

# Recommendation Status Report



<b>Report Title</b>	Partial collapse of a wall onto open railway lines, Liverpool
<b>Report Number</b>	17/2017
<b>Date of Incident</b>	28/02/2017

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
17/2017/01	Implemented	None	<p>The intent of this recommendation is that Network Rail is aware of which of its walls have a potentially high safety consequence (eg derailment or significant damage to passing trains) in the event of failure, so that the scope and depth of examinations can be set appropriately to minimise risk to the railway.</p> <p>Network Rail should review its wall assets and identify those which have a potentially high safety consequence should they fail (eg train derailment, or large amounts of debris falling on to trains). These should be clearly identified in its database of assets (paragraph 91a).</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>
17/2017/02	Implemented	None	<p>The intent of this recommendation is that for those walls identified (from Recommendation 1) as having a potentially high safety consequence in the event of failure, Network Rail enhances its wall examination and assessment processes to mitigate the additional risk.</p> <p>Network Rail should review its structures examination and assessment procedures for its walls that have a high potential safety consequence in the event of failure (identified in response to Recommendation 1 above). This review should include:</p> <p>a) The level of detail in the information (including photographs) that is currently being collected in both detailed and visual examinations and the sufficiency of this information to allow subsequent examiners and reviewers to make thorough assessments on both condition and changes in loading;</p> <p>b) The need for additional checks to be done in examinations, including, but not limited to:</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>I detailed inspections from the tops of cuttings and the non-railway side of walls;</p> <p>I checks for relevant changes in adjacent land use; and</p> <p>I potential additional surcharge (eg using photographs and physical markers).</p> <p>c) The potential for greater use of open source data (eg Google images) and Network Rail's aerial images, to facilitate comparisons between examination reports, where changes in adjacent land use may have an adverse impact on a wall.</p> <p>d) Provision of information to examiners pertaining to railway boundaries, to enable them to monitor encroachments into Network Rail property.</p> <p>Network Rail should then take steps to implement the identified improvements to its wall examination and assessment procedures.</p>	
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