

Recommendation Status Report: Train striking debris at Yarnton near Hanborough, Oxfordshire

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

The status of the recommendation(s), as reported to us, are described by the following 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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

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

Blue – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

White – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



Report Title	Train striking debris at Yarnton near Hanborough, Oxfordshire
Report Number	01/2024
Date of Incident	10/02/2023

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
01/2024/01	Awaiting Response	None	<p>The intent of this recommendation is to ensure that effective standards and processes are in place which will reduce the likelihood of ineffective repair work being undertaken to masonry.</p> <p>Network Rail should review the relevant standards and procedures that deal with the specifying of repairs to fractured masonry to ensure that complex defects, such as bulging with fractures, are subject to appropriate review and further investigation to ensure that suitable repairs are undertaken. This review should specifically consider how the repair of masonry which is already in a poor condition is undertaken. Network Rail should develop a timebound programme to make any appropriate changes identified to standards and processes (paragraphs 115a.i, 115a.ii and 116).</p>	
01/2024/02	Awaiting Response	None	<p>The intent of this recommendation is to improve the quality of information available to staff responsible for making safety-critical decisions on the stability of structural defects.</p> <p>Network Rail should develop and implement improved methods for managing defects in masonry structures, such as wing walls, to gain a better understanding of the asset. This should include consideration of:</p> <p>a) Introducing a standardised and repeatable method for accurately measuring the shape of bulges in masonry walls that is suitable for use by structures examiners, where the routine examination regime is insufficient. This method should be available for use where bulges exist or the need for monitoring has been identified through the examination review process. This method should enable the likelihood of failure to be</p>	

Recommendation Status Report



			<p>assessed with greater confidence and should define the actions to be taken in specific circumstances, such as identifying the trigger for additional monitoring.</p> <p>b) Reviewing the guidance for structures examiners so that photographs of masonry fractures included in examination reports are taken from a location perpendicular to the surface and that bulges are photographed at an oblique angle and from both sides where it is practical and safe to do so. Network Rail should develop a timebound programme to make any appropriate changes identified to standards, guidance and processes (paragraphs 115b.i, 116).</p>	
01/2024/03	Awaiting Response	None	<p>The intent of this recommendation is to improve the risk scoring of structures defects and the interpretation of their significance.</p> <p>Network Rail should review the training and working practices associated with allocating risk scores and the examination report review process to ensure that defects affecting parts of structures which could present a direct risk to the railway in the event of collapse are given an appropriate defect risk matrix severity factor in accordance with Network Rail standard NR/L3/CIV/006, 'Structures, Tunnels and Operational Property Examinations', Part 1B, 'Undertake examinations'.</p> <p>This review should specifically consider if, when defects from different parts of a structure are aggregated into a single recommendation, the recommendation's risk score reflects the highest risk item.</p> <p>Network Rail should develop a timebound plan to make any appropriate changes identified to training, working practices and processes (paragraph 115b.ii).</p>	
01/2024/04	Awaiting Response	None	<p>The intent of this recommendation is to improve asset knowledge of wing walls which are not fully encompassed by existing processes to enable asset engineers to make better informed, consequence-based decisions.</p>	

Recommendation Status Report



			<p>Network Rail should review its bridge assets and establish if it has clearly identified those wing walls which may fail with a potentially high safety consequence. Network Rail should also consider the benefits of introducing a wing wall risk tool to assess load paths and consequences of failure to improve its knowledge of these assets (paragraph 116).</p>	
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