

The holiday season is upon us, so this is really my “wear what you like day” edition. You will recall that in the last *Newsletter*, I reported on visiting the AMP/**irm** joint meeting at Manchester on 6<sup>th</sup> July at the *Comedy Store*. This establishment, which is constructed within two former railway arches, is located in the regenerated docks area of the City.

Thanks to the wonders of our railway system, I could arrive at the event either 55 minutes beforehand or 5 minutes late - I elected to travel early and have a good nose round the area first:

The canal runs right in front of the venue, which is just across from the Deans Gate railway station, this proud Victorian structure still bears the original plaque, “Knott Mill Station”. The waterway, between the street and the *Comedy Store*, descends through a multiple lock system leading into the entrance of the *Gaythorne Tunnel*, which was reconstructed by the Manchester Corporation in 1902, the legend going on to tell us that the City Surveyor was a Mr. T. de Courcy-Meade.

We are not told how many bricklayers, navvies and labourers (I am told that a navvy was the Victorian name for a semi-skilled man and quite above a labourer, the classes bedding down in different tents or huts of the camp during major projects - indeed men of different nationalities were also divided - Irish, Welch etc.) were involved in accidents or even lost their lives during the project.

In those days we lived in a world of “opportunity management”, to create the best advances for the Empire, although I’m sure financial threats were considered. We had to wait a little for effective Health and Safety, till later in the Twentieth Century in fact and then it developed slowly to start with - the 1974 H&S at Work Act was a major landmark and the “six pack” of 1992 heralded the arrival of current thinking.

### **The SIG’s progress so far**

Having decided that e-mail correspondence was the best way to communicate for such a large group (we now have nearly 70 members, some overseas, and all of you are very welcome). Our ongoing theme dealing with **Organisational culture and motivation, communicating and training (staff) and educating (managers) and incentives** has already covered BP’s problems in the US; getting employees to report incidents; staff incentive bonus schemes; the importance of converting the right data to information and we touched on Risk Frameworks. We concluded with an insight into human greed as evidenced by some US mass employee injury/alleged injury, class actions.

### **General comment**

There are no **features** this month, but returning to the *AMP/irm* conference in Manchester on *Risk Culture – The Behavioural Influences*, I confirm that some of the themes covered by the six extracts in *NEWSLETTER No 7*, will be developed by our Group over the Winter period. If anyone wishes to study the report of the meeting further, this is claimed to be available on the internet at [www.risksig@apm.org.uk](http://www.risksig@apm.org.uk) or if difficulties with the website, enquire at [risksig@apm.org.uk](mailto:risksig@apm.org.uk)

In the meantime, if you have some spare time on the beach and are just relaxing in a deckchair, may I recommend some holiday reading to you:

*The Bugatti Queen* by Miranda Seymour ISBN: 0-7432-3146-5

The biography of Hele Nice, 1900–1983. This remarkable woman was a French showgirl and motor racing driver – in some ways, her true life story will tell you more about the people aspect of uncertainty than a thousand text books.

Back to 2006 – outside, near the *Comedy Store*, it is nearly time for me to attend the conference. I turn my back on the fine long lasting Victorian brickwork of the *Gaythorne Tunnel* as two teenage girls in short Summer skirts walk by giggling, concerns about risk probably yet to catch up with their lives. I notice that the trendy cobble stones of the rear entrance to the modern G-mex Centre have been recently patched up (at least twice by the colours of the cement) apparently due to the passage of construction traffic. I turn over the wooden bridge spanning the canal towards the venue as the flip-flops head up Whitworth Street to the accompaniment of comments from a *roadie*, standing by a van - he appears to be unloading lighting equipment into the Night Club next door, no doubt for a gig that evening.

I wonder what Mr. de Courcy-Meade would have made of it all.

### ***Newsletter - No. 9***

This should be out later in September, straight after the RISK FORUM at Keele University. If any of you are attending, I hope to see you, as I am running the *People Risk and Communications – Geographical and Cultural Challenges* Worksop.

If you are not, then read my brief report in the *Newsletter*.

*ANY COMMENTS IN THE MEANTIME, you know where I am.*

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