



25 October 2019

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Ms Veronica Hamilton-Deeley
H M Senior Coroner Brighton and Hove
The Coroner's office
Woodvale
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Brighton BN2 3QB

Dear Ms Hamilton-Deeley,

THE LATE CARL RICHARD KLIMAYTYS

Thank you for your Regulation 28 report dated 7th August 2019 addressed to John Halsall, Regional Managing Director Southern Region, who has asked me to respond on his behalf and on behalf of Network Rail. I am the Support Services Director of the Southern Region, which includes Preston Park Station.

Your Regulation 28 report expresses a concern in relation to signage on the platform at Preston Park station to (1) warn customers of the existence of ground laid electric rails and (2) to keep customers away from the edge of the platform.

You identify that these concerns are matters for consideration by the train operator, namely, Govia Thameslink Railway Ltd (GTR) and a copy of your report is sent to Network Rail in its capacity as landlords for GTR who may need to seek Network Rail's permission to carry out works at the station.

Firstly, we confirm that GTR is the lessee and Station Facility Owner of a number of stations within its area of franchise, including the station at Preston Park.

In keeping with other stations identified within GTR's lease, the station at Preston Park is specified to be used for or in connection with the provision of the services for the carriage of passengers by railway provided by the Station Facility Owner pursuant to its Franchise Agreement with the Department for Transport. Part II of the Landlord and Tenant Act 1954 does not apply.

Under the terms of its lease, GTR has the responsibility for all signage at the station and does not require Network Rail's permission for it. GTR is required to keep such signage in good order, clear and clean, while in all other regards GTR is obligated to respond to industry standards and to be compliant with them.

By way of background it is perhaps appropriate to identify that the railway is made up of many



companies and organisations delivering different parts of the railway. Those parts need to collaborate to make the railway work and to ensure it is safe. This means there is no single organisation which leads. Instead, different aspects of leadership are provided or supported from different places with the aim of delivering a consistent and safe railway benefiting from wider railway knowledge.

One such part is the Rail Safety and Standards Board (RSSB) which is a membership-based rail industry body designed to help the railway become safer and more sustainable. Its work helps to reduce risk and cost for passengers, the workforce and the wider public. It enables and informs safety leadership, assesses whole system risk, provides tools, guidance, standards, analysis, and research, informs on progress against strategy, facilitates safety collaboration and advises on good safety management.

Your investigation received evidence that RSSB provides the industry standards including Railway Group Standards, Rail Industry Standards, Codes of Practice, Guidance Notes and National Safety Rules etc. drafted with the benefit of collaboration, safety research, risk assessment and inter-operational working.

RSSB has, by way of example, produced:

- Rail Industry Standard for Station Infrastructure RIS-7700-INS;
- Railway Group Standard GI/RT7033 relevant to Lineside Signs; and
- Rail Industry Standard RIS-7016-INS for the Interface between Station Platforms, Track, Trains and Buffer Stops.

There are many more standards which include the requirements for the specification and positioning of operational safety signs. In this regard GTR is expected to be compliant with all those standards and does not require Network Rail permission.

We care about making sure passengers and members of the public understand how to stay safe and we support a number of safety awareness programmes, including the *You vs Train* film about the dangers of the third rail.

A key part of our work in the community is education and we regularly attend schools and community events to promote safety on the railway. Educational resources have also been developed with teachers and pupils about electrification on the railway, level crossings and railway safety. A life-size indoor train station has even been built at Sutton Life Educational Centre to bring home safety messages to young people and is a part of our safety outreach programme for young people.

We note from the Record of Inquiry that the presence of alcohol is listed under the medical causes of death. The inherent dangers of the railway are of course exacerbated by excessive alcohol intake. Anything you, as one of Her Majesty's Senior Coroners, could do to draw attention to the significant risks associated with heavy drinking and impaired judgements and the significant risk of death on the railway – whether being struck by a train or by electrocution – would be very much appreciated. Network Rail regularly runs seasonal publicity campaigns warning the public of the risks of excessive alcohol intake and travelling on the railway.

Network Rail has expressed its deepest condolences to the family for their tragedy and we appreciate their unimaginable loss. Our thoughts remain with them.