



Paddington Survivors Group (PSG) Campaign - UPDATE

Planned Release for December 11th 2002

Objectives of Press release

1. Re-awaken public awareness of PSG - we are still pushing and working hard for rail safety.
2. Mark the 1st anniversary of the Rail Summit Declaration
3. Re-visit some of Lord Cullens recommendations (just to touch upon)

The background

On 11th December 2001 members of the PSG, together with prominent members of the rail industry, unions and government, met together to declare and acknowledge their joint intention to take responsibility for and encourage improvements in the UK's railway network.

The main aim of the Rail Summit was to advocate the implementation of the recommendations set out in the Joint Inquiry into Train Protection Systems authored by Lord Cullen and Professor Uff and the Ladbroke Grove Inquiry Parts 1 and 2 chaired by Lord Cullen (the Reports).

PSG called this summit as they did not want these recommendations to follow the way of previous ones such as Clapham - i.e. put on the shelf. Although some progress has been made, (see below) responsibility, accountability and informing the public, the media and PSG of progress is patchy, confusing and at some times non-existent.

We are bringing out this release today as a year has passed and our concern for the safety of rail users continues.

The signatories to the Rail Summit agreed to:

- Strive to fully implement, assist with the implementation of or encourage the implementation of, all recommendations set out in the Reports.
- Acknowledge that they were among those cited by Lord Cullen to implement the recommendations as set out in the Reports, or, in some cases, assist and co-operate with those responsible for their implementation, or otherwise encouraging their implementation.
- Accept the advisability of the recommendations in respect of Train Protection warning Systems, Advanced Warning Protection Systems, SPAD prevention measures

Those who signed this document were:

- Stephen Byers Secretary of State for Transport (replaced by Alastair Darling)
- Ian Duncan Smith Leader of the Conservative Party
- Teresa May Shadow Transport Minister
- Charles Kennedy Liberal Democrat Leader
- Gwyneth Dunwoody Chair of the Commons Transport select Committee
- Chris Leah Director of Safety Railtrack (now Network Rail)
- George Muir Chairman ATOC (Association Train Operating Companies)
- Alan Tipping Policy Officer TSSA
- PSG members Pam Warren

One year on

Plus points -

- The creation of Network Rail
- Some evidence of safety measures taken by the Train Operating Companies
- Stability in the Ministry of Transport
- A promise of a Civil Aviation Authority equivalent for Railways

Minus points

- Potters Bar train crash
- Question mark over sub-contracting and maintenance work
- Lord Cullen's timetable lapsing

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- Sloppy statistics- the latest HSE report on Progress on Lord Cullen's recommendations admit that they do not take into account the 7 deaths and numerous injuries at Potters Bar nor the latest increase in SPADS- why not? Press release then talks of decline in SPADS
- which are we to believe. Contradiction (Report published in Nov 2002. Potters Bar May 2002)
<http://www.hse.gov.uk/railway/railpublic.pdf> page 2 para 6
- More waffle - e.g. "progress is slower than (Cullen) recommended because the industry is taking a broader, more holistic, look at the issues than the terms of the recommendations **strictly** demand" What does this mean? Source: HSE progress report on rail public enquiries November 28 2002. <http://www.hse.gov.uk/press/2002/c02053.htm> p.2 para 4.
- No real improvements in SPADS or derailments
- Confusion as to rail industry structure
- What is the status of Network Rail? Public or Private company, what is their strategy and where does their funding come from?

In summary, Britains railways remain as dangerous as ever. With time elapsing, it appears that the rail industry is trying to find ways NOT to implement Lord Cullen's recommendations in contradiction to the Rail Summit declaration.

With this being the case how can the public leave their cars and trust the trains?!

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