

WITNESS STATEMENT

Criminal Procedure Rules, r 27.2; Criminal Justice Act 1967, s. 9; Magistrates' Courts Act 1980, s.5B

Occurrence Number:		URN			
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Statement of:	Stephen William MORRISON				
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Age if under 18:	Over 18 (if over 18 insert 'over 18')	Occupation:	Police Officer		
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This statement (consisting of 7 page(s) each signed by me) is true to the best of my knowledge and belief and I make it knowing that, if it is tendered in evidence, I shall be liable to prosecution if I have wilfully stated in it, anything which I know to be false, or do not believe to be true.

Signature:		Date:	4th April 2018		
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Tick if witness evidence is visually recorded (supply witness details on rear)

I am the OIC for the Ilford sector; the sector itself comprises of 54 stations which are served by six different train operating companies and crosses a number of force boundaries.

Shenfield railway station is one of the stations that falls under the Ilford sector.

I have 14 years' experience as a police officer with BTP, I have worked on the Ilford sector for 10 months as a sergeant and Inspector and have been in my current role for 6 months.


I feel that it is important to provide the panel with a flavour of the Railway environment from the British Transport perspective.

Railways stations are seen by Children and Young adults as a place to congregate. It provides a convenient service enabling them to see and meet up with friends. There is usually free WiFi, Lighting and shops, shelter and opportunities to commit crime or anti social behaviour but also to become victims of crime.

Officers working within the railway environment deal with all types of harms, vulnerabilities and risks. To put this into perspective our officers policing the railway network across Great Britain deal with on average each month:

- 27 fatalities from apparent suicides
- 8 people seriously injured in suicide attempts
- 4 people killed in accidents on the railway
- 7 people seriously injured in accidents on the railway
- 375 children at risk or vulnerable

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<ul style="list-style-type: none"> • 674 mental ill health incidents, which includes: • 91 life-saving interventions with people who attempted or contemplated suicide • 180 detentions to a place of safety under Section 136/S297 of the Mental Health Act • 165 offences of unwanted sexual attention • 65 victims of domestic violence • Our aim is to prevent harm where possible, reduce the likelihood of harm, mitigate the impact of harm by facilitating access to pathways that provide help and support and promote the wellbeing of all children and vulnerable adults in need of help and support. <p>"Railway fatalities and suicides"</p> <p>The national suicide rate is projected to increase. Without continued efforts we could assume a similar increase in apparent suicide incidents on the rail network. This represents not only a tragic cost in human lives and to society, but as the rail infrastructure continues to grow, potentially increased disruption and an increased demand on frontline resources. We already work in close collaboration with industry partners and have effective and established responses to ensure that the instances of suicide are minimised. The vast majority of those who succeed in taking their own life on the railway have not come to our attention before. We must focus on how we can help to identify and prevent potential members of this unknown group from planning to use the railway for this purpose.</p> <p>Shenfield Station</p> <p>Shenfield Railway station is a large interchange station, where a number of train services pass or stop on their way to locations in Essex, Suffolk, Norfolk or towards London. The station has five running rails enabling the trains to go direct towards London or out to Norfolk, Suffolk and Essex, and is serviced by Abellio Greater Anglia and TFL Rail</p> <p>Given the stations location, it is classified as a Non-Stopping station. This means some trains do not stop and travel through at a speed between 50mph and 70mph.</p> <p>The significance of the train speed and that it is a non-stopping station has in the past attracted person's</p>						

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intent on committing suicide.

It is also worth noting, that all platforms are marked with yellow hazard lines to alert passengers not to stand within the yellow lines for safety reasons.

This is to prevent:

Passengers being pulled towards a train from the draft created by non- stopping trains.

Prevents those in possession of ruck sacks and other luggage not being caught on any train and then being dragged under the train.

Prevent overcrowding affording some protection to passengers on the platforms.


Platforms 1 and 2 are the London bound platform while platform 3 is the Essex, Suffolk and Norfolk platform. These are some of the busier platforms with passengers waiting on them during the morning and evening peak rush hour; they also have non-stopping intercity trains pass through them at speed. Platform 5 is the where the TFL line trains start and terminate and again during peak morning and evening rush hour can be busy with passengers waiting on them. Part of the design on the platforms 1 & 2 is restricted due to platform furniture, kiosks, waiting rooms, making the area more restricted than elsewhere on the station.

"Protection of Children From Harm"

The Safeguarding on Rail Scheme introduces safeguarding requirements that train operators are obliged to fulfil in order to secure future franchises (Authority to run a railway). It is an initiative that follows on from work with British Transport Police in developing Railway Children's Safeguarding on Transport programme.

Safeguarding is now a mandatory part of the franchise process, Railway Children's Business Development Manager Suzanne Parsons said: "About 100,000 under-16s run away each year, with many becoming vulnerable to grooming and sexual exploitation and areas surrounding major stations are a particular concern. This scheme represents a breakthrough in changing lives on the transport front line, with improved rail staff awareness and confidence in how to respond when suspecting a young person is at risk." One child runs away from home every five minutes in the UK and it is estimated that 16,500 children are at risk of sexual exploitation every year. Figures show that British Transport Police handled nearly 5,000 child safeguarding incidents in 2016, of which a third were children who had run away or gone missing. The new Department for Transport scheme, which covers all rail networks policed by British Transport Police,

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<p>establishes standards of good practice and emphasises the importance of well-trained frontline staff. As part of their franchise agreement, operators will now need to demonstrate a commitment to safeguarding training and stations generating the highest number of safeguarding reports will also need to implement additional activity.</p> <p>It is known that many vulnerable children are influenced by adults and this risk is increased if that adult is intoxicated or under the influence of any other type of substance thereby creating a greater risk to children</p> <p>Public Safety</p> <p>The impact of a body hitting the front of a train will cause the train driver to apply the emergency brakes; this can increase the risk of harm to those passengers on a train. The BTP recognises that suicides can occur at any time during the operation of a station.</p> <p>BTP also recognise that people may also be perceived or determined as vulnerable because of their:</p> <ul style="list-style-type: none"> • Age, • Illness • Mental capacity • Social impairment • Disability • Race • Alcohol or other substance misuse • <p>Because they have been subjected to repeated offences.</p> <ul style="list-style-type: none"> • Because they are at a high risk of being abused or targeted, for example lone female commuters in crowded train carriages targeted by persons under the influence of alcohol and revenue protection staff at ticket barriers assaulted by persons under the influence. <p>In the past 3 years there has been one suicide at the station and three interventions made, of which alcohol was involved in one of the interventions. These figures are for the station only and do not take into account suicides or interventions made at access points outside of the station environment.</p> <p>The presence of alcohol is a significant factor in attempted suicides across the rail network. Where successful interventions have been made, a number of persons detained under mental health powers have consumed alcohol to gain courage to make the attempt. Easy access to this at the station may well lead to more attempted suicides at the station and successful attempts.</p> <p>Stations where persons have been successful at taking their life have seen family members and friends turn up to hold vigils to their loved ones, this can lead to the some of those in attendance making suicide attempts themselves.</p>					

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Prevention of Crime and Disorder

In the crime recording period 2016 – 2017 Shenfield station saw 75 notifiable crimes recorded of which 16 offences were violent offences and 22 were public order related, Of this I can see that alcohol was a factor in 11 of the violent or public order offences, however that is only where the presence of alcohol is flagged, that is not to say that it was not present or a factor in more offences. This figure is purely for offences committed at the station and does not take into account offences committed on train where either the victim or suspect alighted at Shenfield, where the presence of alcohol will no doubt be higher. For the current recording period from 2017 to now Shenfield has seen 64 notifiable crimes recorded of which 9 are violent offences and 16 public order related offences. Though this is a decrease these figures are not for the full year. Of the violent and public order offences alcohol was a factor in 13 offences an increase on the previous year. Again these figures are for purely station related offences and does not take into account on train offences.

The consumption of or presence of alcohol is a factor in a number of assaults on rail staff and police officers. It is anticipated that offending, particularly alcohol related offences will rise if the licence is granted, not just at the station but in Shenfield itself.

On average 14000 passengers use the station every day either entering or exiting the station or using it as an interchange. This figure is rising in line with predicted increase nationally and will only increase when Crossrail begin running service's through the station.


Security along the route is provided by Land Sheriffs. They have responsibility for looking after safety on the platforms, staff working the gate line and ensuring passengers have the appropriate ticket to travel. Whenever an incident occurs at the station, a report is normally submitted by a member of staff be it Abellio Greater Anglia Staff or TFL Rail.

Public Nuisance

Youth nuisance at Shenfield is low at this time. Primarily the station is used for commuters and there are key peak hours between 0700 - 0900 and 1700 - 1900.


During this time, traffic frequently uses the area directly outside of the station, which also comprises a taxi rank. This area is a drop off point with no waiting, unless it is a taxi waiting in the authorised area.

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<p>While there is unlikely to be any impact from vehicles stopping at the station to purchase alcohol, in terms of public nuisance it could lead to competing demands for parking in the area of the station.</p> <p>When there are engineering works affecting the running of one or all of the lines in and out of Shenfield the front of the station is used for rail replacement bus services. This area can become congested with passengers waiting for a replacement bus which has it's own safety concerns, the presence of a shop inside the station selling alcohol leading to intoxicated persons waiting in this area will only add to the safety issues.</p> <p>Consideration by the council must be given to the Control of Litter, Waste and Station Fouling. Waste bins are provided at the station and due to the volume of passengers, domestic staffs are employed throughout the day to maintain a clean station.</p> <p>Licensed premises of all types can potentially cause public nuisance from litter and waste.</p> <p>Uncontrolled litter, waste and street fouling is unsightly and can lead to a negative image of the area. It can cause offensive odour, may attract rats and insects and therefore be a public health risk, it may cause people to slip, trip and injure themselves, and it may harm the reputation of the station.</p> <p>In conclusion</p> <p>The railway environment has its own unique problems and along the route from London to Shenfield only Liverpool Street Railway Station has licensed premises to cater for the London commuter and City worker.</p> <p>Whilst Abellio Greater Anglia do not operate a "Dry Train" policy, with on train buffet cars selling alcohol, there are concerns highlighted in PACT meetings of alcohol related anti-social behaviour on their trains in the evening and late into the night. Abellio however are not opposed to this application and the sale of alcohol is included in the lease.</p> <p>TFL rail operate a dry train policy, passengers are discouraged to consume alcohol on their services with specific byelaws to combat this. TFL Rail themselves are opposed to this application.</p> <p>Outside of Shenfield station there are two metro supermarkets selling alcohol should any one wish to purchase it, a Tesco metro and CO-OP. These are situated on either side of the road a short walk from the station. These two shops are part of a large chain of shops and can therefore sell alcohol at a lower rate</p>					

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without affecting their trading. I have concerns that if the licence is granted then in order to exist alongside these two shops the kiosk will either have to sell alcohol at a reduced rate or sell higher strength alcohol at a reduced rate which can lead to an increase in alcohol related offences at the station. The kiosk itself is small in size, open planned and positioned by the front door of the station, there is no barrier to persons accessing the shop as it is not behind the ticket barriers. I have not been made aware of what security measures will be put in place if the licence is granted such as enhanced CCTV, so unless the alcohol is kept behind the counter then I am also concerned that it will be easily accessible for opportunistic thefts leading to further offending not just at the station but further into Shenfield itself.

The application for an Off Licence is not supported by myself for the following reasons:

Children frequent stations and vulnerability can increase with adults drinking alcohol or supplying alcohol.

Alcohol is a factor in suicides and attempted suicides.


There are hazards at the station, and alcohol consumption can increase risks to passengers or other users of the railway. British Transport Police run regular alcohol awareness campaigns highlighting the dangers of excessive alcohol consumption and the railway environment.

Ready access to alcohol at a station with mainline trains passing through at speed will increase the risks highlighted.

Current crime shows an increase in alcohol related offences on the previous year, whilst the numbers seem low, there is still at least one a month and only accounts for on station offences, not on train or offences off the station. If this licence is granted I believe these figures may well only increase. I therefore humbly request that this application is refused and a premises application is not granted.



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Witness contact details: Statement of: Stephen William MORRISON							
Home address (inc. Postcode):		C/O STRATFORD BTP STATION, UNDER MERIDIAN STEPS, 23 STATION STREET, STRATFORD, E15					
Email address:		stephen.morrison@btp.pnn.police.uk		Mobile No.:			
Home telephone No.:				Work telephone No.:		0208 209 6427	
Preferred means of contact (specify details):		email					
Gender:		Male		Date of Birth:		25/12/1976	
Ethnicity code (16+1):		W1		Place of Birth:		HAROLD WOOD	
Former Name:		N/A					
DATES OF WITNESS NON-AVAILABILITY:			N/A				


Witness care	
a) Is the witness willing to attend court?	PLEASE SELECT If 'No', include reason(s) on form MG6
b) What can be done to ensure attendance?	N/A
c) Does the witness require a Special Measures Assessment as a vulnerable or intimidated witness? (youth under 18; witness with mental disorder, learning or physical disability; or witness in fear of giving evidence or witness is the complainant in a sexual offence case)	PLEASE SELECT If 'Yes', submit MG2 with file in anticipated not guilty, contested or indictable only cases.
d) Does the witness have any particular needs?	PLEASE SELECT If 'Yes', what are they? N/A (Disability, healthcare, childcare, transport, language difficulties, visually impaired, restricted mobility or other concerns?)
e) VICTIMS ONLY: Is the victim entitled to an enhanced service under the Code of practice for Victims? (Vulnerable, intimidated, victim of most serious crime or persistently targeted victim? If 'Yes', please update this on the MG6/MG3	

Witness Consent (for witness completion)	
a) The Victim Personal Statement scheme (victims only) has been explained to me:	PLEASE SELECT
b) I have been given the Victim Personal Statement leaflet.	PLEASE SELECT
c) I have been given the leaflet "Giving a witness statement to the police – what happens next?"	PLEASE SELECT
d) I consent to police having access to my medical record(s) in relation to this matter (obtained in accordance with local practice):	PLEASE SELECT
e) I consent to my medical record in relation to this matter being disclosed to the defence:	PLEASE SELECT
f) I consent to the statement being disclosed for the purposes of civil, or other proceedings if applicable, e.g. child care proceedings, CICA:	PLEASE SELECT
g) Child witness cases only. I have had the provision regarding reporting restrictions explained to me. I would like CPS to apply for reporting restrictions on my behalf.	PLEASE SELECT PLEASE SELECT
h) I have made a victim personal statement and would like it to be read out in court I wish to read it out in court myself as opposed to it being read out by a CPS prosecutor	PLEASE SELECT PLEASE SELECT

RESTORATIVE JUSTICE (FOR VICTIMS ONLY)

Restorative Justice is victim led and will provide you with the opportunity to explain the full effects of the crime and have your questions answered. It also allows offenders who admit guilt to take responsibility and understand the real impact of their behaviour.

'I understand that the information recorded above will be passed on to the Witness Service, which offers help and support to witnesses pre-trial and at court.'

<p>Signature of witness:</p> 		<p>PRINT NAME:</p>	<p>S. MORRISON</p>
<p>Signature of parent/guardian/ appropriate adult:</p>		<p>PRINT NAME:</p>	
<p>Address and telephone number (of parent etc) if different from above:</p>			
<p>Statement taken by (print name):</p>	<p>SELF</p>	<p>Station:</p>	<p>Stratford</p>
<p>Time and Place Statement taken:</p>	<p>13:08hrs STRATFORD BTP</p>		