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22 February 2013

Carolyn Griffiths
Chief Inspector of Accidents
Cullen House
Berkshire Copse Road
Aldershot
Hampshire GU11 2HP

Dear Carolyn

Partial failure of Bridge 94, Bromsgrove stream

I write to report on the consideration and action taken in respect of the recommendations addressed to ORR in the above report published on 22 April 2012.

The annex to this letter provides details of the consideration and action taken and reports that action is being taken to implement recommendation 1 and recommendations 2 and 3 are in progress.

We do not intend to take further action in respect of recommendation 1 unless we become aware of an inaccuracy, in which case we will write to you again. We expect to update the RAIB on progress with recommendations 2 and 3 by 30 April 2013.

We will publish this response on the ORR website on 1 March 2013.

Yours sincerely

Chris O'Doherty



Initial consideration by ORR

1. All three recommendations were addressed to ORR when the report was published on 22 March 2012.
2. After considering the recommendations ORR passed all 3 recommendations 3 to Network Rail asking it to consider and where appropriate act upon them and advise ORR of its conclusions. The consideration given to each recommendation is included below.

Recommendation 1

The purpose of this recommendation is to promote the improvement of asset knowledge and to assist asset maintainers and railway staff in identifying the location of structures on site.

Network Rail should introduce a programme of marking the position of all track-supporting structures which are not apparent from the surface, so that their presence can be taken into account by those responsible for managing incidents, maintaining the railway, and designing and upgrading infrastructure.

Summary

3. Network Rail has provided short term and long term actions and a timetable for carrying out those actions. ORR accepts that the actions and the proposed timetable are commensurate with the degree of risk and mitigation that the actions will provide.

Steps taken or being taken to address the recommendation

4. In its response on 27 June 2012 Network Rail explained:

In the short term we propose:

- *Provide access and relevant training for CARRS database, which contains details of all structure assets – Dec 2012 (nominal £20K). This will enable maintenance staff to have visibility of structure assets prior to undertaking work e.g. installation of expansion switches as in the case of Bromsgrove.*

In the longer term:

- *the location of structures using GPS will be incorporated into the development of Civils Strategic Asset Management Solution (CSAMS) and its further integration with hand held devices (Cost included in CSAMS/ Offering Rail Better Information Systems (ORBIS) project)*

Develop programme of installation of markers of structure assets where there location cannot be readily ascertained at track level. (Cost of this work estimated to be circa £1m). This programme will extend over a three year period.

5. **Timescales:** development stage of the programme to be completed by December 2013. Start date for implementation phase will be January 2014 and the completion of the implementation phase will be December 2015

ORR decision

6. ORR in reviewing the information received from Network Rail has concluded that in accordance with the Railway (Accident Investigation and Reporting) Regulations 2005, it has:

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

ORR does not propose to take any further action in relation to this recommendation unless we become aware of an inaccuracy in what we have reported, in which case we will write to RAIB again.

Status – Network Rail is taking action to implement the recommendation

Recommendation 2

The purpose of this recommendation is to address the risk arising from visual examinations being incomplete as a result of access constraints.

Network Rail should review the ways in which it visually examines those structures which cannot be seen from a safe observation location and where access is constrained. This review should consider the ways in which effective examinations can be carried out, and where this cannot be achieved, alternative measures to manage the risk. Any necessary improvements to the examinations regime identified in the review should be implemented.

Summary

7. Network Rail provided a timescale for carrying out a review, as requested by the recommendation, however ORR was unsighted as to the outcomes of the review and any plans Network Rail may have to implement any improvements identified. ORR wrote to Network Rail asking for further information and received additional information on 31 January 2013. ORR is currently reviewing this additional information.

Steps taken or being taken to address the recommendation

8. In its response on 27 June 2012 Network Rail explained:

Network Rail will undertake a review of how visual examinations are undertaken where the structure cannot be observed from a safe location and where access is constrained.

Any necessary improvements to the examinations regime identified in the review will be captured and included in the 'to be' processes of CSAMS – Dec 2012. The review will be undertaken as part of the ongoing policy development work.

The cost implication of amendments to exam regime cannot be ascertained until completion of the review.

9. **Timescales:** The review will be undertaken as part on the ongoing policy development work between September 2012 and December 2012.

ORR decision

10. ORR in reviewing the information received from Network Rail has concluded that, in accordance with the Railway (Accident Investigation and Reporting) Regulations 2005, more information is required from Network Rail.

Status: In progress, ORR will update RAIB by 30 April 2013

Recommendation 3

The purpose of this recommendation is to enhance the information available to staff reviewing examination reports.

Network Rail should improve reference information available to those responsible for reviewing structures examination reports, to enhance the accuracy and effectiveness of the report review and evaluation processes.

Summary

11. Network Rail has provided short term and long term actions and a timetable for carrying out those actions. However the actions described are expected to assist in examinations but Network Rail has not addressed how it will improve the information available to those responsible for reviewing structures examinations report.

Steps taken or being taken to address the recommendation

12. In its response on 27 June 2012 Network Rail explained:

Network Rail will identify all necessary information required to assist with the examinations/evaluation process. This will form part of the Asset Data Improvement Programme and development of CSAMS.

As part of this recommendation, NR will undertake a project to confirm location of third party assets belonging to water utilities, which are located beneath the railway. Records will be updated and actions confirmed to ensure risks are being managed

Timescales: All necessary information required to assist with the examinations/evaluation process will be identified by the Asset Data Improvement programme. This programme will run until March 2014.

With reference to the second paragraph, NR does not currently have a full inventory of the locations of third party assets belonging to water utilities where they pass under the railway. In order to manage the risks associated with these assets, Network rail intend to identify their locations as part of the position marking to be carried out under recommendation 1. Water utility assets will be identified by December 2013 and the end date for location marking will be Dec 2015

ORR decision

13. ORR in reviewing the information received from Network Rail has concluded that in accordance with the Railway (Accident Investigation and Reporting) Regulations 2005, it has:

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

Status – In progress, ORR will update RAIB by 30 April 2013