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8 April 2019



Mr Andrew Hall  
Deputy Chief Inspector of Rail Accidents  
Cullen House  
Berkshire Copse Rd  
Aldershot  
Hampshire GU11 2HP

Dear Andrew,

**RAIB Report: Passengers struck by a flying cable at Abergavenny (Y Fenni) station on 28 July 2017**

I write to report<sup>1</sup> on the consideration given and action taken in respect of the three recommendations addressed to ORR in the above report, published on 9 May 2018.

The annex to this letter provides details in respect of each recommendation. The status of recommendation 1 is '**implemented**' and the status of recommendations 2 & 3 is '**implementation on-going**'.

ORR will advise RAIB when further information is available regarding actions being taken to address these recommendations.

We will publish this response on the ORR website on 8 April 2019.

Yours sincerely,

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<sup>1</sup> In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

A handwritten signature in black ink, appearing to read 'Oliver Stewart', written in a cursive style.

Oliver Stewart

## Initial consideration by ORR

1. All 3 recommendations were addressed to ORR when the report was published on 9 May 2018.
2. After considering the recommendations ORR passed all 3 recommendations to Network Rail asking them to consider and where appropriate act upon them and advise ORR of its conclusions. The consideration given to each recommendation is included below.
3. We wrote RDG to bring recs 2 & 3 to their attention and to advise them to let their members know that Network Rail will be approaching them to discuss how to implement the recommendations.
4. This annex identifies the correspondence with end implementers on which ORR's decision has been based.

### Recommendation 1

*The intent of this recommendation is to reduce the risk of another accident happening at Abergavenny station due to electrical supply cables hanging down from the footbridge and being snagged by passing trains.*

Network Rail should continue to completion its work to replace the existing electrical containment that carries cables across the footbridge at Abergavenny station, and/or reroute cable(s), in order to reduce the risk of cables becoming unsupported and hanging down from the footbridge

### ORR decision

5. Network Rail are refurbishing the footbridge at Abergavenny station which will include secure containment of cables being carried over the railway. We are satisfied that the refurbishment will provide appropriate support for the cables and reduce the risk of a similar incident happening again. The work is expected to be completed by the end of April 2019 and open for public use by 4 May.
6. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:
  - taken the recommendation into consideration; and
  - has taken action to implement it

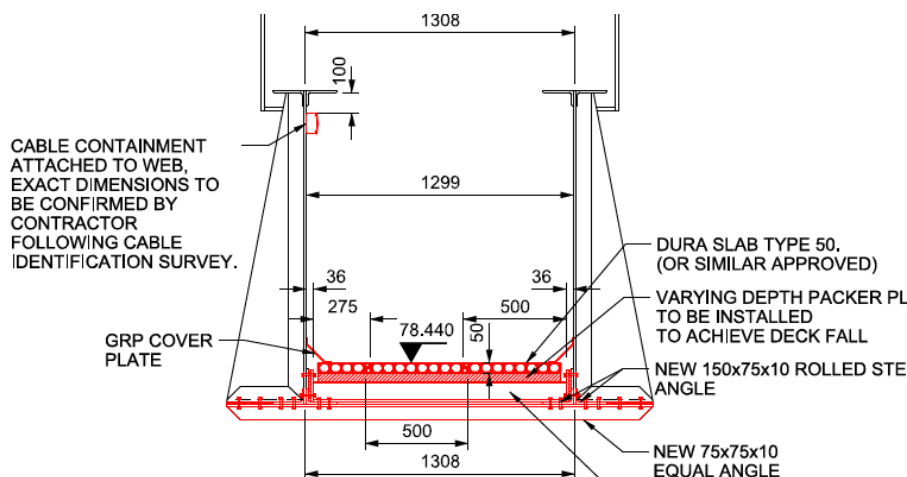
***Status: Implemented***

### Information in support of ORR decision

7. On 8 November 2018 provided the following initial response:

*An interim containment system has been implemented, clamped to the top chord of the parapet. A full refurbishment of the footbridge is currently being tendered, which*

will incorporate covered containment on the inside of the parapet, permanently removing the risk (proposal shown on image below).



*Timescale: 30 April 2019*

## Recommendation 2

*The intent of this recommendation is to reduce the risk from cables hanging down from overline structures around stations, snagging on passing trains and causing injury to the public and staff.*

Network Rail should, in consultation with station operators, document and publish controls for the management of cables that cross operational railway lines via overline structures at stations. These controls should cover installation, inspection and testing of the cables, and include details of:

- a. approved methods for supporting interior and exterior cables, taking into account environmental effects on fixings; and
- b. determining, based on risk, appropriate inspection and testing periodicities for cables and their fixings

## ORR decision

8. We are content with the proposed actions identified by Network Rail to improve cable management, but asked why the work is expected to take until March 2021. We questioned if it would be possible to bring the completion date forward, by delivering the requirements of the recommendation by a method other than a change to a standard.

9. In response, Network Rail stated that the revision of NR/SP/SIG/19812 will have significant scope and requires the involvement of five Professional Heads, hence the long timescale. However, Network Rail may be able to put in place a

variation to the standard which may potentially enable the recommendation to be closed more quickly.

10. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and
- is taking action to implement it by March 2021.

**Status: Implementation ongoing. ORR will advise RAIB when actions to address this recommendation have been completed.**

### Information in support of ORR decision

11. 8 November 2018 provided the following initial response:

*Network Rail will document and publish controls on the management of cables within the revision of Standard NR/SP/SIG/19812: Cross Track Cable Management.*

*Approved methods for installation, supporting interior and exterior cables, taking into account environmental effects on fixings*

1. *Network Rail will confirm this is included in the new Standard designs for Footbridges, which are currently being developed*
2. *We have reviewed the Standard: NR/SP/SIG/19812: Cross Track Cable Management and will commence with an initiative to enhance this to include over line cable management*
3. *We will add a new question to the Landlords Consent process which controls Consent of Train Operating Companies undertaking work at Stations.*

*Inspection and testing of the cables, and include details of: determining, based on risk, appropriate inspection and testing periodicities for cables and their fixings*

1. *We have considered this and concluded that we will not progress a risk based approach, instead will undertake Annual Visual and Detailed Inspections that will be governed by a revision of the Standard NR/L3/CIV/006 Handbook for the Examination of Structures*

*Timescale: March 2021*

### Recommendation 3

*The intent of this recommendation is to reduce the risk of cable inspections being missed due to lack of clarity about who is responsible for those inspections.*

Network Rail, in conjunction with station operators, should at every station:

- a. continue to completion its work to identify cables that cross above the operational railway at stations via overline structures and have the potential to droop and be snagged by a train; and
- b. ensure that the organisation responsible for the ongoing testing and inspection of those cables identified in part (a), and any installed in the future, is clearly and correctly documented.

### **ORR decision**

12. We are content with the work Network Rail is doing with station operators to reduce the risk of cable inspections being missed, but as with recommendation 2 questioned why the work is expected to take until March 2021. In addition, we asked Network Rail to explain how the review of cabling affixed to structures (Rafts, Services Bridges, Gantries) identified as part of the CEFA examinations regime is being managed and to also provide an update on the revision of Standard NR/L3/CIV/006 Handbook for the Examination of Structures.

13. In response Network Rail stated that the revision NR/L3/CIV/006 may now be published much sooner, which again could potentially facilitate an earlier closure of the recommendation.

14. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and
- is taking action to implement it by March 2021.

**Status: Implementation ongoing. ORR will advise RAIB when actions to address this recommendation have been completed.**

### **Information in support of ORR decision**

15. On 8 November 2018 provided the following initial response:

*Network Rail is currently working with station operators to continue its work to identify cables.*

*Currently (Oct 2018), 70% of station footbridges with cabling have been positively identified and where applicable cabling secured to mitigate the risk of future cables snagging. Works are still ongoing with identification of structures with cabling and remedial works to secure cables.*

*Rafts, Services Bridges, Gantries: review of cabling affixed to these structures will be identified as part of the CEFA examinations regime.*

*Network Rail will undertake Annual Visual and Detailed Inspections that will be governed by a revision of the Standard NR/L3/CIV/006 Handbook for the Examination of Structures. This includes current structures, as well as those installed in the future. Any defects will be highlighted to the cable owner through*

*the survey reporting and review process. This will be overseen by Building and  
Civils, NR.*