Risk Assessment - Droplight Window and Door Use

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Persons leaning out of droplight windows.

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Person leaning out of window and coming into contact with a fixed object. Train passing an object close to the side of the train.	Everyone	1) CRITICAL - Elimination: The GWR has good clearance and runs single track on a double track formation. A survey undertaken by the Operations Manager showed no fixed structures which could come into contact with anyone 'head and shoulders' out of a droplight window. - Effective 2) CRITICAL - Administrative: All droplight windows are fitted with signage telling people not to lean out of the window, - Effective	1 x 3 = 3 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 leaning out of a droplight window and coming into contact with another person in another train. When trains pass in platform.	Everyone	1) Administrative: When entering or passing through platforms people tend to be more careful and to be looking forward. - Effective 2) CRITICAL - Administrative: All droplight windows are fitted with signage telling people not to lean out of the window, - Effective 3) CRITICAL - Administrative: Maximum train speed in these areas is 10mph and in reality is normally much lower. - 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 leaning out of a droplight window and coming into contact with lineside vegetation. Plant growth alongside the line.	Everyone	1) CRITICAL - Administrative: The GWR lineside clearance team regularly check the line and undertake control measures to keep vegetation back to a safe distance. - Effective 2) CRITICAL - Administrative: All droplight windows are fitted with signage telling people not to lean out of the window, - 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

Persons opening train doors whilst the train is not on platform.

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Persons opening doors before a train has come to a stop. Passengers eager to alight at stations.	Everyone	1) CRITICAL - Elimination: All droplight windows are fitted with signage telling people not to lean out of the window or open the door whilst the train is moving. - Effective 2) CRITICAL - Administrative: All GWR train and station staff are trained to be vigilant, to watch for this happening and to warn 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

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Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Persons exiting from a door which is not on a platform. Not all carriages are in platform at some stations.	Everyone	1) CRITICAL - Administrative: All GWR train and station staff are trained to be vigilant, to watch for this happening and to warn passengers. - Effective 2) Administrative: The act of leaning out of the window to open the door should alert a person to the fact that there is no platform surface there. - Effective	1 x 3 = 3 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