

ORR protects the interests of rail and road users, improving the safety, value and performance of railways and roads today and in the future



RIHSAC

Introduction and overview of some future work

Jen Ablitt – Deputy Director,
Safety Strategy and Policy

Tuesday 3rd October 2017

Introduction

- Split role:
 - Deputy Director, Safety Strategy, Policy and Planning
 - Head of the UK Delegation to the Channel Tunnel Safety Authority
- 5 years at ORR, 6 years at the European Union Agency for Railways
- Responsibilities;
 - Capability and strategy (risk ranking, strategic risks, competency and resource management)
 - Policy (revising processes and legislation, level crossings, external relations, Brexit, investigations)
 - Health and Human Factors
 - RAIB recommendations handling
 - Organisational development and business management

Future work

- Improving our;
 - Strategic planning;
 - Management system;
 - RM3;
 - Statutory processes.
- Preparing for;
 - Brexit and the 4th package;
 - Increased focus on investigations;
 - New inspectors and future resource needs.

Strategic planning

■ Refreshed approach to strategic planning

- Set expectations → Monitor → Regulate
- Strengthen visibility and use of evidence – quant. (risk ranking) and qual.
- Better Resource planning
- Usefulness, implementation and ownership on the ground
- Confidence in strategic risks
- Implementation – engaging staff

■ So that we can:

- measure and monitor resource spend (gap analysis)
- Measure our effectiveness and impact (tricky!)
- Validate our chosen risks

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RIHSAC

Revising strategic chapter 5 *Interface system safety*

Tracy Phillips (for Russell Keir)

Tuesday 3rd October 2017

Introduction

- In place since May 2015, last chapter to go through review cycle
- Being brought to RIHSAC at earlier stage than others so reflects work in progress
- Opportunity to help shape review/development of the chapter
- ORR's review to date suggests chapter 5 –
 - Mostly captures range of risk scenarios under heading of interface system safety
 - Needed updating and greater emphasis in certain areas e.g. PTI and train dispatch (mostly done)
 - Should reflect areas where policy has developed such as around the PTI strategy, principles on Driver Controlled Operation and crowding
 - Needs more on “organisational” interfaces as captured in Leading h & s strategy
 - Includes some repetition that could be removed
 - Would benefit from some restructuring to reflect how other revised strategic chapters are now presented

Review and next steps

- Comments welcome at 3 October meeting and after in order to allow wider circulation
- Comments already received from a RIHSAC member – more on incursion? More distinction between trips and slips and falls?
- Comments in writing to Russell Keir – russell.keir@orr.gsi.gov.uk **by 23 October?**
- Proposed process for future reviews of strategic chapters
 - significant risks identified from each chapter added to ORR’s ‘Risk Assessment Risk Ranking’ tool
 - these reviewed and prioritised in October/November 2017 to help inform business planning for 2018/19
 - moving forward, data in chapters to be reviewed every October as “business as usual” to ensure strategic chapters remain current
 - more substantive revisions of chapters only being required if the risk landscape has changed significantly
 - RIHSAC to be consulted as part of this annual review and on chapters requiring significant revision (as now)

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RIHSAC

RIHSAC Effectiveness

Tracy Phillips – Acting secretary
to RIHSAC

Tuesday 3rd October 2017

Introduction

- Established 1978 by the Health and Safety Commission
- Meets four times per year – up to its 107th meeting
- Purpose:
 - Provide **advice** to ORR on health and safety issues
 - **Exchange** information
 - Work to **progress** health and safety issues and developments
- Membership – 22 members, representing 20 bodies (Network Rail, RDG (2), DfT, Transport Scotland, HRA, PACTS, IOSH, RMT (2), ASLEF, Unite, TSSA, Angel Trains (ROSCO), HS2, DRDNI, RSSB, TfL, Ind Passenger, UK Tram, Welsh Govt, RIA)
- Gaps?

Rate of attendance

- Review of attendance since Oct 2015 (7 meetings) shows –
 - average attendance rate for member organisation across 7 meetings is 35%
 - one member organisation has not attended any of those 7 meetings
 - attendance during 2017 only (3 meetings) also averages 35%
 - highest attended meeting in the 7 meeting period was Feb 2016 but still only around 50% of all those that could attend
 - who attends for the member organisation also varies – only 6 examples of consistency

Items discussed and actions

- Items discussed/actions (other than standing items such as CI report) across the 7 meetings include –
 - messages/lessons from h & s report
 - strategic risk chapters
 - European updates including 4th package, Brexit
 - review of enforcement policies
 - industry h & s strategies and reviews (RSSB, Shaw report)
 - health issues – asbestos, HAVs
 - RM3
 - Safety by design
 - level crossings
 - crowding
 - horizon scanning and PESTEL
- 43 actions across 7 meetings - 33 upon ORR, 10 upon members

Being more strategic: where are the opportunities for RIHSAC to advise/inform, input, influence

- At key points of year, for example -
 - review of risk ranking and strategic chapters (Oct)
 - emerging business plan priorities for following year (Oct – Dec)
 - finalising the above and resource planning (Feb – Mar)
 - Chief Inspector annual report (published July, in prep months before)
 - following emergency response exercises
- At key points of development (including using our PESTEL analysis and horizon scanning work), for example -
 - regulations, policies and reviews
 - 4th package/Brexit
 - RM3
 - Periodic Reviews
 - following significant events – Sandilands, Grenfell tower

Being more strategic: how could ORR improve its managing of RIHSAC?

- Better forward programming of agenda items –
 - linked to opportunities for RIHSAC advice, input and influence (see slide 5)
 - linked more clearly to RIHSAC's terms of reference
 - following requests/suggestions from members

- Circulating papers and presentations in advance

- Contacting members who are not attending consistently; keeping membership under review

- Learning lessons from how other Advisory Committees are run/add value e.g. CONIAC through HSE