

Recommendation Status Report



Report Title	Structural failure caused by scour at Lamington viaduct, South Lanarkshire
Report Number	22/2016
Date of Incident	31/12/2015

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
22/2016/01	Implemented	None	<p>The intent of this recommendation is to improve the management of scour risk and increase the quality of information available to staff responsible for making decisions about the safety of structures.</p> <p>Network Rail should review and improve the management of scour risk by Scotland Route. The review should encompass formal procedures, the way in which they are implemented and the competencies of staff. Any lessons learnt should be applied to other Routes where appropriate. The improved measures for the management of scour risk should provide for:</p> <p>a. Prompt holistic evaluations of all relevant existing information (including poor structure condition, shallow foundation depth, possible future changes in river bed level and scour assessments) whenever new information is received about a structure at risk of scour damage (paragraphs 172b and 173a.i), followed by timely:</p> <p>implementation of necessary remedial work; or</p> <p>effective risk assessment (including any necessary investigations) for any decision to defer or omit remedial work recommended by the examination regime or other specialists; and</p> <p>implementation of any temporary mitigation found necessary by these risk assessments.</p> <p>b. Circumstances where water level monitoring is not a reliable measure of risk from scour or water action (paragraph 173a.ii).</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>

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			<p>c. Circumstances where structure degradation, climate change and other factors mean that historic behaviour of a structure and the surrounding environment is not a good indicator of future behaviour (paragraph 174a).</p> <p>d. Enhanced measures for automatic monitoring of parameters such as water level, flow rate, bed level (ie direct measure of scour) and structure movement (paragraph 187).</p>	
22/2016/02	Implemented	None	<p>The intent of this recommendation is to enhance response arrangements for operations staff dealing with structures over or adjacent to water, which can suffer damage (including scour damage) that is not immediately apparent.</p> <p>Network Rail should review, and if necessary, enhance its processes for operations staff responding to defect reports (eg track faults) where these may relate to structures over, or adjacent to, water. The enhancements should provide responses which take account of the risk that the defect is a consequence of structural damage caused by water action (eg scour, impact from floating debris, debris blockage etc.). (paragraphs 172c and 173a.v).</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>
22/2016/03	Implemented	None	<p>The intent of this recommendation is to ensure that the latest version of all relevant documentation and processes are being used by control room staff. The documentation and other processes should be updated and checked periodically to ensure that they remain fit for purpose.</p> <p>Network Rail should review and improve the management and assurance systems for all control centre processes relating to the safety of railway infrastructure used by Scotland Route. The review should encompass both documented processes and the way they are implemented. It should include:</p> <p>procedures directly relevant to control room staff;</p> <p>inputs required from other parts of Network Rail;</p> <p>inputs required from external organisations; and</p> <p>arrangements for prompt updating and periodic verification of processes.</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>

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			Any lessons learnt should be applied to other Routes as necessary (paragraph 173a.iv and 173b).	
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