



HMRI's Risk Profile Topic Strategy for Stations 2006-07 – 2008-09

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1 INTRODUCTION

This document states HMRI's policy, strategic aims, current position and proposed workstreams for 2006-07 onwards regarding the following risk areas:

- Platform edge and train interface (including short/low platforms);
- Risks from inadequate emergency preparedness;
- Overcrowding; and
- Slips, trips and falls.

The detailed scope of this strategy is set out in a supporting document. Contact the author for further details. This also explains the Topic Planning Process, which resulted in Station Incident Risk being risk-ranked 8th out of a total of 18 Risk Profile Topics. HMRI's overall strategy is described in [Introduction to Topics Strategies](#). This gives the wider context in which this document should be read.

2 HMRI POLICY

To direct our work activities so that they effectively add value to the maintenance of, and where reasonably practicable, further sustained reductions in catastrophic and other significant risk to passengers, staff and public from: fire, explosion and risk from platform/train interface resulting from station operational activities or from lack of emergency preparedness by station management and staff.

3 STRATEGIC AIMS

- Ensure that dutyholders have effective management systems and procedures to control risks;
- Ensure that information and intelligence on risk and trends in incidence and compliance are used effectively to direct targeted programmes of work;
- Ensure recommendations relating to the management of relevant risks from investigations of recent major incidents; from Rail Accident Investigation Branch (RAIB) investigations, as well as other HMRI and industry investigations are satisfactorily addressed;
- Promote transparency and consistency in HMRI's operational activity by production of clear guidance on current standards and enforcement issues, of which the industry also has a clear understanding;
- Ensure that HMRI's management arrangements for planning, implementation, monitoring, and review of its own activities are suitable and effective; and
- Undertake proportionate enforcement action in accordance with the ORR Enforcement Policy Statement.

4 PROPOSED DELIVERY OF THE STRATEGIC AIMS

The main focus will be on catastrophic risk, with particular attention on emergency preparedness. Within this there will be considerable emphasis on human factors and health and safety management systems. The emphasis on catastrophic risk means that it is not proposed that we do any further non-reactive operational work on slips, trips or other low consequence events. There will be better targeting of HMRI resources in respect of a) influencing duty holders through attendance at meetings, b) carrying out of investigations and c) monitoring close out of industry recommendations.

4.1 Generic Station Incident Risk

- Attendance at NR, LUL, TOC/FOC, RSSB, etc. meetings and conferences. Work is proposed to improve targeting of HMRI attendance at meetings and conferences, to include assessing which skills are required by those attending, how those skills are acquired/maintained and how feedback from meetings should be disseminated. This with the aim of increasing the 'influencing' aspect of HMRI attendance, with particular emphasis on high level H&S management systems;
- Better targeting of HMRI investigations towards incidents posing the highest risk and those which, while of apparently low risk, may be indicative of underlying problems, and the acquisition/maintenance of sufficient intelligence and expertise to make judgements as to which incidents these may be;
- Collation and review of intelligence on comparative risks and how they are managed, especially regarding management of emergency preparedness by vertically integrated operators in comparison with NR/TOCs/FOCs;
- Monitoring of the quality of industry investigation reports and the provision of advice to the industry to help improve the outputs and outcomes of those reports; and
- Tracking of recommendations from HMRI, RAIB, RSSB and industry incident reports, with an improved system of ensuring close-out.

4.2. Platform edge and train Interface (including short/low platforms)

In addition to 4.1. above:

- Achieving a consistent approach in regard train despatch at substandard platforms.

4.3 Emergency preparedness

In addition to 4.1. above:

- Working with LUL, NR, TOCS, BTP, HSE, etc. to ensure that emergency preparedness arrangements take adequate account of changed terrorist tactics; and

- Ensuring that station emergency arrangements take into account risks from events other than fire and explosion, such as flood, contamination and structural collapse.

4.4 Overcrowding

In addition to 4.1. above:

- In conjunction with RSSB, achieving a clearer position on the safety risks, if any, of overcrowding.

4.5 Slips, trips and falls

- No operational work is proposed for 2006-07 in this area other than investigation of incidents deemed particularly serious. This position will be reviewed for 2007-08 onwards; and
- We will support industry initiatives on slips and trips, especially those with a focus on safety by design.