

Recommendation Status Report: Trains overspeeding between Laurencekirk and Portlethen, Aberdeenshire

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of the recommendation(s), as reported to us, are described by the following categories:

Key to Recommendation Status

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
Insufficient response:	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

Red – RAIB has concerns that no actions have been taken in response to a recommendation.

Blue – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

White – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



Report Title	Trains overspeeding between Laurencekirk and Portlethen, Aberdeenshire
Report Number	08/2021
Date of Incident	04/12/2020

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
08/2021/01	Closed - I	None	<p>The intent of this recommendation is to provide a complete and easily understood template to advise drivers and signallers of emergency speed restrictions. The basis of such a document is currently included within NR/L3/OPS/045/3.19 issue 2.</p> <p>Network Rail should review and improve the content and layout of the example Emergency and Blanket Emergency Speed Restriction form. This should include consideration of:</p> <ul style="list-style-type: none"> • identification of key information for drivers, other information which should be included and existing content which is unnecessary; • applying human factors best practice relating to the effective communication of critical information displayed in late notice cases; and • including a simple diagrammatic representation of the restriction to aid comprehension and make it easier to remember. 	<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>
08/2021/02	Open	None	<p>The intent of this recommendation is to develop reliable and easily understood methods of implementing blanket emergency speed restrictions (precautionary speed restrictions that are imposed over a wide area without the installation of speed restriction warning signs). Implementation of this recommendation may be assisted by work currently being undertaken by RSSB and TARG in response to RAIB recommendations relating to the Sandy South Junction investigation.</p> <p>RSSB, in consultation with RDG and Network Rail, should review the methods of implementing blanket emergency speed restrictions. This review should include consideration of how safety critical information can be more reliably disseminated to train drivers, how they can best be helped to remember this information when needed and future</p>	<p>ORR has reported that (Dutyholder name) has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise RAIB when actions to address this recommendation have been completed.</p>

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		<p>alternatives to reliance on the driver’s memory. Its scope should include:</p> <ul style="list-style-type: none">● a critical evaluation of all methods that are currently used to disseminate safety critical information to train drivers;● human factors best practice relating to the effective communication of critical information;● the capability of existing railway technology (such as GSM-R radio) as an aid to notifying or reminding drivers of blanket emergency speed restrictions systems, and the potential of future technological developments; and● the longer-term potential of modern digital train control systems, such as the European Train Control System, to provide a reliable means of slowing down trains on a section of route when required. <p>The findings of this review, and the solutions identified, should then be communicated to train operators and infrastructure managers in the form of published guidance and recommendations for changes to standards and/or technological systems.</p>	
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