road-safety initiatives have included theatre groups and road shows, visiting schools across South Yorkshire. For example, in Doncaster 5,700 children attended theatre group events in 2009.
- 2.38. A number of campaigns have taken place in South Yorkshire over the last few years. The following illustrate activity in 2009/10, with similar campaigns planned or already taken place in 2010/11:
  - Driver awareness training, focused on motorcycles and cyclists
  - Drink Drive education
  - Pedestrian safety education
  - Speed reduction education.
- 2.39. The above complement the DfT's "Think!" campaigns. These include adult road safety campaigns focusing on speeding, Drink Driving, Drug Driving, motorcycles and mobile phones. Child road safety campaigns also take place, with individual campaigns focused on parents, teens, 9-11s and 6-8s.

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<sup>9</sup> South Yorkshire Safer Roads Partnership

## 3. Security

### Introduction

- 3.1. This chapter explores a range of factors that influence people's experience of a secure journey when using public transport and their perceptions of security. It examines the performance of a sample of the initiatives that have been delivered to improve security. It also includes some evidence regarding the threat of terrorism. The majority of evidence presented in this chapter relates to public transport. This reflects the information that is available at the time of production of this document.

### Crime and Disorder

- 3.2. In South Yorkshire, incidents of crime and disorder on the public transport network are collated on a quarterly basis, through a Tactical Assessment. The Tactical Assessment is used to share good practice and ideas between district partners, public transport operators, the Police and the South Yorkshire Passenger Transport Executive (SYPTe). The information presented in the report is divided by district, operator and SYPTe.
- 3.3. Given the number of journeys made by people in South Yorkshire during 2008 and 2009 (around 282 million), the number of reported incidents is relatively low. The data identifies that only 2,545 reported incidents<sup>10</sup> occurred in 2008 and 2009.

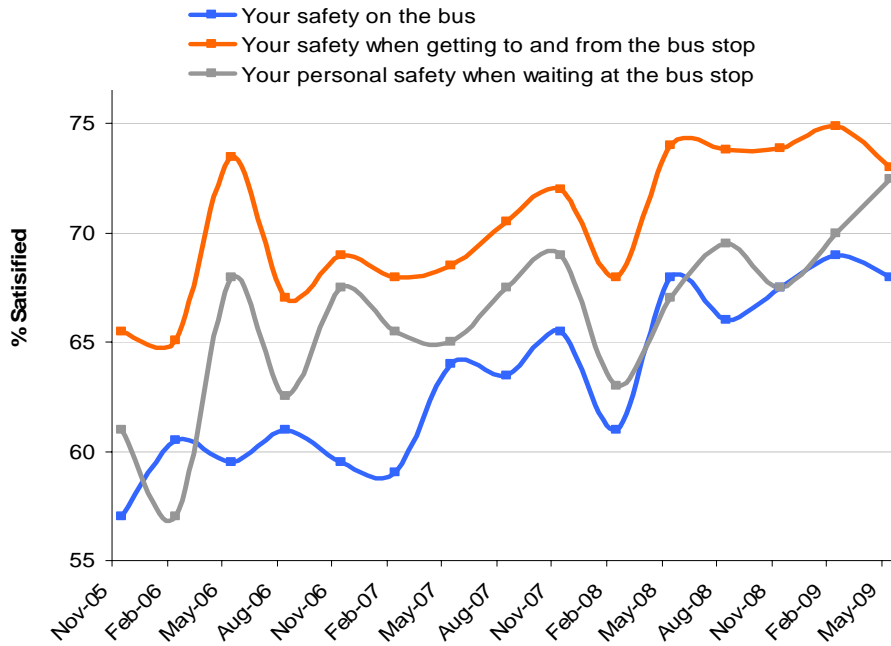
### Perceptions of Security and Crime

- 3.4. Quarterly passenger satisfaction surveys, undertaken by SYPTe, are used to measure the satisfaction of the public with various elements of public transport. One element of the survey asks people to rate their perception of security related to bus travel. The survey includes a series of questions that split the journey into sections. These include: travelling on board the bus, getting to and from the bus and waiting at the bus stop. The results in relation to this question are presented in Figure 3.1, for surveys from 2005 to 2009.
- 3.5. In addition to these quarterly surveys, there are also surveys focusing peoples experiences of safety and security on public transport in South Yorkshire. These are carried out every three years. The latest survey in 2007 obtained a total of 1,000 responses from across South Yorkshire.
- 3.6. The 2007 survey identified that around one third (32.5%) of respondents have felt uneasy about their personal security while using public transport. 6.9% got into a situation where this unease turned out to be justified, resulting in an incident. One fifth (21.2%) of all respondents reported having direct or indirect (via a friend) experience of crime or harassment on public transport.
- 3.7. The time spent waiting remained an area of concern for bus, train and tram passengers. The top priorities for improving security identified by respondents were the reduction of waiting time by the provision of more frequent services and the provision of more CCTV at stops, stations and interchanges. Figure 3.2 below shows the full range of priorities that have been identified to improve security for public transport from the 2007 survey.

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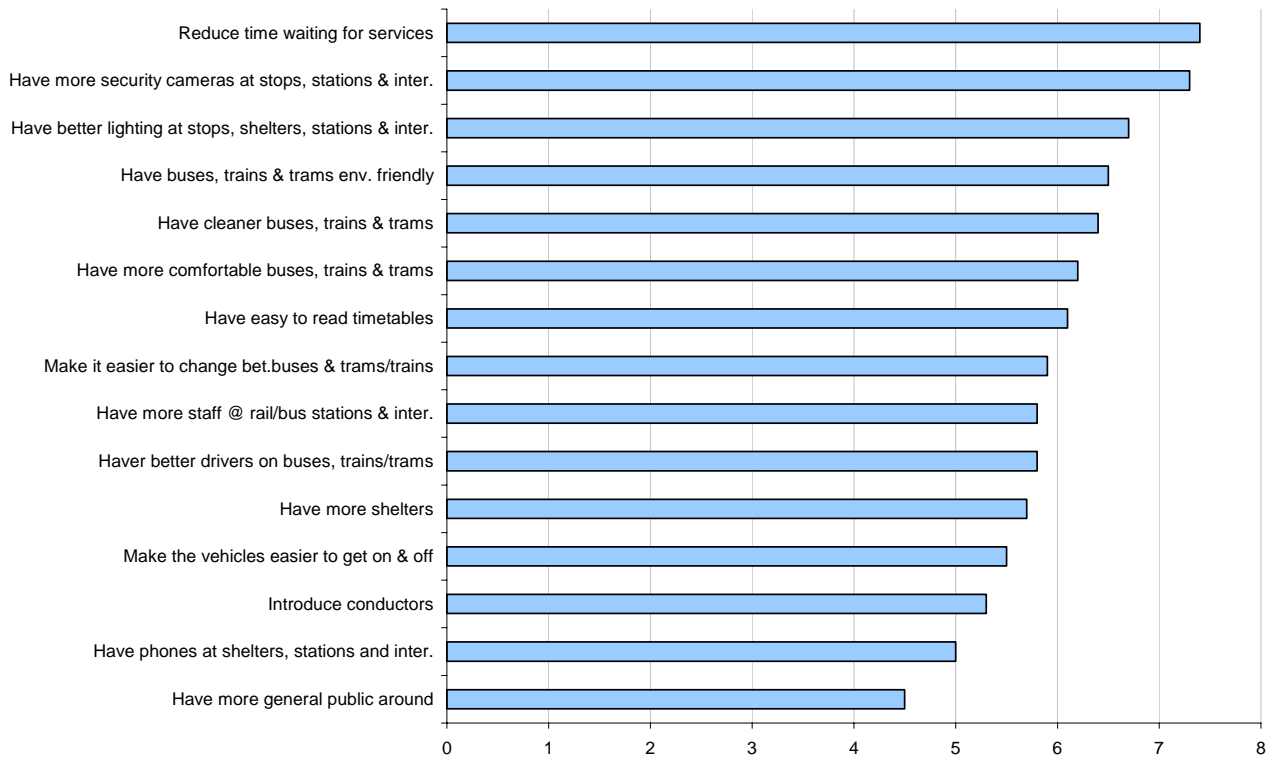
<sup>10</sup> Data collected by SYPTe

**Figure 3.1 Satisfaction Survey on Security of Bus Services (All Waves)**



Source: SYPTE

**Figure 3.2 Improvements to Public Transport Security**

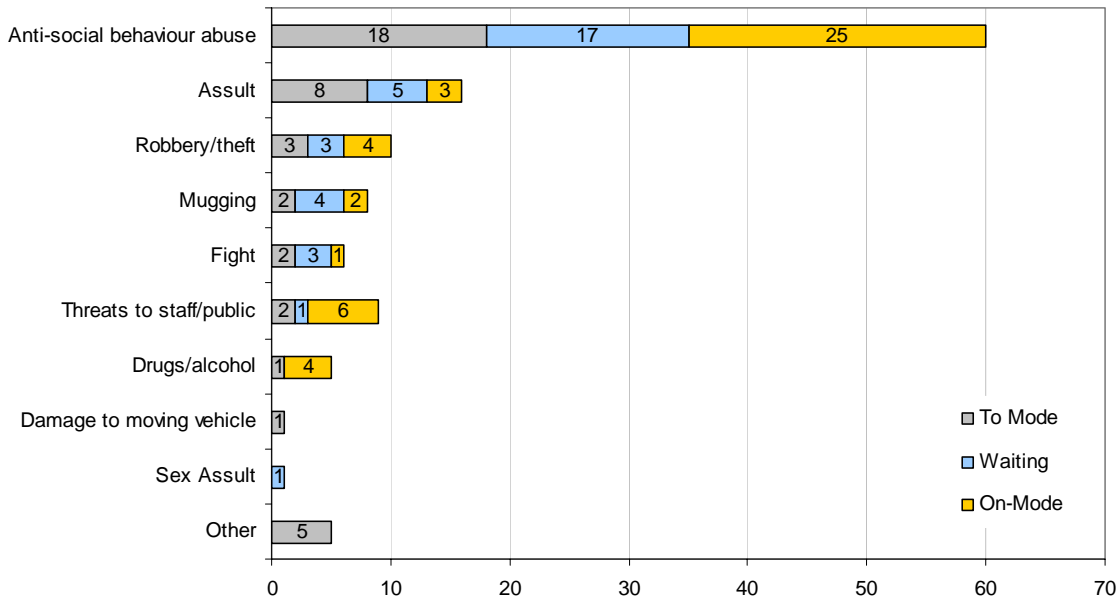


Source: SYPTE Research



3.8. Victims of crime were asked to provide details of where the incident took place and what the incident was. Figure 3.3 shows that the most frequently reported incidents involved anti-social behaviour with the occurrence of such behaviour on board a service.

**Figure 3.3 Incidents: What and Where**

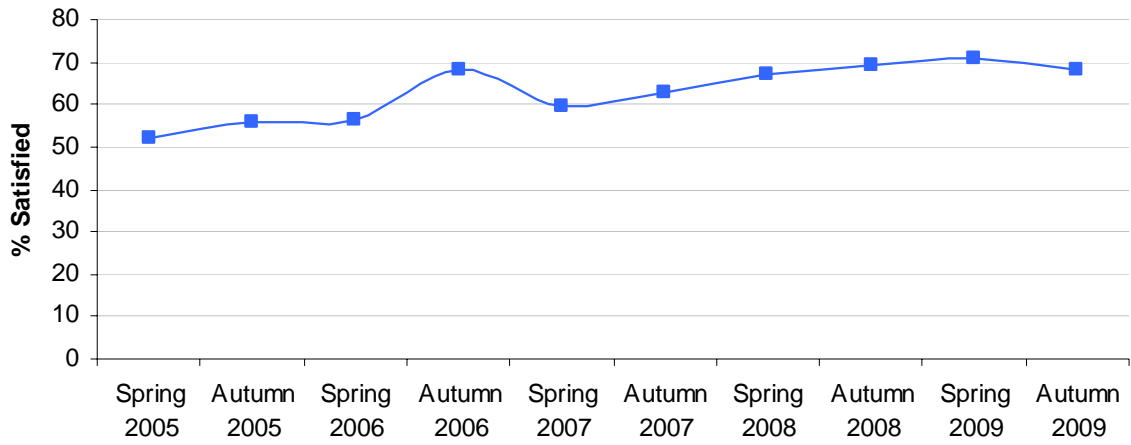


Source: SYPTE

- 3.9. On railways, crime that occur on the rail network, away from train stations, can have an effect on security by opening holes in fences and by vandalism to railway infrastructure, for example cable theft. This type of crime as a whole costs over £150m a year, causes 486 days worth of delays and puts lives in danger<sup>11</sup>.
- 3.10. The National Passenger Survey (NPS) is carried out twice a year in spring and autumn. As part of this survey respondents are asked a series of questions, including their satisfaction with security. Figure 3.4 and Figure 3.5 show the percentage of respondents that indicated they are satisfied with station security and security on-board trains, respectively. The responses relate to the service provided by Train Operating Companies (TOCs) serving South Yorkshire.
- 3.11. Figure 3.4 and Figure 3.5 show an increase in the number of people satisfied with both station security and on-board security, between Spring 2005 and Autumn 2008. Recent surveys have identified a change to the trend long-term trend. For station security, there is a reported decline in satisfaction between Spring 2009 and Autumn 2009. For on-board security the decline started in Autumn 2008, continuing to Autumn 2009.

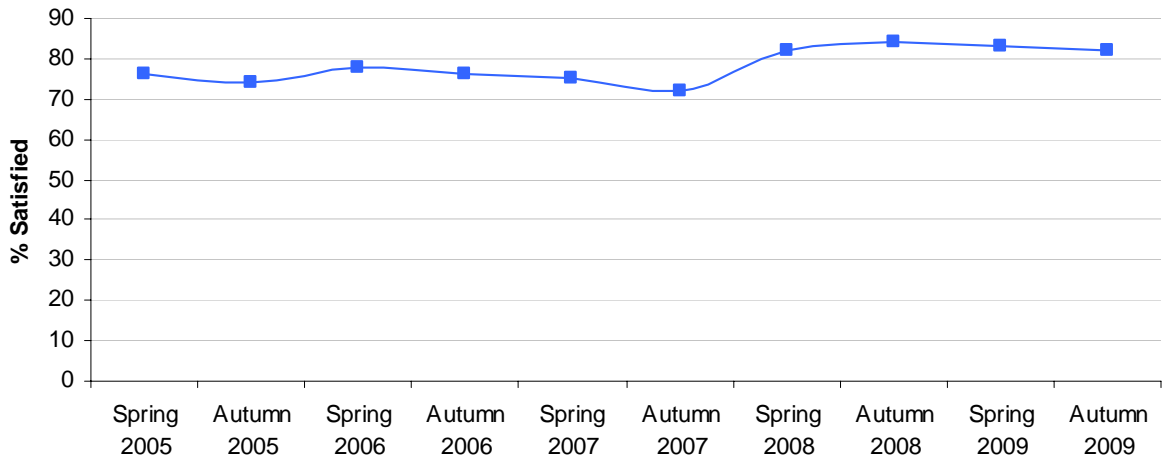
<sup>11</sup> [http://www.btp.police.uk/passengers/issues/route\\_crime.aspx](http://www.btp.police.uk/passengers/issues/route_crime.aspx)

**Figure 3.4 Percentage Satisfied with Station Security**



Source: Passenger Focus

**Figure 3.5 Percentage Satisfied with On-train Security**

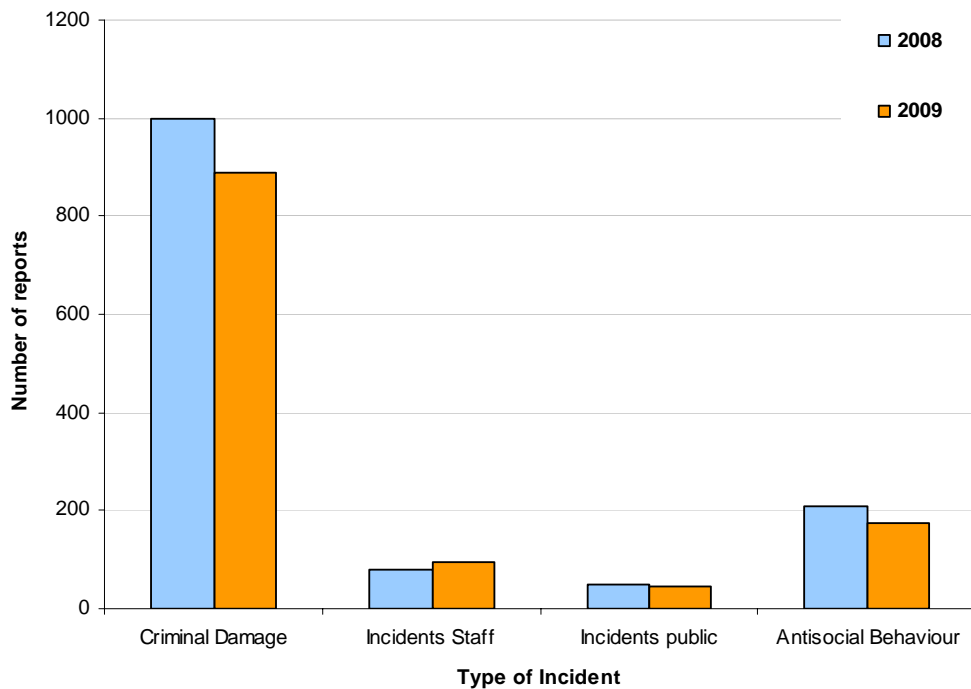


Source: Passenger Focus

## Incidents Reported by Operators

3.12. Incidents reported by public transport operators in South Yorkshire include criminal damage, incidents involving staff, incidents involving the public and antisocial behaviour. In 2008 there were a total of 1,320 reported incidents, which fell to 1,160 incidents in 2009, a fall of 14%. Figure 3.6 below shows that in South Yorkshire the most reported incident was criminal damage. This category represents 76% of all incidents reported in 2009. There were also a large number of reports of antisocial behaviour, representing 14% of all instances reported by operators in 2009.

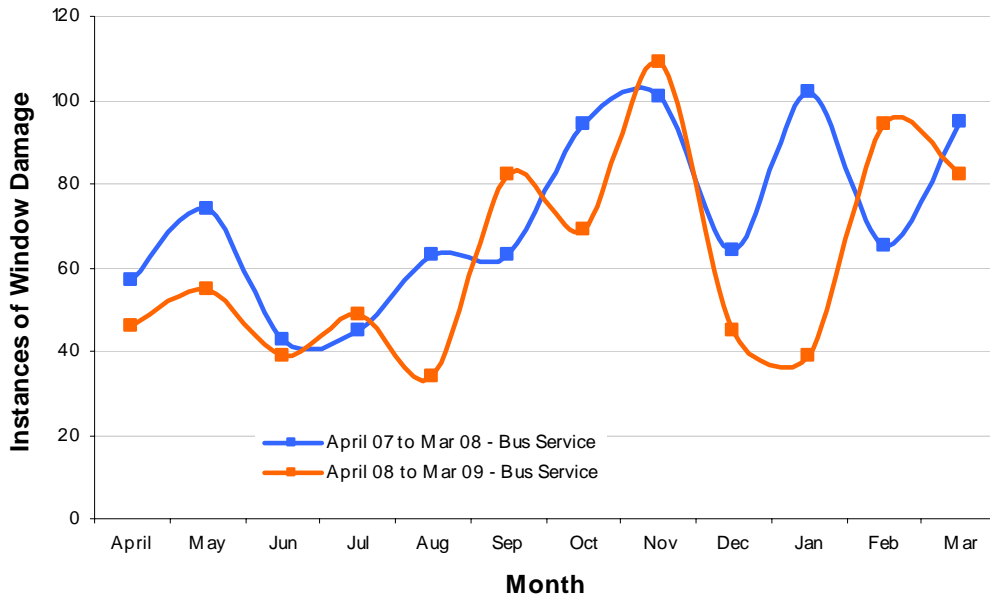
**Figure 3.6 Total Reported Incidents in 2008 and 2009 on Operator Services**



Source: SYPTE

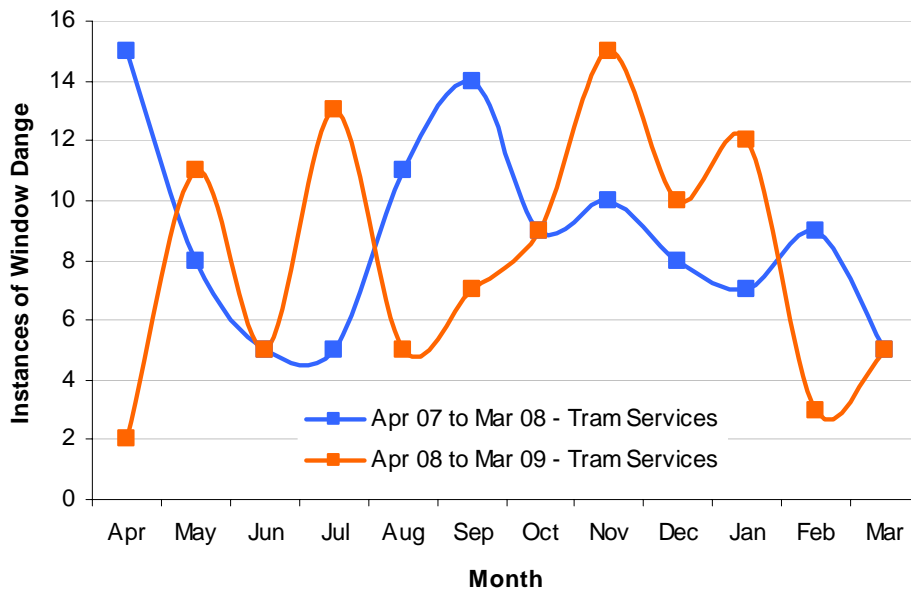
3.13. Of the Criminal Damage incidents, one of the biggest challenges is the number of incidents that occur 'off vehicle'. These include incidents of stone and brick throwing at bus and tram services. Figure 3.7 shows the number of incidences of broken windows for bus services and Figure 3.8 for the tram.

Figure 3.7 Instances of Window Damage on Bus Services April 2007 to March 2009



Source: SYPTE

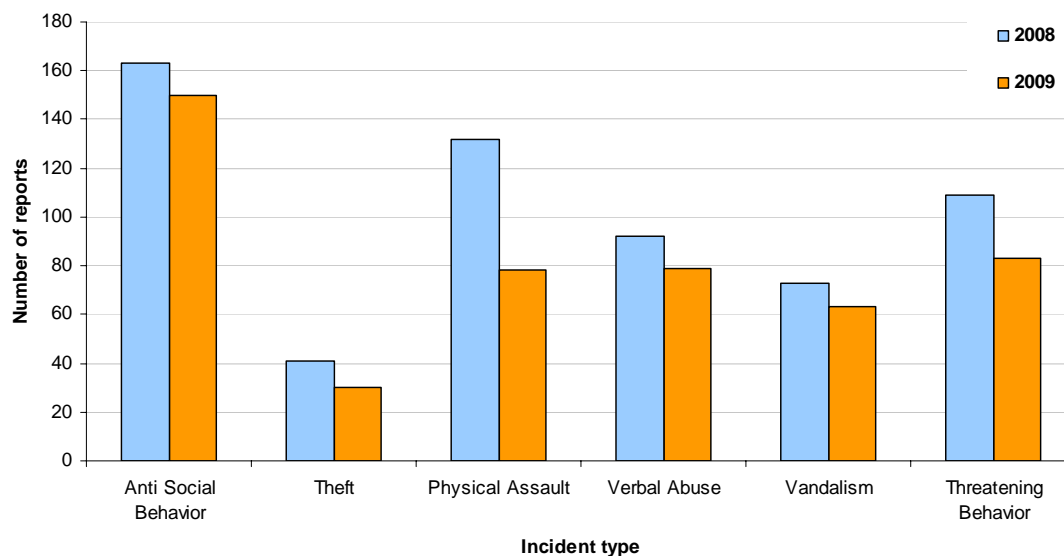
Figure 3.8 Instances of Window Damage on Tram Services April 2007 to March 2009



Source: SYPTE

- 3.14. Figures 3.7 and 3.8 both show that there is no simple pattern as to when incidents may occur. This makes anticipating these incidents very difficult. Whilst the figures indicate an overall reduction in the total number of incidents, operators have reported an increase in the number of incidents that target their staff.
- 3.15. 2008 and 2009 statistics for incidents at public transport interchanges in South Yorkshire show an overall fall in the number of incidents reported from 613 in 2008 to 483 in 2009. As Figure 3.9 below demonstrates, the most reported incident in interchanges is anti-social behaviour, equating for 31% of reported incidents in 2009. All the figures for 2008 and 2009 show a fall in the number of reported incidents, with a significant fall in the number of physical assaults reported.

**Figure 3.9 Total Reported Incidents in 2008 and 2009 at SYPTE Interchanges**



Source: SYPTE

### Public Transport Security Initiatives

- 3.16. In order to improve the security of public transport, SYPTE and bus operators work proactively on a range of activities. The following provides a series of examples of the initiatives that have been undertaken in South Yorkshire.
- 3.17. Police Officers, Police Community Support Officers and Special Constables use public transport vehicles to patrol areas where vandalism to bus services occurs. In addition, SYPTE, in association with Neighbourhood Watch and South Yorkshire Police, has developed Shelter Watch. This allows people to report instances of damage and antisocial behaviour at bus and tram stops anonymously.
- 3.18. SYPTE, the Police and operators are also involved in a project called Trojan Bus. This is a dedicated bus carrying plain clothed Police Officers which is used to patrol problem areas. The operation is used to identify and apprehend trouble causers who attack buses and their drivers.
- 3.19. To combat crime and nuisance at train stations, the Secure Stations Accreditation Scheme has been introduced. The scheme covers all rail networks and stations which are policed by the British Transport Police (BTP), this includes all stations in South

Yorkshire. Secure Stations establishes standards of good practice and accredits individual stations which have worked with the BTP and other local partners to implement security measures.

- 3.20. There are four accreditation criteria:
- The design of the station must conform to standards judged by the local BTP Crime Reduction Officer to prevent and reduce crime and improve passenger perceptions.
  - Operational management of a station must enable station staff to take steps to prevent crimes, respond to incidents and communicate effectively with passengers.
  - Crime statistics for the previous twelve months prior to inspection must show that crime is being managed.
  - A survey of users must show that on the whole passengers feel secure when using the station.
- 3.21. As of 2009, there were six railway stations in South Yorkshire which have achieved Secure Station Accreditation. These include:
- Sheffield
  - Doncaster
  - Adwick
  - Barnsley
  - Meadowhall
  - Swinton.
- 3.22. Furthermore, Chesterfield and Retford, in the wider SCR, also have Secure Station accreditation.
- 3.23. The six stations currently accredited in South Yorkshire equates to around a fifth of the total number of stations. Whilst this list includes many of the major stations, it excludes Rotherham Central, Mexborough, Wombwell and Chapeltown. All of these stations have footfall within the top ten of South Yorkshire stations.
- 3.24. Evidence on the effectiveness of Secure Stations is not yet available in South Yorkshire. However, evidence for the effectiveness elsewhere is available. For example, on the Southern network around South London, where 113 of the 167 stations are accredited, crime figures were reported to have fallen by 56% between 2003 and 2008<sup>12</sup>.

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<sup>12</sup> Community Safety E-Newsletter, (February 2009) Rail Safety and Standards Board

## Terrorism

- 3.25. Whilst the threat of terrorism has been present for a number of years, the tactics of the terrorists has changed. Recent attacks have been unforeseen and focused on causing the maximum number of casualties. As a consequence of this focus, transport has been targeted and remains at risk of future attacks, due to the large numbers of people that use these facilities.
- 3.26. Within the SCR there are many facilities that are at risk of becoming targets, including the strategic road network, bus, train, tram services, transport interchanges and stations. Often, vigilance is by far the main weapon against terrorism because of the indiscriminate choice of targets.
- 3.27. Transport security is an important part of the Government's long term counter-terrorism strategy. At a national level, TRANSEC regulates transport security. The industries currently regulated include aviation, maritime, railways, the Channel Tunnel and the movement of dangerous goods by road and rail.
- 3.28. Within South Yorkshire, TRANSEC carries out periodic inspections and briefings at Doncaster, Sheffield, Barnsley and Meadowhall railway stations. This is used to look at security issues at these sites, as well as on Supertram. However, TRANSEC does not at present provide advice for road-based public transport.
- 3.29. At a local level, there is the South Yorkshire Transport Emergency Planning Forum. The forum brings together emergency responders, local authorities, government agencies and transport operators. The aim of the forum is to enhance co-operation, co-ordination and information sharing on civil protection and public safety. This forum meets quarterly and has four more specific objectives:
- Develop good practice and lessons learnt from transport incidents, disasters and exercises at local, regional, national and international level
  - Implement new civil protection policy initiatives
  - Co-operate on public safety regulations
  - Develop closer operational links.

## 4. Summary

- 4.1. This Evidence Base document relates specifically to our goal of Maximising Safety and Security. There are many topics where overlaps exist between this document and others in the series. Specifically, further information is provided in the following documents:
- Document 1: Geographic and Demographic Overview
  - Document 6: Enhancing Social Inclusion and Health
- 4.2. The key messages from this Evidence Base document are summarised below:
- The number of accidents in the area is going down, but there is still more progress to be made.
  - South Yorkshire has been particularly successful in reducing the number of children killed or seriously injured on the roads.
  - More young people now have access to cars, and are disproportionately represented in the casualty statistics.
  - There has been an increase in the number of accidents involving cyclists on the roads. Effort is needed that pays particular attention to this group of road users.
  - There is range of initiatives that has been delivered to bring about the reduction in the number of casualties on South Yorkshire's roads. This includes, amongst others, the 'Worst First' initiative to pool resources to target A and B Roads with the worst KSI/km record.
  - Supertram has a higher number of incidents than the other UK tram operations. This could be explained by the higher proportion of its network on sections shared with other road vehicles. The number of accidents is decreasing year on year, but more effort is needed to reduce these further.
  - People who witness, or are victims of crime related to public transport tend to cite anti-social behaviour on board their public transport service as the most frequent type.
  - There is range of initiatives that has been delivered by SYPTE and partners to reduce the incidence and fear of crime. For example, Police Officers, PCSO's and Special Constables use public transport vehicles to patrol areas where vandalism to bus services occurs.
  - Terrorism is an issue that needs to be planned for, although its occurrence is difficult to predict. Efforts are made nationally and locally to try and reduce the risk of terrorist attacks.