

## **IN THE BARNET CORONER'S COURT**

### **INQUEST TOUCHING THE DEATH OF ROBERT ENGLISH**

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#### **RSSB RESPONSE TO REGULATION 28: REPORT TO PREVENT FUTURE DEATHS**

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The Rail Safety and Standards Board ("RSSB") is an independent body for the mainline railway, established to manage industry standards across organisation and technical boundaries, which includes annual rail industry level safety performance reporting. RSSB produces standards on behalf of the mainline railway of Great Britain. The standards directorate within RSSB manages the delivery of these standards and supports collective rail industry decisions related to changes to standards.

The mainline railway of Great Britain is defined in the Railways and Other Guided Transport (Safety) Systems Regulations (2006) (as amended). London Underground-owned infrastructure, including the Northern Line, is not part of the mainline railway (it is a metro system) and so RSSB standards do not apply to London Underground.

The operating context of the mainline railway can be different to London Underground. The current regulation for mainline train headlamps is the Locomotives and Passenger National Technical Specification Notice, enforced by the Railways (Interoperability) Regulations 2011 (as amended).

The mainline rules for train drivers responding to reports of trespassers require a driver to proceed 'at caution'. This requires drivers to be able to stop within the distance that they can see to be clear. As the rule is the same irrespective of lighting conditions, this means in practice, drivers are likely to travel at a lower speed when proceeding at caution in darkness than in daylight. In darkness the above regulations mean that the headlamps are designed to illuminate the track when proceeding at caution. As trains principally drive to signals rather than on sight on national mainline infrastructure to which access is normally restricted (by fencing, for example), it is not reasonably practicable to provide continuous lineside illumination.

From safety reporting data for the mainline railway since 2015, there are no recorded instances of a trespasser being struck by a train when the train driver was instructed to run at caution.

For the reasons set out above, RSSB are not proposing to take any action.

Dated: 3 September 2025