Risk Assessment - Gotherington Platform Interface

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Team:

Use of Gotherington Platform

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Person falling between train and platform.	Everyone	1) CRITICAL - Administrative: Platforms are at the correct height and gauge for the Mk I carriages and are on a slight curve which does not cause large gaps. - Effective 2) CRITICAL - Administrative: Train staff are trained to be vigilant and to watch and advise passengers. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Staff to be particularly aware of children on platform. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Person falling when getting on or off a train.	Everyone	1) CRITICAL - Administrative: Platforms are at the correct height and gauge for the Mk I carriages and are on a slight curve which does not cause large gaps. - Effective 2) CRITICAL - Administrative: Notices on doors instruct passengers not to open the doors whilst the train is moving. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Person being hit by a door of a moving train. Door being opened whilst a train is moving.	Everyone	1) CRITICAL - Administrative: All train doors carry labels instructing passengers not to open doors whilst the train is moving. - Effective 2) CRITICAL - Administrative: Train staff monitor the arrival and departure of trains and are prepared to shout warnings as required. - Effective 3) CRITICAL - Administrative: On special events where Gotherington platform is used crossing and/or platform monitors are rostered to control passengers. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a
Health and Safety	Train moving whilst persons are boarding or alighting.	Everyone	1) CRITICAL - Administrative: The rule book describes the correct method for dispatch of a train and all safety critical platform and train staff are trained and assessed to safely dispatch trains. - Effective 2) CRITICAL - Administrative: The rule book prohibits movement of a passenger train in platform without the express permission of the Guard. - Effective 3) CRITICAL - Administrative: Drivers to keep brakes partly applied until the Guard has given the green flag. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Persons falling from a door which is not on platform. Platform length is shorter than most of the trains run.	Everyone	1) CRITICAL - Administrative: All trains stop at Gotherington with the first two carriages containing unlocked doors on platform. Train crew inform Gotherington passengers of this in advance and tell them which doors to use - Effective 2) CRITICAL - Administrative: All doors carry labels warning about opening doors when trains are moving, and the act of opening the window and leaning out to open the door makes the passenger look out and down, thus noticing if there is no platform there. - Effective 3) CRITICAL - Administrative: All train staff and loco crew are trained to be vigilant and to especially check the platform side doors on arrival and departure. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends