

Recommendation(s) Status: Fatal collision between a tram and pedestrian at Woodbourn Road, Sheffield, 22 December 2016




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

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.
Insufficient response:	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.
Progressing:	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.
Other Public Body or Authority	The recommendation is also addressed to another public body or authority.
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 ORR's report to RAIB)
<p>1 22/12/2016 13/2017</p> <p>Fatal collision between tram and pedestrian at Woodbourn Rd, Sheffield</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is that all tram drivers drive to the same set of requirements, irrespective of when they were initially trained.</p> <p>Stagecoach Supertram should continue and complete its work to review the requirements in operational standards against its current training material to identify any inconsistencies, use the review findings to update its operational standards and training material as necessary so that there is a consistent set of requirements for drivers to comply with, and update its drivers on the changes made (paragraph 97c).</p>	<p>ORR has reported that Stagecoach Supertram 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>2 22/12/2016 13/2017</p> <p>Fatal collision between tram and pedestrian at Woodbourn Rd, Sheffield</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to reduce the risk of a collision between a tram and a pedestrian in the event that a driver has a loss of attention.</p> <p>UK tram operators, in conjunction with UK Tram Limited, should set up a working group to monitor the development and application of pedestrian detection technology for trams, with a view to future fitment on new build trams and retro-fitment to existing tram fleets where practicable, as and when a practical and reliable application of such technology becomes available (paragraph 97a and 97a.iii).</p>	<p>ORR has reported that UK Tram Operators have reported that they have 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>