

Recommendation(s) Status: Collision between a train and a fallen bridge parapet at Froxfield, Wiltshire

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 eight 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.
Insufficient response:	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
Progressing:	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.
Closed - carry forward:	ORR intends to take no further action as it has been superseded by another recommendation.
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:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – 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.

White – The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

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Report Title	Collision between a train and a fallen bridge parapet at Froxfield, Wiltshire
Report Number	02/2016
Date of Incident	22/02/2015

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
02/2016/01	Progressing	None	<p>The intent of this recommendation is that members of the public have immediate access to the contact details for the railway in the event of an accident on an overline bridge that endangers the railway.</p> <p>Network Rail should develop and implement a programme for the timely installation of identification plates on all overline bridges with a carriageway for which it is responsible (unless the consequence of a parapet falling onto the tracks or a road vehicle incursion at a particular bridge are assessed as likely to be minor). Installation should be prioritised so that those bridges assessed as being at highest risk are fitted first. Network Rail should also modify its standards relating to the installation of identification plates accordingly (paragraph 103b).</p> <p>This recommendation may also apply to other infrastructure managers.</p>	<p>ORR has reported that infrastructure managers Network Rail, TfL and Nexus and the Heritage Railway Association are taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated.</p> <p>ORR will advise when the status of this recommendation changes.</p>
02/2016/02	Implemented	None	<p>The intent of this recommendation is that the RVI assessment process should include specific consideration of the risk of road vehicles on an overline bridge knocking a parapet onto the tracks below.</p> <p>The Department for Transport should include in its guidance for assessing the risk of road vehicle incursion (RVI), a method for specifically assessing the risk of road vehicles damaging a bridge parapet and knocking debris</p>	

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			onto the track below, so that proportionate mitigation can be considered by both railway and highway RVI assessors (paragraph 103c).	
02/2016/03	Implemented	None	<p>The intent of this recommendation is that Network Rail's RVI assessment procedures take into consideration the risk of a large vehicle on an overline bridge knocking over a parapet onto the tracks below.</p> <p>Network Rail should:</p> <p>a) include a requirement (aligned with any revised DfT guidance arising from recommendation 2) in its RVI assessment procedures for overline bridges, to specifically assess the risk of road vehicles damaging a bridge parapet and knocking over debris onto the track below so that proportionate mitigation (eg road signage) can be considered by its RVI assessors; and</p> <p>b) brief its RVI assessors accordingly (paragraph 103c).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
02/2016/04	Implemented	None	<p>The intent of this recommendation is that when trains are permitted to run following a collision, there is a mandated requirement to consider the circumstances of the collision carefully, and impose an appropriate speed restriction for the onward movement, especially when there are passengers on board.</p> <p>RSSB, in consultation with industry, should propose, and then promote, the introduction of an additional specific requirement in an appropriate Railway Group Standard, so that in the event a train is damaged in an incident (including striking objects on the track) and is to be moved (with or without fitter attention), the conditions of any such movement, including the maximum permissible speed, are subject to a full consideration of:</p>	<p>ORR has reported that RSSB has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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			<p>a) the circumstances of the incident (including the train speed and nature of any obstacle struck);</p> <p>b) the limitations of any on-site assessment of damage; and</p> <p>c) whether or not there are passengers on board (paragraph 104a).</p>	
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