

Oliver Stewart
RAIB Recommendation Handling Manager



5 June 2025

Mr Andy Lewis
Deputy Chief Inspector of Rail Accidents

Dear Andy,

RAIB Report: Partial failure of Bridge 94, Bromsgrove stream on 6 April 2011

I write to provide an update¹ on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 22 March 2012.

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 **'Closed'**.

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.

Yours sincerely,

Oliver Stewart

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

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.

ORR decision

1. Network Rail has sought to improve the reference information available to staff responsible for reviewing structures examination reports by introduction of the Network Enterprise Structures and Tunnels system (NEST), part of the Intelligent Infrastructure Programme.
2. NEST consolidates in one source information that was previously across multiple systems. This includes reference information of the type targeted by RAIB in this recommendation.
3. Modules covering examination and structural assessment are in use, with modules on Road Vehicle Incursion, evaluation and scour currently being built and tested. The system has been widely adopted in the Network Rail supply chain, with over 32 suppliers registered.
4. 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 close it.

Status: Closed.

Previously reported to RAIB

5. On 8 October 2013 ORR reported the following:

The additional information below was provided by Network Rail in February 2013 *Network Rail is proposing improvements to the existing examination report template (see Recommendation 2 paragraph 3) in order to assist those responsible for reviewing structure examination reports. The improvements currently being considered are*

- *All parts not examined to the required standard will be clearly identified on the front page of the report*
- *All parts not examined to the required standard will be added to the defect tracker, which becomes a 'risk register'. These parts are*

tracked as 'risk' to structures management until they are examined to the required standard and can be removed from the tracker

- *A name of part list will be included in the visual examination report. It will not summarise condition, as it does in the detailed examination report. It will identify which elements of the structure should be examined and which elements are non-examinable in a routine visual examination.*

Additionally, a new Civils Earthworks Structures Asset Management System (CESAMS) is in development as a replacement for CARRS. CESAMS will provide a single repository for all structures data thus improving collation of reference material.

On 4 September 2013 Network Rail confirmed that development processes for CESAMS are underway. Dependent on business readiness the aim is a go live date between 1 April 2014 and 30 June 2014

Update

6. Following a series of timescale extensions, on 18 March 2025 Network Rail provided the following closure statement:



[N237-10]

Bromsgrove Rec 3.docx

Previously reported to RAIB

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.

Previously reported

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

Update

2. The additional information below was provided by Network Rail in February 2013.

Network Rail is proposing improvements to the existing examination report template (see Recommendation 2 paragraph 3) in order to assist those responsible for reviewing structure examination reports. The improvements currently being considered are

- *All parts not examined to the required standard will be clearly identified on the front page of the report*
- *All parts not examined to the required standard will be added to the defect tracker, which becomes a 'risk register'. These parts are tracked as 'risk' to structures management until they are examined to the required standard and can be removed from the tracker*
- *A name of part list will be included in the visual examination report. It will not summarise condition, as it does in the detailed examination report. It will identify which elements of the structure should be examined and which elements are non-examinable in a routine visual examination.*

Additionally, a new Civils Earthworks Structures Asset Management System (CESAMS) is in development as a replacement for CARRS. CESAMS will provide a single repository for all structures data thus improving collation of reference material.

On 4 September 2013 Network Rail confirmed that development processes for CESAMS are underway. Dependent on business readiness the aim is a go live date between 1 April 2014 and 30 June 2014

ORR decision

3. 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 – *Implementation on-going*, completion date 30 June 2014.