



I Bowie

By email: request-1408861-3821f26b@whatdotheyknow.com

Network Rail
Freedom of Information
The Quadrant
Elder Gate
Milton Keynes
MK9 1EN

27 March 2026

Dear I Bowie

Reference number: FOI202600392

Thank you for your email of 26 February 2026 in which you requested the following information:

I am writing to request information under the Freedom of Information Act 2000 regarding vehicle collisions ("bridge strikes") involving railway infrastructure in the Temple Ewell and Kearsney area of Kent.

Please provide the following information for the period from 1 January 2018 to the present date, broken down by calendar or financial year, for the following specific bridge locations:

Kearsney Railway Bridge. (Alkham Valley Road) please provide:

1. Incident Frequency: The total number of recorded bridge strikes (vehicle-to-bridge collisions).

2. Disruption Duration: The total duration of rail service disruption resulting from these strikes (recorded in minutes or hours).

3. Financial Cost: The total estimated cost incurred by Network Rail per year for each bridge, including:

- o Structural inspections and emergency call-out fees.
- o Physical repair costs.
- o Schedule 8 compensation payments made to Train Operating Companies (TOCs) due to delays or cancellations.

4. Safety Assessments: Any recorded technical recommendations or risk assessments made by Network Rail engineers following strikes at these locations regarding the suitability of the current road signage or physical protection measures.

I have processed your request under the terms of the Freedom of Information Act 2000 (FOIA) and can confirm that we hold this information.

The number of vehicle to bridge collisions

There have been 27 bridge strikes since 2018, however, not all of these collisions have resulted in delays.

Service disruptions caused by bridge strikes

Please find below a table which catalogues every strike that caused a delay and details the resultant delay minutes set out as cumulative yearly totals:

Year	Incident Count	Minutes
2017/18	2	66
2018/19	2	158
2019/20	0	0
2020/21	2	4
2021/22	1	32
2022/23	3	226
2023/24	1	232
2024/25	2	305
2025/26	4	524

Regarding part three of your request, we are unable to break the cost figures down into the categories you have requested, however, the figures provided represent the costs associated with bridge strike related defects for FDM/130 since 2018. Please find this information contained in the table below.

The financial costs of the strikes

01/02/2021	£4,264.08
19/03/2021	£11,568.74
17/05/2022	£6,764.68

These costs don't include schedule 8 payments made to the TOCs in relation to the bridge strikes as we are unable to directly identify the costs attributed to the structure. I will explain below.

Schedule 8 payments are payments made to TOCs (or TOCs make to us) for delays incurred across the network over an entire 28- day period; and these payments are made

on a monthly basis. To put simply, Schedule 8 payments are calculated by taking into account all incidents causing a delay over that specific period.

We are unable to extract individual incidents from the wider schedule 8 payments as they are not calculated on an individual basis. For example, we cannot identify the total sum of payments made on delays caused by the bridge strikes that affected structure FDM/310 in 2019, however, we do have the overall Schedule 8 payments made in 2019 across the network.

You can access more information about Schedule 8 payments using the link below.

[Payments for disruption on the railway - Network Rail](#)

Safety Assessments

To answer the fourth part of your request, please find below extracts from the National Bridge Strike Initiative conducted in 2016. This is the most recent assessment undertaken and will give you insight into the recommendations made by colleagues and the overall assessments on signage.

FDM 310.doc

25/11/2016

Recommendation for an amendment to the SBSI Bridge Strike Appendix Schedule**ELR:** FDM**Mileage:** 075m 13.95ch**Bridge No:** 310**Grid Reference:** TR 2901 4391**Bridge name:** Kearsney Road**Between Stations:****General Information**

This structure is an underbridge carrying two tracks over a double lane road on the FDM in the Kent region.

Construction

The structure is made up of 2no "C" type parapet girders, 4no trough main girders, plate decking, cross bracings, steel parapet screens, brick abutments, wing walls, pilasters and buttresses with bridge strike monitoring equipment.

The bridge is a metallic structure and both tracks are centred on the bridge with an equal width of cess on each side.

Bridge Protection and Signage

The bridge has adequate signage in-situ; Black and yellow painted chevrons, "Low Bridge" sign and advance warning signs are all installed. Additionally, a height restriction warning sign has been installed on the bridge structure itself.

Road and Traffic

The road traffic seems to be varied from examination of previous reports. It would appear that all strikes have been caused by lorries striking the bridge or a lorry or double decker bus getting stuck under the bridge. On one occasion, a highway lorry with a crane on the back got stuck under the bridge. From visual examination, it can be seen that the bridge is located on a straight stretch on road. Therefore, there should be no issue with spotting the structure.

Condition of Structure

Upside: The condition of the upside of the structure is fair. Usual wear, tear and weathering are apparent. The bridge is in surprisingly good visual condition considering its 45 previous strikes.

Downside: The downside of the structure is in similar condition. No major aesthetic or structural damage. It looks like it has been painted fairly recently and is well maintained.

Soffit: The soffit of the bridge has a large amount of scraping and scuffing. This has been caused by the many strikes on the structure. No elements have been bent and this is simply cosmetic damage.

FDM 310.doc

25/11/2016

Headroom

There are no headroom reports available on Carrs. This is therefore something that should be recommended.

Previous Bridge Strikes

45

Yearly Breakdown:

Year	Number of Strikes
2007	4
2008	11
2009	21
2010	2
2011	1
2012	1
2013	5

The above bridge strikes are consistent with the damage seen on the structure.

Recommendation

I recommend that the bridge stays classified as a **RED** bridge until and collision protection beam is installed. Once this has been installed, it can be reduced to an **AMBER** bridge.

Additionally, a headroom survey should be undertaken and a report formulated from this. Also, a full NBSI report should be carried out and added to the system.

Another idea would be to install advance warning signs further back in the carriageway. This would help to give earlier warning to drivers using the road.

If you have any enquiries about this response, please contact me in the first instance at FOI@networkrail.co.uk. Details of your appeal rights are below.

Please remember to quote the reference number at the top of this letter in all future communications.

Yours sincerely

Kawsar Serar
Information Officer

You are encouraged to use and re-use the information made available in this response freely and flexibly, with only a few conditions. These are set out in the [Open Government Licence](#) for public sector information. For further information please visit our [website](#).

Appeal rights

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Compliance and Appeals team at Network Rail, Freedom of Information, The Quadrant, Elder Gate, Milton Keynes, MK9 1EN, or by email at ComplianceandAppealsFOI@networkrail.co.uk. Your request must be submitted within 40 working days of receipt of this letter.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".