Being responsible

At Network Rail we promote sustainable development and responsible business through our Responsible Railway Plan and our vision of a “Railway Fit for the Future”. We are keen to always understand how our activities affect the environment locally as well as globally and, at the same time, we drive social responsibility and actively seek to maximise opportunities to create social value, all whilst running a safe and reliable railway.

Environmental management

Biodiversity
As one of the largest landowners in the UK our impact on national biodiversity is significant. In 2017 we developed and published a rail industry biodiversity calculator to allow Network Rail and our supply chain to demonstrate commitments to “no net loss” to biodiversity and, in the case of the Thameslink project and the Gospel Oak to Barking electrification project, “net gain”. Work is now taking place to improve other tools, such as geospatial mapping, to better plan for ecological risks and opportunities.

Waste
Network Rail is a major producer of waste and generates a wide range of waste types including; construction, demolition, commercial and hazardous wastes. In 2017/18, Network Rail generated 2.14 million tonnes of waste, of which 33% was reused, 56% recycled, 5% recovered (for energy generation) and 6% sent to landfill. The landfill diversion rate of 94% falls just short of our target of 95%, however with increased focus this year we are confident it will be exceeded by the close of CP5.

<table>
<thead>
<tr>
<th></th>
<th>2017/18</th>
<th>2016/17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waste diverted</td>
<td>94%</td>
<td>92%</td>
</tr>
<tr>
<td>from landfill</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Re-used</td>
<td>710,818</td>
<td>663,481</td>
</tr>
<tr>
<td>Recycled</td>
<td>1,197,820</td>
<td>1,128,469</td>
</tr>
<tr>
<td>Recovered (e.g</td>
<td>106,556</td>
<td>211,442</td>
</tr>
<tr>
<td>converting</td>
<td></td>
<td></td>
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<tr>
<td>waste material into</td>
<td></td>
<td></td>
</tr>
<tr>
<td>energy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disposed</td>
<td>120,852</td>
<td>171,243</td>
</tr>
</tbody>
</table>

Energy and carbon
For Network Rail, energy is a vital part of our core business and we spend over £60m each year on keeping the railway running. Reducing our energy use not only reduces operating costs, but also reduces our carbon footprint and improves our environmental impact.

We have a regulated target to reduce emissions of carbon dioxide (CO2) by 11.2% over the course of CP5 from the CP4 exit baseline. In 2017/18 we reduced our emissions of CO2 by 6.3% compared to the previous year, with total reductions against the CP4 exit baseline of 17.5%.

We have seen many energy, cost and carbon reduction initiatives across the business. For example, we are working hard to recover energy costs and encourage energy reduction throughout our managed stations through an ongoing programme of in-depth survey work of all station retail areas, with benefits to date exceeding £2.5m. Business units are implementing energy efficiency projects to achieve targeted energy savings, and are shaping energy and carbon reduction plans for CP6.

Weather Resilience and Climate Change Adaptation
Many rail assets are vulnerable to weather, a reflection of the characteristics of a nationwide transport system. Controls are in place to mitigate the impacts from weather-related events, ranging from speed restrictions during high temperatures and high winds to investments in improving the condition of high risk assets. However, the nature of weather and the scale and age of the rail network mean that impacts are still experienced.

We have been working to implement the 2017 Weather Resilience and Climate Change Adaptation Strategy with a particular focus on integrating climate change requirements into asset policies, and have developed a cost:benefit analysis tool to support decision making and development of business cases for resilience projects.

Social performance
At Network Rail we are striving to improve our social performance, recognising that running Great Britain’s railway is more than just transporting passengers from ‘A’ to ‘B’. It is a vehicle for connecting communities, creating jobs, regenerating areas of social deprivation, and driving socio-economic growth.

Community engagement
Many of our projects have chosen to ‘give back’ to the communities they serve by building long-term partnerships with local schools, businesses and lineside neighbours. In 2017 a community art project changed the face of rail infrastructure in south east London by painting meaningful images that resonate with the local community across Network Rail bridges and rail infrastructure. Graffiti and vandalism has been replaced in London Bridge by a mural dedicated to those who lost their lives in the terror attacks, whilst a Forest Hill structure now boasts an image from a well-known exhibit displayed at the local Horniman Museum.

Volunteering
This year 10% of Network Rail employees used at least one of their five days of volunteer leave to support local charities and community groups, which is 73% increase on last year. Volunteering activities across the business have included careers workshops in schools to promote Science, Technology, Engineering and Maths (STEM) subjects to young people,
garden and building renovations in Barnardo’s assisted living and children’s centres, and community support for those affected by the Grenfell Tower fire in May 2017.

Charitable giving
In March 2017 we launched a two-year charity partnership with Barnardo’s and fundraised £123,000 by the end of the first year. In addition, we saw a 5% increase in people using our Payroll Giving scheme to donate to their selected charities; this year Network Rail employees have donated an average of £45,000 to charity per month. In addition to Payroll Giving, train passengers have donated a further £1.1m through charity bucket collections at our stations.

Keeping communities safe
In 2017/18 we continued our community safety campaigns to reduce trespass on the railway across Great Britain. Over 25% of trespass incidents are reported to involve children and young people, which is why we work closely with schools to provide a range of education and prevention activities.

As part of the Great West Electrification Project alone, we have delivered rail safety activities to 118,305 pupils at 301 school events. For this area of the railway line, between Maidenhead and Bristol Parkway (approx 90 miles), we have seen just 17 trespass incidents in 2017/18 compared to 319 incidents across the remainder of the route.

Suicide prevention
246 suicides took place across the rail network in 2017/18, 4% more than the previous year despite the industry continuing to dedicate significant resource to this issue in support of the government’s commitment to reduce the national suicide rate by 10% by 2020.

The industry continued to work closely with local authorities and health agencies to promote early intervention for those in emotional crisis whilst at the same time deploying physical and psychological suicide prevention measures at known high risk locations across the network.

A cornerstone of the industry’s work this year is the training of staff to intervene in suicide attempts. In 2017/18 1,711 interventions were made – 7.5% more than 2016/17 – and our Small Talk Saves Lives bystander campaign (launched in November 2017) has enabled our customers to help prevent suicides both on and off the railway.

Level crossings
Level crossings continue to be one of the biggest safety risks on the rail network. In conjunction with our rolling programme to close or alter level crossings to reduce safety risk we have continued our awareness campaigns on how to use a crossing safely. This year we have closed 55 level crossings which takes the total number of closures within CP5 to 320.

Economic impact
Did you know?
• This year we worked directly with over 3,860 suppliers, 66% of whom were SMEs, spending over £6.51bn.
• We are a major user of UK steel. All of the steel used for rail replacement or upgrade is manufactured in the UK under an agreement with British Steel.