

Recommendation Status Report: Collision between a tram and a cyclist, near Audenshaw 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

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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

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Report Title	Collision between a tram and a cyclist, near Audenshaw tram stop, Manchester
Report Number	08/2022
Date of Incident	01/09/2021

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
08/2022/01	Closed - I	None	<p>The intent of this recommendation is that safety at the crossing involved in the accident is improved.</p> <p>Transport for Greater Manchester and Tameside Metropolitan Borough Council, working as necessary with Keolis Amey Metrolink, should undertake a revised risk assessment of the crossing where the accident occurred. This assessment should be conducted in line with current industry good practice and should specifically consider both the circumstances in which this accident occurred and the nature of the crossing layout.</p> <p>Transport for Greater Manchester and Tameside Metropolitan Borough Council should identify measures which will reduce the risk to users of the crossing so far as is reasonably practicable, based on the findings of this assessment. Any identified improvements should be implemented. As part of this process, Transport for Greater Manchester and Tameside Metropolitan Borough Council should consider what actions should be adopted to control the risks identified during the period in which any longer-term actions are being implemented.</p>	<p>ORR has reported that Transport for Greater Manchester and Tameside Metropolitan Borough Council 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>
08/2022/02	Closed - I	None	<p>The intent of this recommendation is to ensure that risks are appropriately managed during future Metrolink development projects.</p> <p>Transport for Greater Manchester should review its safety management system to ensure that the systems and processes used to identify hazards and control risks:</p> <p>a) are implemented at a point in project lifecycles which will allow risks to</p>	<p>ORR has reported that Transport for Greater Manchester 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</p>

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			<p>be addressed in a timely fashion, such that better mitigations can be achieved at proportionate cost</p> <p>b) correctly apply the requirements of 'The Railways and Other Guided Transport Systems (Safety) Regulations 2006', including those relating to Safety Verification and the application of the risk and difference test at an appropriate point within a project</p> <p>c) include processes to ensure that risk assessments produced by suppliers meet the requirements of the safety management system and that the results of assessments prepared by other relevant third parties are accounted for.</p>	information provided becomes inaccurate.
08/2022/03	Open	None	<p>The intent of this recommendation is that guidance is produced to clarify the role of the road safety audit process to tramway projects.</p> <p>LRSSB should review the application of road safety audits as a means to identify and mitigate hazards during tramway development and construction projects. This review should identify areas where the road safety audit process may be beneficial or where its use may lead to hazards not being appropriately identified or mitigated. This review should also identify and clarify responsibilities for delivering and managing the road safety audit process for tramways. LRSSB should engage with National Highways as required during this review process. The outcome of this review should be used where appropriate to produce revised guidance for the use of organisations involved in the development and construction of tramway schemes.</p>	ORR has reported that LRSSB has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.
08/2022/04	Closed - I	None	<p>The intent of this recommendation is to ensure that operational risk assessments for the Metrolink system are complete.</p> <p>Keolis Amey Metrolink should review the operational risk assessments covering the operation of trams across the Metrolink network for completeness and adequacy. This review should ensure that information from previous accidents and near misses is incorporated into current risk</p>	ORR has reported that KAM 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

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			assessments and that the reason for any current operational restrictions on the system are fully understood and remain appropriate.	information provided becomes inaccurate.
08/2022/05	Open	None	<p>The intent of this recommendation is to ensure that, as far as is reasonably practicable, systems on Metrolink trams are serviceable.</p> <p>TfGM (as asset owner) and KAM (as equipment maintainer) should review the reliability, operation and maintenance of sanding equipment and CCTV on M5000 trams to ensure that they are fit for purpose. This review should identify appropriate improvements in the maintenance regime or the equipment design which will improve their reliability. These improvements should be applied both to the current fleet of M5000 trams and for any vehicles procured for the Metrolink network in the future.</p>	<p>ORR has reported that Transport for Greater Manchester and Keolis Amey Metrolink has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.</p>