
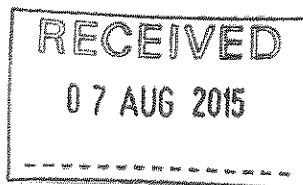


Lorna Tagliavini
Assistant Coroner for the
Inner South District Great London
HM Coroners Court
Tennis Street
London
SE1 1YD


Route Managing Director
Cottons Centre
Cottons Lane
London
SE1 2QG

31 July 2015



Dear Ms. Tagliavini,

**Inquest into the death of Matthew Lee Hoare
Regulation 28 Report to Prevent Future Deaths**

I write in response to your Regulation 28 Report dated 27 May 2015 concerning the Inquest into the death of Matthew Lee Hoare who sadly died on 25 June 2014. Please accept my apologies for the delay in responding and I am grateful for the extension kindly granted whilst we considered your concerns and liaised with London Overground Rail Operations Limited ("LOROL").

Network Rail Infrastructure Limited ("Network Rail") owns, operates and maintains the rail infrastructure including the track and signalling equipment across the UK. Clapham High Street Station ("the Station") is not operated by Network Rail but is managed by the operator of the majority of trains stopping at the station, LOROL. Although the station is not an asset under our management, but noting that the recommendations in your report concern access to the station and the tracks we have sought clarity from LOROL. LOROL has been able to assist with some information particularly in respect of changed practices at the Station, which we hope will assist in responding to your concerns.

There is CCTV at the station which is controlled by LOROL. LOROL have confirmed that this CCTV footage shows Mr. Hoare gained access to the track after the cessation of services on the night of 25 June 2014. Due to a previous fault with the roller shutters at the entrance to the station these were not in service and were left 'open', however, a metal frame with yellow tape stretched across its span had been placed in the entrance to obstruct entry to the station. This was by-passed by Mr.

Hoare, who parted the tape and entered the Station. Having gained entry to the station, Mr. Hoare then made his way to the platform and then the track.

Following the incident on 25 June 2014, the roller shutters at the entrance to the station were reinstated and are now locked during non-operational hours. LOROL have advised that they are working on a system allowing their stations to be opened remotely from the central control centre.

The station has had anti-trespass grids installed following the incident at the Denmark Hill end of the platforms; these are hard rubber panels which are placed on the floor, having a surface of sharp peaks that is almost impossible to walk upon. There is signage at the Wandsworth Road end of the station platform including;

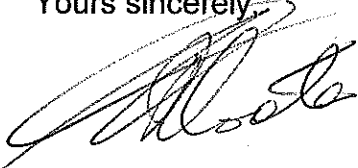
- a "high visibility vest required" sign (white on blue);
- an anti-trespass sign (red roundel) warning of the danger of moving trains; and
- a "Danger: High Voltage" sign (black on yellow) warning of the live third rail supply.

This signage is clean, in good condition and is prominently displayed in the centre of the walkway.

For our part, safety is a core value for Network Rail and we are continually striving to reduce fatalities on the railway through a number of initiatives an example of which is the installation of barriers to separate rail 'streams' where access is not needed to Network Rail infrastructure; an example of this can be seen at the Station where the SouthEastern railway infrastructure (which does not offer services from the Station) is fully fenced from the LOROL infrastructure.

I hope that this response provides you with adequate information but if you would like any further clarification, please do not hesitate to contact me.

Yours sincerely,



Route Managing Director, Network Operations