

Dear Sir,

LNER work collaboratively with Network Rail to reduce the number of trespass and fatality incidents along the LNER line of route, though in practical terms, LNER operate Durham Station under a long-term lease and are generally responsible for the day to day management of the Station. Platform end fencing and general boundary fencing in place to prevent unauthorised access to the track and other infrastructure is generally the responsibility of Network Rail.

In order to make suicide and trespass as difficult as possible, platform end gates and fencing is provided, and prioritised at locations deemed higher risk to prevent access to the line wherever possible. With specific regards to Durham, this is supported by signage promoting services offered by the Samaritans and the warning system that is in place at the Station. In addition, LNER have trained a significant number of staff in suicide risk who are given guidance and training in dealing with vulnerable people when they are seen on the rail network.

In respect of the platform end fencing, it should be noted that there is a requirement for maintaining adequate clearance between rail vehicle and adjacent structures. The amount of clearance between trackside infrastructure, such as fencing, and the rolling stock is determined in line with rail industry standards and can be affected by such as the track curvature, line speed, and those factors are used to determine the 'swept envelope' of the various types of rolling stock and the minimum clearance required, so in respect of the platform end fencing, it would not be considered safe nor feasible to have fencing that extended to the platform edge. The 'gap' between the fencing on the platform and the platform edge is however, additionally protected by anti-trespass underfoot mitigation which is consistent with that in place at other Stations on the UK rail network.

LNER have made contact with Network Rail with a view to arranging a joint site visit in order to seek assurance that the fencing meets the requirements of the rail industry standards.

I hope that helps to clarify Point 1 in Section 5, and will provide an update once the site meeting has been arranged with Network Rail, and if you require clarification from LNER in respect of the Station management or operations please don't hesitate to contact me.

Regards

[Redacted]

LNER

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