

## Recommendation Status Report: Tram collision with pedestrian near Market Street tram stop, Manchester

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

<b>Open</b> (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
<b>Closed</b> (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.
<b>Insufficient response:</b>	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.
<b>Superseded:</b>	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
<b>Awaiting response:</b>	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



<b>Report Title</b>	Tram collision with pedestrian near Market Street tram stop, Manchester
<b>Report Number</b>	06/2016
<b>Date of Incident</b>	12/05/2015

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
06/2016/01	Closed - I	White	<p>The intent of this recommendation is to improve MRDL's care of drivers and other staff involved in an accident.</p> <p>Metrolink RATP Dev Ltd should improve its process of providing for the welfare of staff who have been involved in potentially traumatic incidents. This should include immediately releasing them from safety critical activities as well as arranging for them to be accompanied to an appropriate location. It should also contain provisions for support and/or counselling, taking account of the possibility that the individual may need to provide evidence to investigating authorities (paragraph 80a).</p>	<p>ORR has reported that Metrolink RATP Dev Ltd has reported that it has completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> <p>The RAIB is concerned that there is no evidence that the current and unmodified procedures address the recommendation. \$w</p>
06/2016/02	Closed - I	None	<p>The intent of this recommendation is to promote a further examination of the need for additional risk control measures in the Piccadilly Gardens area.</p> <p>Metrolink RATP Dev Ltd in conjunction with Transport for Greater Manchester should review the effectiveness of risk mitigation measures associated with tram operations through the pedestrianised area in the vicinity of Piccadilly Gardens. This review should include:</p> <ul style="list-style-type: none"> <li>- reference to previous risk assessments;</li> <li>- identification of the dominant contributors to the overall level of risk;</li> <li>- historical experience of accidents and near misses in this area (based on</li> </ul>	<p>ORR has reported that Transport for Greater Manchester (TfGM), Manchester City Council and Keolis Amey Metrolink have 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>

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			<p>collation of existing data); and</p> <p>- the experience and knowledge of tramway staff, including drivers.</p> <p>The findings of this review should be used to identify and evaluate possible additional mitigation measures. Any that are considered to be reasonably practicable should then be programmed for implementation (paragraphs 79a, 79b and 80d).</p>	
06/2016/03	Closed - I	Blue	<p>The intent of this recommendation is for guidance on tramways explicitly to promote measures to evaluate and manage the risk to pedestrians arising from the operation of trams through pedestrianised areas such as Piccadilly Gardens.</p> <p>UK Tram should, as part of revising guidance for the design and operation of urban tramways, make explicit provision for the management of risk in areas where trams and pedestrians/cyclists share the same space. This should include:</p> <ul style="list-style-type: none"> <li>I guidance on the collection and collation of data on accidents and incidents;</li> <li>I the types of hazards to be considered;</li> <li>I methods of risk assessment; and</li> <li>I examples of design and operational measures for mitigating the risk.</li> </ul> <p>(paragraph 80e)</p>	<p>ORR has reported that UK Tram/LRSSB 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>