Securing public transport in London since July 2005

UNECE Inland Transport Security Forum
17 June 2016
Geneva

Andrew Cook
Department for Transport
Emergency services – saving people’s lives

Police and Security Services – prevent further attacks and catch perpetrators

Government ministers – accountable to the electorate

Transport operators – need to provide a service / run a business

Passengers and public - need to be reassured / feel safe

Actions both immediate and longer term are needed to achieve normality.
Keys areas of action post 7/7

- The viability of passenger screening
  - Trials at Paddington station
  - Use of explosives detection dogs and portable x-ray
  - Mori passenger survey

- Increase of British Transport Police personnel
  - Behavioural detection capability
  - Providing advice through training to railway staff
  - Greater specialist and armed capability.
Keys areas of action post 7/7

- Improving security at railway stations
  - Vehicle bollards at key stations
    - Paddington
  - Designing in security as part of an upgrade programme
  - SIDOS guide produced

- Review of threat levels and responses
  - Simplified approach
  - Menu of options
  - National threat levels made public.
Research – series of blast tests

- Understanding the size of devices and their impact
  - on people – HIC
  - Railway carriages
  - derailment
- Changing carriage design to improve passenger survivability
  - use of laminated glass
  - lanyards to prevent panels dislodging
- Training of emergency response and forensic teams.
National Rail

- Updated regulatory requirements and supporting best practice to provide better focus of measures (eg searching) to crowded parts of stations
- tailored passenger awareness requirements, and mandate staff training
- new regulatory requirements for passenger on-train security, including searches of trains, passenger awareness measures, and access control

London Underground

- Reviewed regulatory criteria under which stations grouped for security reasons and implemented resulting revised groupings
- Reviewed and introduced security response level tables, introduces passenger awareness measures at stations
- Introduced covert testing regime, following consultation with LU and BTP.
- LU CBR trials, investigating how contamination might spread through the underground network.
Updating security legislation

**Light Rail**
- Brought Docklands Light Railway and Glasgow Subway under regulation - subsequently reviewed and updated security regimes
- Issued best practice guidance to other 7 light rail operators in UK and further revised and updated in 2014

**Buses**
- Issued best practice security guidance to bus operators and further revised and updated in 2012.
Conclusions and next steps

- Important to keep transport policy and security measures under constant review, especially in light of any new terrorist incidents or threats:
  - Ongoing programme of scientific research
  - Embed security measures into the designs of any new railways

- We have a shared goal of protecting people and assets:
  - Use a risk based approach to set proportionate security measures
  - Actively engage and share information between operators and governments.
THANK YOU