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Mr Edward Solomons
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5th March 2018

Dear Sirs

Regulation 28: Report to Prevent Future Deaths – Scott RAYNER (Deceased)

I refer to your report dated 20 December 2017 made under paragraph 7, Schedule 5 of the Coroners and Justice Act 2009 and regulations 28 and 29 of the Coroners (Investigations) Regulations 2013 in relation to the inquest into the very sad death of Scott Rayner.

On behalf of all at Network Rail, I would like to take this opportunity to express my sincere condolences to the family of Mr Rayner.

As noted in your report, Scott Rayner died as a result of multiple traumatic injuries sustained when he was struck by a train on the railway track near Watford Junction Railway Station on 16 April 2017. The conclusion of the end of the inquest on 20 December 2017 was misadventure.

I have detailed below Network Rail's considered response to the matter of concern raised in your report.

Network Rail's Fencing Standard

In accordance with its legal obligations, Network Rail implements a mandatory fencing standard "Management of Fencing and Other Boundary Measures" which applies to the boundary of Network Rail controlled infrastructure (the Fencing Standard).

The purpose of the Fencing Standard is to specify the boundary management measures commensurate with assessed risks posed by the adjacent environment and the railway and to incorporate a method of assessing these risks. A copy of the Fencing Standard can be provided on request.

Fencing around St Albans Road and Bedford Street

To comply with the Fencing Standard, an annual condition inspection is undertaken and any defects found are then prioritised for repair based upon a risk assessment that takes cognisance of adjacent land characteristics (likelihood) and rail characteristics (consequence). The inspection also checks that the adjacent land usage (likelihood) is unchanged from the previous inspection.

The last annual inspection of the St Albans Road and Bedford Street area, including the area to the rear of the H&D Motors, prior to April 2017 was undertaken on 26 June 2016. This inspection identified that there was no repair work required in the area and the boundary fencing was compliant with the Fencing Standard.

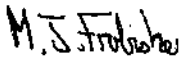
Following the accident involving Mr Rayner on 16 April 2017, the British Transport Police conducted a Post Incident Site Report on 24 April 2017 which was issued to Network Rail. The report included recommendations to inspect and repair any gaps in the boundary fencing around St Albans Road and Bedford Street.

In line with this recommendation, an inspection was undertaken by Network Rail's local operations team on 17 May 2017 to establish ownership and condition of the boundary fencing.

Although no faults were identified in the boundary fencing around St Albans Road and Bedford Street, the local operations team planned a further multi stakeholder inspection of the wider Watford area in order to investigate trespass incidents where specific locations of access were unknown. This took place on the 30 May 2017 in conjunction with the British Transport Police. A number of lineside locations in the Watford area were inspected and identified for additional enhancement work to prevent access to the railway. Work to implement this enhancement work was completed on 22 February 2018, which included installing additional palisade fencing in the St Albans Road and Bedford Street area.

I hope this response answers your concerns but if I can be of further assistance, or if you would like further clarification, please do not hesitate to contact me.

Yours faithfully



Martin Frobisher
Route Managing Director