



Coroners Liaison Office  
British Transport Police  
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**Inquest into the late Ashley Mathews**

Sir,

With reference to your request for clarification of points made under the regulation 28 notice issued, I have the following to report. Approximately 2 weeks after the inquest I attended the scene of this fatality with [REDACTED] from Network Rail and British Transport Police liaison officer with Network Rail, [REDACTED]

As well as the areas mentioned by the family, a number of other potential access points were visited as part of a full review of the site safety. [REDACTED] has prepared a report of work already completed and work to be done.

With regards to points 1-6.

There has been an extension to the palisade fencing to prevent access by climbing around the side of the fencing to the over bridge that carries the disused line from which Ashley climbed down. (See the bottom middle photo on third page of report). The site is regularly subject to damage to fencing and [REDACTED] has assured me that there is constant inspection and repair as soon practicable when any holes in fencing are found.

The construction site for the adjacent distribution depot was well underway, it has been established that the security officer mentioned by the family was for this site and not associated in any way with Network Rail. No cable ties were found on Network rail fencing, visit, however there are some cable ties securing temporary fencing that sounds the construction site.

The two lower photographs on page 2 of the report show the area where the family placed their flowers. They fence they attached them to can now clearly be seen to be a new public footpath that passes very close to the over bridge which is shown at the top right hand side of the second photo.

Running along side this is a river and consideration has been given to placing palisade fencing on the other side of the river on Network Rail land. However, as can be seen in the top two photos on page 2 a ladder has been fixed at the time of construction which is there as a means of escape should a person find themselves trapped in the river during flooding. [REDACTED] from network rail is carrying out investigation to see if the placing of fencing on the riverside would interfere with this means of escape.

Point 7, although this is not a public area Network rail have already placed signs warning of the dangers of electrocution on the over bridge (See photo on final pages of the report).

Point 8. Network rail have never employed a security officer at the depot. It is currently used as a marshalling yard for trucks carrying low value railway ballast . I have discussed point 8 with [REDACTED] who will be speaking with Network Rail to see if a security officer would be cost effective. He has mentioned that the site where this fatality took place is not actually within the area of the marshalling yard but is on the access line that runs towards it.

Finally, the liaison officer for this case has spoken with the family about the points that they raised. He has supplied a statement of their conversation and in this he confirms that the family did not access the rail yard at any time. They have also clarified that the security guard found asleep was from a nearby haulage yard and was nothing to do with Network Rail.

I hope that I have answered the points raised, however if you need any further information I will be please to help.



*Paul Simmonds*

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