

## Recommendation(s) Status: Collision between two trams at Shalesmoor, Sheffield, 22 October 2015




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 eight 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>Insufficient response:</b>	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
<b>Progressing:</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>Other Public Body or Authority</b>	The recommendation is also addressed to another public body or authority.
<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 ORR's report to  
RAIB)**

1            22/10/2015    17/2016  
Collision between two trams at Shalesmoor,  
Sheffield  
Status: Implemented

The intent of this recommendation is that operators of light rail systems actively review and recognise any risks on their systems arising from low adhesion conditions, and proactively manage these risks. The RAIB has reviewed procedures for the management of low adhesion from a number of UK light rail systems, and believes that the safety learning from the accident at Shalesmoor could be applied to these other systems.

UK tram operators should review their processes for assessing and managing the risk from low adhesion conditions on their networks. This should include consideration of how drivers are trained and briefed for the low adhesion season, and other measures to manage low adhesion conditions. Where this review shows it to be necessary, operators should put in place a timely programme of improvements.

ORR has reported that UK tram operators have reported that they have 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.