

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



29 November 2024

Mr Andy Lewis  
Deputy Chief Inspector of Rail Accidents

Dear Andy,

**RAIB Report: Track worker near miss incidents at Camden Junction South, London on 28 February 2017**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 2 addressed to ORR in the above report, published on 27 November 2017.

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

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<sup>1</sup> 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 reduce the risk of confusion arising from the layout and format of the Weekly Operating Notice.*

Network Rail should investigate ways to improve the layout and format of the Weekly Operating Notice with a view to optimising readability and compatibility of the information for its users. This work should specifically consider the greater use of diagrams to represent information where appropriate.

### ORR decision

1. In 2018 Network Rail rejected the recommendation due to the technical difficulty of changing the Weekly Operating Notice (WON). ORR kept the recommendation open on the basis new technology may provide an opportunity to display maps and diagrams in a more flexible format.

2. Whilst RAIB is correct to point out that there are better ways of presenting information to signallers, they (as well as PICOPs) have ready access to line diagrams. ORR enforcement on this topic would therefore be problematic as signaller and PICOPs have access to alternative sources of information other than the WON. As the owner of the document, Network Rail are best able to judge the feasibility of making changes to the WON.

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 26 November 2018 ORR reported the following:

Network Rail have taken the recommendation into consideration and have concluded that their existing process for providing supplementary information in addition to the WON is satisfactory. We will ask Network Rail to clarify when new systems are in place that can present the information contained in the Weekly Operating Notice such that the recommendation can be considered implemented.

### Update

5. On 18 June 2024 confirmed that currently no further work was planned on changing the format of the WON:

*We do not have any firm plans to do anything in this space, these are industry documents covered within the RIS.*

*The key work we are still progressing is defining and publishing our network capability.*

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### Recommendation 2

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### ORR decision

1. Network Rail have taken the recommendation into consideration and have concluded that their existing process for providing supplementary information in addition to the WON is satisfactory. We will ask Network Rail to clarify when new systems are in place that can present the information contained in the Weekly Operating Notice such that the recommendation can be considered implemented.
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

**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

3. On 25 July 2018 Network Rail provided the following initial response and a closure statement:

*The current planning standards for possessions (NR/L2/OPS/202 and NR/L2/OPS/303) cover the requirement to adequately plan and to produce plans/diagrams for the PICOP briefing pack. The pack must contain a possession diagram with the safe work pack containing the relevant signalling and track diagrams. Where it is deemed necessary this supplementary information can be provided to the Signaller as a diagrammatical representation of the possession. The standards and processes currently allow for this to take place.*

*The WON is an A5 document and is not suitable for the publication of diagrams. There would be a loss of detail which could add confusion to the Signaller and would not contain any updates made after the WON was published.*

*The key element is how safety critical communications are structured and broken down into bite sized chunks. The ability to do this is covered within the non-technical skills element of ongoing signaller competence and the safety critical communications training material. The focus should be around reaching a clear understanding when a possession is taken rather than the format in which the possession is published.*

*It is agreed that the correct information needs to be provided to the Signaller and in the majority of cases the information in the WON is appropriate. There is also a mechanism for signalling diagrams to be provided as part of the possession pack and safe work pack which could be supplied to the Signaller if deemed necessary during the planning process.*

*Currently there are a number of diagrams being used for possessions to cover the electrical system, signalling system, track system with additional diagrams in the Sectional Appendix and 5 mile line diagrams. What we need as part of the RINF work to redesign the way we advertise our infrastructure is a link to the planning tools. Although not covered by the recommendation it would be sensible for this to be looked at by the System Operator.*

*To conclude, the information and diagrams are available and could be provided as supplementary information now. The communications and structure of conversations is critical to reaching a clear understanding. This response meets the intent of the recommendation by confirming the status of the WON as a mechanism to publish arrangements and that the critical element is to confirm arrangements on the night with supplementary information provided.*

4. On 21 November 2018, Network Rail provided the following update:

*Network Rail has investigated whether the Weekly Operating Notice should be updated and changed with a new layout. The review included whether the use of diagrams in the WON would be appropriate to represent the information more accurately.*

*Network Rail found that the current planning standards for possessions (NRIL2/OPS/202 and NRIL2/OPS/303) cover the requirement to adequately plan and to produce plans/diagrams for the PICOP briefing pack. The pack must contain a possession diagram with the safe work pack containing the relevant signalling and track diagrams. Where it is deemed necessary this supplementary information can be provided to the Signaller as a diagrammatical representation of the possession. The standards and processes currently allow for this to take place. The availability of this information has been briefed to the Route Head of Operations Delivery and Operations Managers to allow them to request the diagrams where necessary during the planning stage.*

*The WON is an A5 document and is not suitable for the publication of diagrams. There would be a loss of detail which could add confusion to the Signaller and would not contain any updates made after the WON was published.*

*The key element is how safety critical communications are structured and broken down into bite sized chunks. The ability to do this is covered within the non-technical skills element of ongoing signaller competence and the safety critical communications training material. The focus should be around reaching a clear understanding when a possession is taken rather than the format in which the possession is published.*

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*Currently there are a number of diagrams being used for possessions to cover the electrical system, signalling system, track system with additional diagrams in the Sectional Appendix and 5 mile line diagrams. What we need as part of the RINF work is to redesign the way we advertise our Network Capability with a link to the planning tools. Although not covered by the recommendation, the work is being looked at by the System Operator as part of the Network Capability Steering Group.*

*To conclude, the information and diagrams are available and could be provided as supplementary information now. The communications and structure of conversations is critical to reaching a clear understanding. This response meets the intent of the recommendation by confirming the status of the WON as a mechanism to publish arrangements and that the critical element is to confirm arrangements on the night with supplementary information provided. As such Network Rail reject the recommendation.*