

WSR PLC RISK ASSESSMENT	Assessor: Seb Welsh	Date:	25/07/2024
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Task: Norton Fitzwarren platform. Rated very low use platform used less than 12 days a year

SMS/

HRA / NR Bulletins for reference:

What are the hazards?	Who is harmed / how? How many?	EXISTING CONTROL MEASURES: what are you already doing?	S	L	R	ADDITIONAL CONTROLS: Do you need to do anything else to control this risk?	S	L	R	Action by who/when?
Passengers Tripping or falling on platform.	Passenger- cuts, bruises, grazes	Platform in good condition for most of its length. Very limited use, to be inspected before use. particularly open drain holes in centre. Bay platform not connected for passenger use.	2	2	4	Due to very limited use platform to be inspected prior to trains stopping there.	1	3	3	
Passengers Tripping or falling entering train or from moving train	Passenger- cuts, bruises, grazes	WSR lengths of up to 4 carriages can be accommodated at platform. Drivers usually stop with the first coach at the up end of platform. Exposing the rear of the train to risk of passengers falling trying to alight. Train staff aware of the need to ensure passengers are in the correct portion of the	2	3	6					
Tripping hazard during hours of darkness	Passenger- cuts, bruises, grazes	No Platform lighting is provided. On occasions when the station is required for evening working for event near the station site temporary lighting to be provided by the site organiser. Also each carriage to have stewards to ensure passengers alight from correct door.	4	1	4	Very unlikely consideration to be given to provide station lighting except emergency lighting when required for services during the hours of darkness.				
Train given right away with door open	Passenger/staff - broken bones etc	Train Staff trained to ensure all passengers are on board prior to despatch. Platform is curved and visibility adequate,	4	1	4					
Interface between train staff and station staff ineffective	Passengers miss train or attempt to board when guard already given right away	No station staff, considered to be unstaffed halt	2	3	6	During Steam Rally weekends, marshalls will be provided to prevent overcrowding	2	2	4	

Hoses and electric cables trip hazards.No electric supply	Passenger-cuts/bruises/grazes	When platform is used for evening events temporary electric lighting is provided, lamp posts and cabling for this to be protected from n	4	1	4					
Front of train being off the platform.	Passenger fall from train	WSR lengths of up to 4 carriages can be accommodated at platform. Drivers usually stop with the first coach at the up end of platform. Exposing the rear of the train to risk of passengers falling trying to alight. Train staff aware of the need to ensure passengers are in the correct portion of the trainh .	4	2	8	Where trains particularly during hours of darkness require to stop with carriages off the platform, staff in each carriage to warn passengers.	4	2	8	Warning signs "Not to Alight"
Platform edging	Passengers able to easily determine the edge of platform	Regular painting of white lines on both platform lines	4	1	4					
Un authorised use of platform during special events	Passengers alighting on not inspected platform tripping etc	When platform is required for trains too stop at special events. Platform to be inspected.	4	1	4	If required risk assessment for special service.				

Severity (S) and Likelihood (L) scored out of 5: 1 being minor cut/bruise and 5 death / 1 is 1 in 20 years and very likely 5 daily occurrence. (R) Result is S x L SEE 5x5 RISK MATRIX for more info.

- Severity/Consequence**
- 1) Injury, no time off work
 - 2) Injury, up to 3 days off work
 - 3) Injury, more than 3 days off work
 - 4) Major injury, long term absence
 - 5) Death

		1	2	3	4	5
1	1	2	3	4	5	
2	2	4	6	8	10	

Risk Likelihood

