

Recommendation(s) Status: Collision of a train with a demolished footbridge, Barrow upon Soar

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

Key to Recommendation Status

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following:

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>1 01/02/2008 18/2008</p> <p>Collision of a train with a demolished footbridge, Barrow upon Soar</p> <p>Status: Implemented</p>	<p>Network Rail should assess the risks to the safety of workers and the infrastructure which may arise from the transit and operation of road vehicles onto land near the running line, for the purpose of delivering materials. This should include consideration of:</p> <p>a. the alarm systems that Network Rail require to be fitted to tipper lorries delivering to their sites indicating when the body is raised (paragraph 100); and</p> <p>b. how road vehicles are to be controlled when operating on Network Rail land near the running line (paragraph 87).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 01/02/2008 18/2008</p> <p>Collision of a train with a demolished footbridge, Barrow upon Soar</p> <p>Status: Implemented</p>	<p>Network Rail should then revise and implement procedures to manage those risks including emphasising the appropriate means of protection of the line (paragraph 101).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 01/02/2008 18/2008</p> <p>Collision of a train with a demolished footbridge, Barrow upon Soar</p> <p>Status: Implemented</p>	<p>RSSB should consider the practicability of design elements on the bogie that limit the degree of deviation from the track following derailments and, where appropriate, proposals should be made to the relevant bodies to make changes to appropriate standards (paragraph 103).</p>	<p>RSSB has assessed the practicality of the design elements and concluded that the existing risk associated with train behaviour when derailed is as low as reasonably practicable and that no change to the standards should be recommended.</p> <p>ORR has noted the work that was undertaken by RSSB, and the subsequent endorsement of the conclusions of that work by the RSSC (Rolling Stock Standards Committee) to consider the potential impact of design elements. RSSB considered the current risk situation to be 'as low as is reasonably practicable' (ALARP), based upon the limited space available in which to mount any restraint and the likely strength of any such restraint to constrain the level of forces.</p> <p>It appears to the RAIB that the assessment carried out in response to this recommendation over-estimated the technical difficulty of implementing such a measure in future builds of rolling stock. The RAIB continues to feel that the inclusion of such measures in future rolling stock design standards has the potential to improve safety at a reasonable cost. However, RAIB accepts that this issue may well need to be discussed in the context of evolving European standards.</p>
<p>4 01/02/2008 18/2008</p> <p>Collision of a train with a demolished footbridge, Barrow upon Soar</p> <p>Status: Non-implementation</p>	<p>Network Rail should review the arrangements for ensuring that their staff and contractors understand the differences between the purposes of T2 and T12 protections and the applicability of each (paragraph 104).</p>	<p>ORR has reported that Network Rail has carried out a review in response to this recommendation. Network Rail propose no further action.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>