

## Recommendation(s) Status: Collision at Badminton

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

The status of implementation of the recommendations, as reported to us, has been divided into six categories:


### Key to Recommendation Status

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following.

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
1      31/10/2006      30/2007 Collision at Badminton Status: Implemented	RSSB should make a proposal, in accordance with the Railway Group Standards Code, to amend Module T3 of the Rule Book to require work sites to be kept as short as possible (paragraph 105).	RSSB has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.
2      31/10/2006      30/2007 Collision at Badminton Status: Implemented	First Engineering should review their driver monitoring and assessment system to ensure that incidents of overspeeding are, so far as is reasonably practicable, detected and effectively dealt with (paragraph 95).	First Engineering has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.
3      31/10/2006      30/2007 Collision at Badminton Status: Non-implementation 	RSSB should make a proposal, in accordance with the Railway Group Standards Code, to amend Module T11 of the Rule Book to require that on-track machines are operated in tandem/multiple within possessions and work sites where it is practicable to do so (paragraph 71).	This recommendation was initially rejected by RSSB who suggested that the recommendation was addressed to OTM and RRV operators. Subsequently ORR wrote to Network Rail asking them to consider the requirement for tandem/multiple operations where practicable to do so. Network Rail have since rejected the recommendation on the basis that it creates other risks. The RAIB notes Network Rails position but continues to be concerned about managing the risk of collision in long work sites. This concern was reinforced following the collision at Arley in August 2012. Subsequently the RAIB has made further recommendations about control of machines in long work sites. \$r
4      31/10/2006      30/2007 Collision at Badminton Status: Implemented	Operators and suppliers of on-track machines should assess the hazards to staff working in them from contact with sharp edges and corners, and take appropriate action to reduce the risk of injury (paragraph 111).	Operators and suppliers of on-track machines have reported that they have taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.