

Recommendation(s) Status: Partial collapse of a bridge onto open railway lines at Barrow upon Soar, Leicestershire

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

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
Insufficient response:	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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.

Recommendation Status Report



Report Title	Partial collapse of a bridge onto open railway lines at Barrow upon Soar, Leicestershire
Report Number	10/2017
Date of Incident	01/08/2016

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
10/2017/01	Closed - I	None	<p>The intent of this recommendation is that Network Rail’s asset management teams have sufficient competence and information to manage the potential risk to its structures from breaches of water and other relevant utilities (eg gas).</p> <p>Network Rail should:</p> <ul style="list-style-type: none"> a. identify in its structures database those structures that carry water (and other) utilities so that this information is readily available to its asset engineers, structures examination contractors, and minor works contractors (paragraphs 124c 124d and 125); b. provide training and guidance to its asset engineers and structures examination contractors so that they are able to identify the presence of water (and other) utilities in structures, recognise defects caused by leaks, are aware of the consequences of a major utility failure, and decide on appropriate actions to be taken (paragraphs 124c and 125); c. introduce a requirement in its procedures to notify the relevant utility company about any emerging problems which might affect the integrity of a structure, to enable early remedial action and prevention of further deterioration (paragraphs 124c); and 	<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. ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation.</p>

Recommendation Status Report



			d. rebrief its asset engineers and structures examination contractors on the importance of recording evidence of underground utilities and any changes since the previous examination, as required by current Network Rail company standards (paragraph 124c).	
10/2017/02	Closed - I	None	<p>The intent of this recommendation is that future intrusive investigations and repairs of bridge structures take into account the potential risks of significant structural damage or collapse arising from a breach of a buried utility.</p> <p>Network Rail should:</p> <p>a. review how it procures intrusive works to its structures carrying water (and other) utilities, and verify that the process provides for sufficient input by suitably qualified engineers to assess the risk to the structure from the proposed works;</p> <p>b. review its process for determining the appropriate level of competence for site supervision of the works; and</p> <p>c. address any deficiencies found</p> <p>(paragraphs 124a, 124b, 124d and 125).</p>	ORR has reported that NR 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.
10/2017/03	Closed - I	None	<p>The intent of this recommendation is that CML examines the way it approaches 'street works' on Network Rail structures to ensure that the risk of damaging water services are fully understood and its operatives are properly trained and equipped to control those risks.</p> <p>CML should undertake a review of its management processes for the planning and execution of works on structures that carry water (and</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.

Recommendation Status Report



			<p>other) services. This should include the training, competence and supervision of operatives that may be required to locate pipework. CML should then implement a programme to deliver the identified improvements and to monitor its effectiveness (paragraphs 124d and 125).</p>	
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