Risk Assessment - Hayles Halt Platform Interface

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Department: Operations
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Team: Original assessment Neil Carr, James Edwards, Claudette Oddy. June 2020 Modification Neil Carr.

Use of Hayles Halt Platform with more than three coaches

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Staff or passengers attempting to get off the train from a door which is not on platform. Only two and a half Mk I carriages will be on platform at any given time.	Everyone	1) CRITICAL - Administrative: All GWR staff to be trained in Hayles dispatch procedure and to have read the method statement 'Operation of Hayles Halt'. This requires staff to be positioned correctly and to observe all train doors at the appropriate times. - 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	Poor visibility of platform side of train due to curvature of the line. The platform is built on the outside of a curve.	Everyone	1) CRITICAL - Administrative: Train staff are trained to follow the method statement 'Operation of Hayles Halt' which requires staff to be in the correct positions to be able to observe the train doors, platform and each other. - 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	Danger of train rolling backward or forward whilst platform duties are in progress. Track through platform is on a slope.	Everyone	1) 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	n n n	n/a
Health and Safety	Danger of train setting off before guard is safely on board. Poor visibility of guard by train crew due to curve of line.	Volunteers & Staff	1) CRITICAL - Administrative: Drivers not to set off until they or their Fireman/Secondman has visually confirmed that the Guard is on board. - 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

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 not on a sharp enough curve to open up 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	n n n	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) Administrative: Hayles platform is a request stop and rarely used so passengers are rarely stood on a platform alongside a moving train. - 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

Use of Hayles Halt with a DMU, or fewer than three coaches

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Staff or Passengers attempting to get off the train from a door which is not on platform.	Everyone	1) CRITICAL - Administrative: All GWR staff to be trained in Hayles dispatch procedure and to have read the method statement 'Operation of Hayles Halt'. - Effective 2) CRITICAL - Administrative: DMU drivers (3 car) to stop their train with the buffers at the base of the platform exit ramp. Then all passenger doors are on platform. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a
Health and Safety	Poor visibility of platform side of train due to curvature of the line. The platform is built on the outside of a curve.	Everyone	1) CRITICAL - Elimination: Not a problem with a train of three coaches or less. The guard can see all doors from the platform. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a

Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Hayles Halt Platform Interface - Operations

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Danger of train rolling backward or forward whilst platform duties are in progress. Track through platform is on a slope.	Everyone	1) CRITICAL - Administrative: Driver to keep brakes part applied until the Guard gives the green flag. - 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	Danger of train setting off before guard is safely on board.	Volunteers & Staff	1) CRITICAL - Elimination: With three coaches or less the guard is easily visible from the footplate. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a
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 not on a sharp enough curve to open up 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	n n n	n/a
Health and Safety	Person being hit by a door of a moving train. Door being open whilst a train is moving.	Everyone	1) CRITICAL - Elimination: Train staff monitor the arrival and departure of trains and are prepared to shout warnings as required. - Effective 2) Elimination: Hayles platform is a request stop and rarely used so passengers are rarely stood on a platform alongside a moving train. - Effective 3) CRITICAL - Administrative: All train doors carry labels instructing passengers not to open 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	n n n	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends