

**Oliver Stewart**  
**RAIB Recommendation Handling Manager**



28 March 2024

Mr Andy Lewis  
Deputy Chief Inspector of Rail Accidents

Dear Andy,

**RAIB Report: Overspeeding trains between Laurencekirk and Portlethen on 4 December 2020**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 15 November 2021.

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 1 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

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

## Recommendation 1

*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.*

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:

- 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.

## ORR decision

1. Following a review, Network Rail has issued a revised template form for notifying drivers and signallers of Emergency Speed Restrictions (ESR) and Blanket Speed Restrictions (BSR). We consider the new form to be an improvement on the one it replaces, showing much more clearly the start and end points of the restriction, using diagrams and photographs, rather than mile and chain references. The form has also been simplified, removing information considered unnecessary.

2. 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

3. On 21 October 2022 ORR reported the following:

Network Rail has worked with relevant stakeholders through the Train Accident Risk Group (TARG) to revise the form for notifying train drivers of blanket emergency speed restrictions (F3.19A Notice to Train Crews -Emergency Restriction of speed). We have asked Network Rail to confirm if the form is now in use and what briefing has been done as part of any roll out.

Network Rail has confirmed National Operating Procedure 3.19 is being finalised and roll out to stakeholders is expected to start on 15 December 2022, with the new form expected to be in use from this point.

## Update

4. On 28 November 2023 Network Rail provided the following closure statement and supporting documents:



[N220-12]

Laurencekirk Rec 1.doc



[N220-12]

Laurencekirk Rec 1 N



[N220-12]

Laurencekirk Rec 1 N



[N220-12]

Laurencekirk Rec 1 N



[N220-12]

Laurencekirk Rec 1 N

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### ORR decision

1. Network Rail has worked with relevant stakeholders through the Train Accident Risk Group (TARG) to revise the form for notifying train drivers of blanket emergency speed restrictions (F3.19A Notice to Train Crews -Emergency Restriction of speed). We have asked Network Rail to confirm if the form is now in use and what briefing has been done as part of any roll out.

2. Network Rail has confirmed National Operating Procedure 3.19 is being finalised and roll out to stakeholders is expected to start on 15 December 2022, with the new form expected to be in use from this point.

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 31 January 2022 Network Rail provided the following action plan:

#### Action Plan

Please provide milestones with dates

1. Review National Operating Procedure 3.19 Speed Restrictions in relation to the improvisation of Blanket Emergency Speed restrictions (BESR) and the associated forms F3.19A Notice to Train Crews -Emergency Restriction of speed.

*Intent. To provide a new revised complete and easily understood template notice to be completed by NR Route controls to advise drivers of emergency speed restrictions.*

**Target Completion 30 June 2022**

2. National Operations Team to engage with national contacts at ASLEF, RDG & RSSB Overspeed Management T&F Group.

*Intent. To engage with Key Stakeholders to ensure that the proposed draft form F3.19A is fit for purpose to give improved display visibility to end users and include simple diagrammatic representation of the speed restriction / location to aid comprehension and make the BESR detail easier to remember by the driver.*

**Target Completion 30 April 2022**

3. National Operation's Team to engage with RSSB/RDG/RAIB Human Factors

*Intent. To ensure that the new template form conforms to human factors best practice relating to the effective communication of safety critical information.*

**Target Completion 30 April 2022**

4. National Operation's Team to engage with RSSB/RDG & Network Rail Regions to brief the changes to the form and NOP 3.19.

*Intent. To ensure that the new template form and NOP are consistently implemented across industry to provide the vital information to a Driver in a more user friendly format.*

**Target Completion 30 September 2022**

#### Evidence required to support closure of recommendation

New national Operating Procedure 3.19  
 New BESR From F3.19A Notice to Train Crews -Emergency Restriction of speed  
 Industry briefing material