

**Oliver Stewart**  
**RAIB Recommendation Handling Manager**



28 June 2022

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

Dear Andy,

**RAIB Report: Partial collapse of a bridge onto open railway lines at Barrow upon Soar, Leicestershire on 1 August 2016**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 6 June 2017.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 3 is **'Implemented'**.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 29 June 2022.

Yours sincerely,

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

Oliver Stewart

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

### Recommendation 3

*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.*

CML should undertake a review of its management processes for the planning and execution of works on structures that carry water (and 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

### ORR decision

1. In response to the recommendation CML has carried out a review, including route cause analysis, of its management processes for the planning and execution of work on structures that carry water and other services.
2. The review found that a number of those processes around planning and carrying out excavation work were not clearly defined and CML has taken action to make that information and more readily available.
3. The review also found that specific competencies around planning and risk assessment were not widely held across the CML workforce. CML has taken steps to improve the competence of its supervisors, including risk assessment and planning.
4. The third area where CML has made changes is to improve its planning processes, including structures examination and review of documents. CML has also taken steps to improve communication with other interested parties (such as utility companies) and identification of buried services.
5. In summary, CML has provided evidence of having done a thorough review of its processes for carrying out work on Network Rail infrastructure that carry water and other utilities. CML has made changes to how work is planned, staff training and communication with other relevant parties, based on the output of the review.
6. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, CML has:
  - taken the recommendation into consideration; and
  - has taken action to implement it

**Status: Implemented.**

**Previously reported to RAIB**

7. On 5 June 2018 ORR reported the following:

CML reviewed their processes for carrying out work on Network Rail infrastructure and identified a number of preventative actions. We have asked CML to provide us information regarding the findings from the review that informed the route cause analysis in the Corrective Action Request; information about where the review focused and why; and confirmation that the actions identified in the Corrective Action Request have been completed.

### Update

8. On 4 November 2021 CML provided the following update:

*In response to your e-mail dated 27 August 2021, I would like to confirm that the actions identified in relation to recommendation 3 in the Barrow upon Soar RAIB report submitted to the ORR by CML on 26 October 2017 have all been addressed. The updates are identified via the Red /Blue italics as to when these were addressed.*

*In addition to these actions and as part of our ongoing improvements we have developed further controls to ensure works are planned and recorded utilizing our digital planning system Insight 2, this system has been developed to ensure that all necessary checks are completed, recorded and then briefed to our delivery teams*



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CML should undertake a review of its management processes for the planning and execution of works on structures that carry water (and 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

### ORR decision

1. CML reviewed their processes for carrying out work on Network Rail infrastructure and identified a number of preventative actions. We have asked CML to provide us information regarding the findings from the review that informed the route cause analysis in the Corrective Action Request; information about where the review focused and why; and confirmation that the actions identified in the Corrective Action Request have been completed.
2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Construction Marine Ltd has:
  - taken the recommendation into consideration; and
  - is taking action to implement it, subject to the completion of actions

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

### Information in support of ORR decision

3. On 26 October 2017 Construction Marine Ltd provided an initial response containing the following summary:

*In summary they state 'Please find enclosed the Corrective Action Request / Action Plan to provide a framework for CML to learn and improve from the Recommendation raised by RAIB (See attachment).*

*In summary the Corrective Action Request is company procedure and used to record actions for improvement and / or correction, which provides:*

- *Corrective Action*
- *Preventive Action*
- *Responsibility*
- *Timescales*