Securing public transport in London since July 2005

UNECE Inland Transport Security Forum
17 June 2016
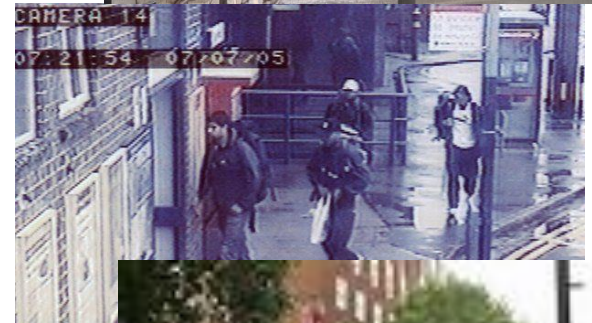## Geneva

Andrew Cook

Department for Transport

July 2005 attacks in London

▸ 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.

LONDON BOMBINGS OF 2005
July 7, 2005
☀ Bombing locations
1. Aldgate and Liverpool Street
2. Edgware Road
3. Russell Square and King's Cross
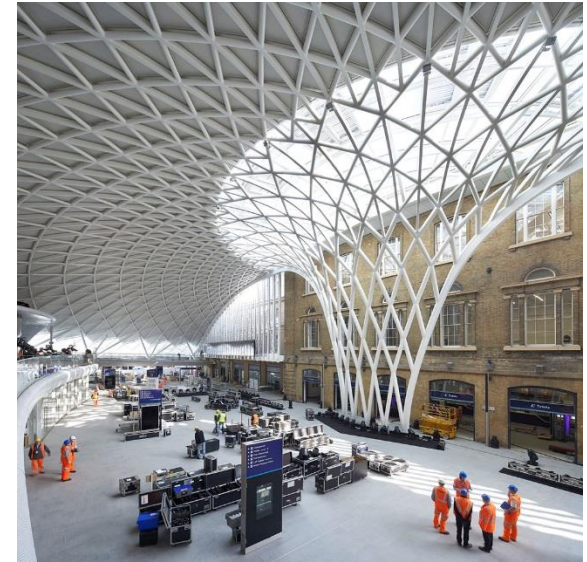4. Tavistock Square

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.

Updating security legislation

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