

# Recommendation Status Report



<b>Report Title</b>	Overspeed at Fletton Junction, Peterborough
<b>Report Number</b>	14/2016
<b>Date of Incident</b>	11/09/2015

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
14/2016/01	Implemented	None	<p>The intent of this recommendation is to build on management processes and techniques already available to drivers and their managers, so as to provide the appropriate support when needed to mitigate safety risks caused by adverse influences from a driver's personal circumstances.</p> <p>Virgin Trains East Coast should introduce an enhanced process to encourage increased partnership between its drivers and their managers. This process should include:</p> <ul style="list-style-type: none"> <li>encouraging drivers and their managers to have timely, open, and honest discussions about drivers' personal circumstances, and the operational risks arising from personal problems;</li> <li>recognising that staff suffering from stress may not be the most appropriate people to judge the possible effects of this stress;</li> <li>providing drivers with access to, and encouraging them to apply, appropriate advice about the management of fatigue, including the importance of appropriate eating as well as sleeping;</li> <li>evaluating and disseminating the advantages and limitations of non- technical skills training, particularly whether non-technical skills are the appropriate means to address risks due to distraction from personal problems; and</li> <li>identifying the additional or alternative support which should be provided to drivers if non-technical skills training does not adequately mitigate the risks associated with their personal circumstances.</li> </ul>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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			(paragraphs 119a and 120a)  This recommendation may also apply to other train operators	
14/2016/02	Implemented	None	<p>The intent of this recommendation is to identify locations (such as Fletton Junction) where there is a greater than usual risk that a driver may be unaware of a speed restriction. This is one of the circumstances in which the effectiveness of mitigation provided by infrastructure and signalling equipment should be considered (learning point 4).</p> <p>Virgin Trains East Coast, working with Network Rail, should review and implement any necessary improvements to its processes for:</p> <ul style="list-style-type: none"> <li>reviewing Virgin Trains East Coast routes to identify locations where a driver may be at greater than usual risk of being unaware of a speed restriction;</li> <li>identifying appropriate and effective mitigation measures at these locations;</li> <li>implementing these mitigation measures when they are within Virgin Trains East Coast's control; and</li> <li>confirming that Network Rail is aware of these mitigation measures when they are within its control.</li> </ul> <p>(paragraphs 120c, and 121b)</p> <p>This recommendation may also apply to other train operators</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
14/2016/03	Implemented	None	<p>The intent of this recommendation is to capture, and make available at an appropriate time, information about risk mitigation measures which should be considered at line speed restrictions.</p> <p>Network Rail should introduce a process to capture and retain the output from recommendation 2 relating to its infrastructure, so that:</p> <ul style="list-style-type: none"> <li>any reasonably practicable short-term risk reduction measures are taken; and</li> </ul>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the</p>

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			<p>appropriate information about risk reduction measures is available for consideration when future infrastructure changes are being considered and developed.</p> <p>(paragraph 120c, and 121b)</p>	<p>information provided becomes inaccurate.</p>
14/2016/04	Implemented	None	<p>The intent of this recommendation is to identify, and ensure replacement of non-compliant operational signage. It may be possible to include this within an existing inspection activity.</p> <p>Network Rail should develop and then implement a process to check whether operational signs (eg signs associated with speed restrictions) are provided in accordance with relevant documentation (eg signalling plans); and record, and then correct, any non-compliances that are identified.</p> <p>(paragraph 120b)</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
14/2016/05	Implemented	None	<p>The intent of this recommendation is for investigations to gain a deeper understanding of events caused by people who become distracted.</p> <p>Virgin Trains East Coast should review and develop its existing arrangements for incident investigation so that information about possible causes of loss of attention/distraction (eg, from personal problems) is properly considered as a possible cause of the incident (paragraph 120a).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>