

Recommendation(s) Status: Tram, Pedestrian Collision at Staniforth Road, Sheffield




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

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	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.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
Awaiting response:	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)
<p>1 27/10/2005 01/2006</p> <p>Tram, Pedestrian Collision at Staniforth Road, Sheffield</p> <p>Status: Implemented</p>	<p>Stagecoach Supertram should either replace the fence with a design that provides the tram driver with better visibility of pedestrians as they approach the crossing, introduce compulsory audible warnings and/or take other appropriate measures so as to reduce the likelihood of such an event reoccurring. Until this has been done, the interim use of compulsory audible warnings should be maintained.</p>	<p>Stagecoach Supertram 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.</p>
<p>2 27/10/2005 01/2006</p> <p>Tram, Pedestrian Collision at Staniforth Road, Sheffield</p> <p>Status: Implemented</p>	<p>Stagecoach Supertram should examine the risks generated by other crossings where the tram driver's view of the pedestrian's final approach is restricted and improve the driver's sightlines, introduce compulsory audible warnings and/or take other appropriate measures to reduce the likelihood of such an event reoccurring.</p>	<p>Stagecoach Supertram 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.</p>
<p>3 27/10/2005 01/2006</p> <p>Tram, Pedestrian Collision at Staniforth Road, Sheffield</p> <p>Status: Implemented</p>	<p>HMRI should amend Railway Safety Principles and Guidance Part 2 Section G to ensure that the design of pedestrian crossings should consider not only "insufficient visibility of an approaching tram", but also tram drivers' insufficient visibility of approaching pedestrians.</p>	<p>ORR has considered the recommendation, and has amended RSPG Part 2 Section G. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>