

Recommendation Status Report



Report Title	Signal passed at stop and near miss, Deansgate-Castlefield tram stop, Manchester 17 May 2019
Report Number	06/2020
Date of Incident	17/05/2019

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
06/2020/01	Implemented	None	<p>The intent of this recommendation is that Keolis Amey Metrolink should reduce the risk of trams passing signals at danger or stop.</p> <p>Keolis Amey Metrolink should review, update and re-implement its strategy for managing the risk of trams passing signals at danger or stop. The revised strategy should include consideration of:</p> <ul style="list-style-type: none"> the causes of signals passed at danger and stop (including loss of attention) how the risk of passing signals at danger or stop can be controlled and reduced, including the possible role of future technologies the network's current service patterns, vehicles, equipment and infrastructure and any changes proposed in these areas how this strategy will encourage the reporting of safety incidents and ensure the investigation of incidents and the management of staff involved in them are based on and promote the principles of just culture how this strategy will be supported by a wider understanding of risk across the network how senior managers will exercise assurance and provide safety leadership in this area arrangements for regular review and update of the strategy. (paragraphs 126a and 128c) 	<p>ORR has reported that Network Rail 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>
06/2020/02	Implemented	None	<p>The intent of this recommendation is that Keolis Amey Metrolink has driver medical fitness requirements that are based on an understanding of the risks of the driving task.</p> <p>Keolis Amey Metrolink should review its revised medical fitness criteria for tram drivers to confirm that they effectively control the risk of the driving task. This review should</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless</p>

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			<p>be based on an assessment of tram driver work activities, the associated risk and the available risk controls. It should consider relevant law, guidance and good practice from other industries that may be applicable.</p> <p>If necessary, Keolis Amey Metrolink should produce an updated medical fitness requirement for tram drivers and make changes to the associated driver assessment arrangements (paragraph 128a).</p>	<p>they become aware that the information provided becomes inaccurate.</p>
06/2020/03	Implemented	None	<p>The intent of this recommendation is that Keolis Amey Metrolink should appropriately and effectively address the risk of fatigue.</p> <p>Keolis Amey Metrolink should review and improve its current fatigue risk management system for safety critical staff to confirm that it meets relevant industry guidance and best practice. This review should be based on an assessment of work activities and their associated risks and available risk controls. The review should consider relevant law, guidance and practice (paragraph 128b).</p>	<p>ORR has reported that Network Rail 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>