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5.1 Introduction.

The South Tynedale Railway Preservation Society is required by law to protect volunteers (who are employees under health safety legislation), visitors, contractors and the general public and others, from harm.

Under the Management of Health and Safety at Work Regulations 1999, STRPS must at minimum:

- Identify what hazards could cause injury or illness to those involved with the railway
- Through the provision of suitable risk assessments assess the likelihood and severity of potential hazards
- Take action to eliminate the potential hazard, or if this isn't possible then put in place control measures to eliminate or reduce to and acceptable level the risk such hazards present.

In addition on the South Tynedale Railway there are areas of work that present particular hazards such as but not limited to working at heights, use of pressure vessels, asbestos management, legionella and the use of lifting equipment.

These areas may require additional attention in terms of risk assessment and external support in managing the hazards they present.

5.2 Definitions.

5.2.1 Hazard.

Events or conditions related to activity on the railway that have to potential to cause harm.

5.2.2 Risk.

The level of severity of harm that may be caused and the likelihood of harm being caused. The greater the severity and likelihood the greater the risk rating.

5.3 Risk Rating.

The railway uses Risk Rating Matrices relating to

- People,
- Property and Commercial Activities
- Management of Change

As shown below. Each matrix is used to establish Risk Rating score by multiplying the severity by the likelihood to give a risk rating.

STRPS Risk Rating Matrices.

5.3.1 People

TABLE 1: - PEOPLE			(Severity of)Consequence-A				
			FAC: First Aid Case	LTI: Lost Time Incident	Hospital: Injury requiring Hospitalization or LTI >24hours	Perm Disability: Injury resulting in permanent disability	Fatality: Injury resulting in death
Likelihood Of Consequence)-B	Rating		1	2	3	4	5
	Happened several times per annum in a location/ship (Very likely)	5	5	10	15	20	25
	Happened several times per annum within the company (Likely)	4	4	8	12	16	20
	Happened within our company at least once (Unlikely)	3	3	6	9	12	15
	Heard Within the industry (Highly unlikely)	2	2	4	6	8	10
	Never heard within the industry (Almost NIL chances)	1	1	2	3	4	5

5.3.2 Property and Commercial


TABLE 2: PROPERTY / COMMERCIAL			(Severity of)Consequence-A				
			GBP 10. Damage to property/equipment	GBP 50. Damage to property/equipment	GBP 100. Damage to property/equipment	GBP 500. Damage to property/equipment	GBP 1000 Damage to property/equipment
Likelihood Of Consequence)-B	Rating		1	2	3	4	5
	Happened several times per annum in a location/ship (Very likely)	5	5	10	15	20	25
	Happened several times per annum within the company (Likely)	4	4	8	12	16	20
	Happened within our company at least once (Unlikely)	3	3	6	9	12	15
	Heard Within the industry (Highly unlikely)	2	2	4	6	8	10
	Never heard within the industry (Almost NIL chances)	1	1	2	3	4	5

5.3.3 Management of Change (MoC)

TABLE 3: RA - MATRIX FOR MoC			(Severity of) Consequence (To be defined) - A					
			Negligible	Minor	Moderate	Major	Catastrophic	
Likelihood Of Consequences-B		Rating	1	2	3	4	5	
	Very likely	5	5	10	15	20	25	
	Likely	4	4	8	12	16	20	
	Unlikely	3	3	6	9	12	15	
	Highly unlikely	2	2	4	6	8	10	
	Almost NIL chances	1	1	2	3	4	5	

5.3.4 These result in the Risk Ratings levels shown below with their associated meanings.

Table 4: <u>Risk Levels</u>	Meaning	Action
1 - 7	Tolerable	Risk is acceptable and job can be undertaken. Consideration may be given for further reduction of risk if reasonably possible. However, in case value is above 4, continuous monitoring is required to ensure existing controls are maintained.
8 - 11	Moderate	Efforts are to be made to reduce the risk by placing additional controls with an aim to bring down Risk Level to Green zone.
12 - 25	Substantial	Efforts are to be made to reduce the risk to green/yellow rating by placing additional controls and taking appropriate action as defined above. However, if the final risk level is in the red zone then no job shall be undertaken. Until the final risk level is reduced so that it is no longer in the red zone the job shall not be undertaken."

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5.4 Risk Assessment Process.

5.4.1 Timing of Risk Assessments

Risk Assessments are undertaken or reviewed when:

- A new activity or new equipment is installed anywhere on the railway.
- A significant change to the operation of an activity or piece of equipment occurs.
- An unchanged risk assessment reaches 3 years old.
- A new substance is proposed for use on the Railway.
- New railway operating procedures are put in place. For example special events such as Santa Specials or footplate experiences.

5.4.2 Methodology

5.4.2.1 A standardised risk assessment template will be used and completed by a competent person who may or may not be the directly engaged person responsible for the work to be carried out.

5.4.2.2 The risk rating will be calculated by assessing the severity and likelihood of harm using the matrices shown in section 5.3 above.


5.4.2.3 Completed risk assessments will be authorised by the Safety Management Group a sub group of the Board of STRPS Trustees.

5.4.2.4 Arrangements will be made to circulate risk assessments to the personnel involved, directly and/or via the volunteers' area of the STRPS website.

5.4.2.5 Completed risk assessments will be held as part of the Safety Management System records.

5.4.2.6 Confirmation of receipt of risk assessments to staff will be recorded in the SMS record keeping system.

5.4.2.7 Where any risk assessment is deemed as being only to be carried out by an external competent person, for example but not limited to Legionella or fire risk

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assessments, then competent external contractors will be engaged who can undertake the assessment to recognised national standards.

5.4.3 Types of Risk Assessment

There are different types of risk assessment on the railway and a guide to these is shown below. This list is not exhaustive but is a guide to the areas of risk assessment that may apply to the South Tynedale Railway.

5.4.3.1 Prerequisite Risk Assessments These are generic risk assessments that apply across the railway to all activities for example working at heights, tidy work place and lifting and handling.

5.4.3.2 Task/Machinery Operation Risk Assessments These are specific to particular tasks such as using of workshop machinery, lifting equipment and electrical equipment.

5.4.3.3 Control of Substances Hazardous to Health (COSHH) Risk Assessments These look at the risks involved where any substance being handled is hazardous.


5.4.3.4 Asbestos Risk Assessment and Management Plan This is a risk assessment which looks at the railway's exposure to asbestos and may involve the use of a specialist external contractor undertaking a site survey which identifies asbestos containing materials. This will form the basis of the asbestos management plan which will be updated as and when any new asbestos bearing materials are identified.

5.4.3.5 Legionella Risk Assessments These relate to water hygiene, specifically the safety of stored water and water in any shower heads. This risk assessment should generally be carried out by a specialist external contractor.

5.4.3.6 Railway Safety Risk Assessments These relate to railway operating procedures, either standard procedures or procedures relating to special events.

5.4.3.7 Level Crossing and Pedestrian Crossing Risk Assessments These relate to the use of level and pedestrian crossings on the railway.

5.4.3.8 Fire Risk Assessments These relate to all buildings on site and motive power/rolling stock and form part of the South Tynedale Railway Fire Safety Arrangements which are section 8.6 of the SMS.

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5.4.3.9 External Contractor Risk Assessments These are required when a contractor comes on to site. The risk assessment may be provided by the contractor or compiled by the railway. For some regular contractors carrying out similar work an annual generic risk assessment may suffice.

This list is not exhaustive but is a guide to the areas of risk assessment that may apply to the South Tynedale Railway.

END

DG

Appendix 1

Current Risk Assessments at February 2025

The following risk assessments are available on the volunteers' area of the STRPS website:

General & Public Related
STRPRQ – 01 Slips & Trips.
STRPRQ – 02 Lone Working.
STRPRQ – 03 Working at Heights.
STRPRQ – 04 Manual Handling
STRPRQ – 05 Cleaning of Building Guttering's or
STRPRQ – 06 Access to the Workshop to Retrieve keys to Sheds #2, #3, other Buildings or Locations
STRPRQ – 07 Public Access to the Mezzanine
STRPRQ - 08- Accessing Coaches for Cleaning when Stored in Sheds or Workshop (Slips & Trips
STRPRQ – 09 School Visit
STRPRQ – 10 Safe Platform - Movement and waiting of people.
STRPRQ – 11 Events:- Bug Hunting
STRPRQ – 12 – Serving hot drinks in Ticket Office
STRPRQ- 13 - Clearing moss and growth from bridge parapets
PW Machinery
STRPWRA – 01 Use of Quad Bike.
Workshop
STRTRA – 01 Electric & Gas Welding.
STRTRA – 02 Bench Grinder, Portable Grinder & Cutting Equipment.
STRTRA – 03 Use of Hand Tools.
STRTRA – 04 Working in Inspection Pit.
STRTRA – 05 Lifting Operations.
STRTRA – 06 Use of Lathe, Milling Machine & Bench Pillar Drill.
STRTRA – 07 BE Battery Filling & Handling of Battery Acid.
STRTRA – 08 Workshop Diesel Air Heater.
STRTRA – 09 Moving Coach over Inspection Pit
STRTRA- 10 - Lifting of Coach to Replace Bogies.
STRTRA – 11 - Working in firebox of locomotive over the pit (Including retubing)