

Oliver Stewart
RAIB Recommendation Handling Manager



6 August 2025

Mr Andy Lewis
Deputy Chief Inspector of Rail Accidents

Dear Andy,

RAIB Report: Train collision with material washed out from a cutting slope at Corby, Northamptonshire on 13 June 2019

I write to provide an update¹ on the action taken in respect of recommendation 2 addressed to ORR in the above report, published on 26 May 2020.

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 2 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 2

The intent of this recommendation is to manage the risk of washouts or landslips on railway infrastructure at specific locations that could endanger trains due to the flooding of adjacent land, following rainfall which falls below the threshold of Network Rail's adverse/extreme weather plans.

Network Rail should:

- a) compile a list of locations on or around its infrastructure where it is known that surface water flooding with the potential to affect railway safety occurs during normal levels of rainfall (that is, during rainfall events that are not classified by its weather management processes as adverse/extreme weather)
- b) review the adequacy of the flood management arrangements in place at the locations listed in (a)
- c) identify the organisations responsible for each of the assets that form part of a relevant flood management system or could affect flood related risk to the railway at the locations listed in (a)
- d) take steps to establish lines of communication with the organisations identified in (c) to set up joint studies to establish how the risk due to surface water flooding can be reduced at these locations

ORR decision

1. Each Network Rail region has compiled a list of locations known to be vulnerable to flooding with the potential to affect the safety of the railway. In addition, for each location, Network Rail has provided a risk assessment containing key information such as ELR, asset type, risk rating and mitigation measures. For areas where 3rd party communication is needed, Network Rail explained actions and next steps.

2. The information Network Rail has been provided, from the original closure statement as well as the additional requested documents, show that each region has made progress in managing the risk of washouts or landslips and have provided all relevant information outlined in the recommendation.

3. 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

4. On 24 May 2021 ORR reported the following:

Network Rail has provided an action plan for compiling a list of locations where surface water flooding with the potential to affect railway safety occurs during normal levels of rainfall, and to implement the requirements of the recommendation at those locations. The plan was submitted in September 2020, and we have asked Network Rail to report on progress as some of the milestone dates have now passed.

We note that different approaches are being taken by different routes, but believe the core purpose is delivered by each. We have also asked Network Rail how the Technical Authority will monitor progress by individual routes and to identify a single point of contact for the recommendation.

Update

5. On 11 June 2024 Network Rail provided the following closure statement:



[N227-13] Corby Rec
2 Closure Statement.c

6. On 21 March 2025 Network Rail provided the following closure details:



[N237-10] Corby Rec
2 (Eastern).pdf



2024-04-24 - Corby
Rec 2 (NWC) Closure



[N209-05] Corby Rec
2 Scotland.doc



[N209-05] Corby Rec
2 Scotland.xlsx



[N210-05] Corby Rec
2 Southern.pdf



[N210-05] Corby Rec
2 Southern Appendix



[N210-05] Corby Rec
2 Southern Appendix



[N233-17] Corby Rec
2 (W&W).pdf

7. On 29 April 2025 Network Rail provided the following additional information for the Eastern region:



2025-04-24
Drainage Maintenance



Appendix 1 - List of
Shared Drainage & G

8. On 9 June 2025 Network Rail provided more additional information for the Eastern region:



2025-05-30
Drainage Maintenance



2025-03-27
Drainage Maintenance



2025-01-23
Drainage Maintenance



2024-10-18
Drainage Maintenance



2024-11-28
Drainage Maintenance

Previously reported to RAIB

Recommendation 2

The intent of this recommendation is to manage the risk of washouts or landslips on railway infrastructure at specific locations that could endanger trains due to the flooding of adjacent land, following rainfall which falls below the threshold of Network Rail's adverse/extreme weather plans.

Network Rail should:

- a) compile a list of locations on or around its infrastructure where it is known that surface water flooding with the potential to affect railway safety occurs during normal levels of rainfall (that is, during rainfall events that are not classified by its weather management processes as adverse/extreme weather)
- b) review the adequacy of the flood management arrangements in place at the locations listed in (a)
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- d) take steps to establish lines of communication with the organisations identified in (c) to set up joint studies to establish how the risk due to surface water flooding can be reduced at these locations

ORR decision

1. Network Rail has provided an action plan for compiling a list of locations where surface water flooding with the potential to affect railway safety occurs during normal levels of rainfall, and to implement the requirements of the recommendation at those locations. The plan was submitted in September 2020, and we have asked Network Rail to report on progress as some of the milestone dates have now passed.

2. We note that different approaches are being taken by different routes, but believe the core purpose is delivered by each. We have also asked Network Rail how the Technical Authority will monitor progress by individual routes and to identify a single point of contact for the recommendation.

3. 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

Status: Progressing. ORR will advise RAIB when further information is available regarding actions being taken to address this recommendation.

Information in support of ORR decision

4. On 17 September 2020 Network Rail provided the following initial response:

Please find attached a copy of the Network Rail response to recommendation 2 of RAIB Report – Train collision with material washed out from a cutting slope at Corby, Northamptonshire 13 June 2019.

For information the national tracker is being held by the Professional Head of Asset Protection, Drainage & Off-Track which will be updated with site information and action close out. The recommendation and plan will be reviewed at regular meetings with the regions, with Technical Authority Engineers being responsible for recording and chasing updated.



Corby Rec 2
National Action Plan