

**Date issued:** 13 July 2021

## **Freedom of Information Request**

We are writing in response to your Freedom of Information request. Your request has been considered in accordance with the requirements of the Freedom of Information Act and our information access policy.

### **You asked for the following information:**

*“Could you please provide me with a copy (electronic preferably) of the health and safety risk assessment and any associated documentation regarding the temporary closure of the Llanbedr station at Talwrn Bach, Llanbedr, Gwynedd.”*

### **Having reviewed your questions, we are able to provide the following information:**

#### **1. Background**

During the COVID-19 pandemic, a number of stations across the network which have been removed from the timetable. As you are aware, Llanbedr Station is one of the stations removed.

The reasons for the removal of the stations in question, including Llanbedr, are as follows;

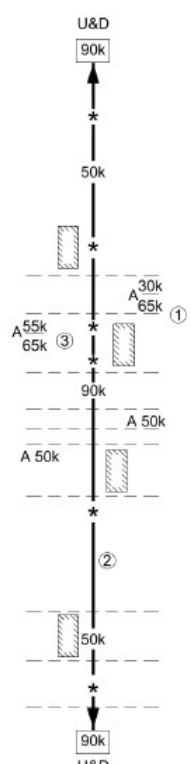
- The platforms are shorter than the train formation and therefore the conductor is required to pass through the train to reach the intermediary doors to allow customers to alight/board. Passing through the train would breach the two-metre social distancing law and as such, conductors do not pass through the length of the train at present.
- The requirements of Part 4 of the Health Protection (Coronavirus Restrictions) (No. 5) (Wales) Restrictions 2020, which mandates social distancing in the saloons of trains in Wales.

#### **2. Managing the situation**

Throughout this period, TfW has made provided passengers with the ‘call a cab’ option for those who wish to travel from these stations, including Llanbedr, to the nearest train station. The impact of this on both TfW and passengers was reasonably minimal given most of the stations temporarily closed have such a low footfall under typical times (Llanbedr Station typically sees an annual footfall of approximately 12k) and even lower during the pandemic. Full PPE was considered but has the potential to delay the train if the guard could not get through easily and is not deemed practical in such circumstances. Other train operating companies (TOCs) have selective door operation (SDO), however this is not present on all our fleet.

#### **3. Llanbedr**

Llanbedr cannot fully accommodate a 2-car train. The sectional appendix below shows it is only 32m and a Class 158, 2-car unit is 46m. In light of our current risk assessment that prohibits conductors passing through the carriages to open the intermediate doors, it is not possible to call at this station.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
GW734	006	Dovey Jn to Pwllheli	DJP	Wales	26/08/2020
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
				<b>GSM-R</b> ERTMS L2 RA5 Machynlleth SC (MH) West Work Station	
	103 73 *				
<b>TALYBONT</b>	104 37				
Llechryd LC (UWC)	104 48 *				Platform - 32m (35 yards)
Bennar Fawr LC (AOCL + B)	104 52	T			① AOCL Level crossing with barriers
	105 04				
<b>DYFFRYN ARDUDWY</b>	105 36 *				③ 40K Up direction only to Pentre Back 2 LC
Llwyn Cadwgan LC (UWC)	105 50				Platform - 113m (124 yards)
(Manned)	105 54 *	T			
Fieldre (UWC)	106 63	T			
Plas y Bryn (UWC)	107 52	T			
Talwrn Bach LC (AOCL)	107 67				
<b>LLANBEDR</b>	107 70				Platform - 32m (35 yards)
Penarth No. 1 (UWC)	107 78	T			
	108 20 *				
Bridge 66	108 28				② 15km/h over bridge for other than Class 15x trains
	108 34				
Pensarn LC (UWC)	108 41	T			
<b>PENSARN</b>	108 46				Platform - 148m (162 yards)
Pensarn North LC (UWC)	108 51	T			
	108 60 *				
Ymlwch LC (UWC)	108 72	T			

In addition, the route risk assessment below details our risks for the route between Dovey Junction and Pwllheli. As you can see in the hazard description column, it states Llandbedr is not long enough to accommodate the full train.

[Continued overleaf]



Train Working (Note: a further Task Based Assessment will be required if there is a location such as a TMO type crossing)									
Route From		Dovey Junction			Route to		Pwllheli	Via	
Reference Number	Location/route feature	Critical Task/s	Hazard		Controls	Initial Risk			
			Hazard description	Hazardous event/consequence (Types)		Severity	Likelihood	Risk Ranking	
	List the location and route feature that is a risk when working a train	List the most critical tasks that are relevant to the Location/route feature.	Describe all hazards applicable to the location and route feature. The NTS negative markers could be used when completing this section.  Note: Additional hazards may be caused by interaction with other work.	List the event /consequence of the hazards, which is likely to occur if control measures are not followed.	Describe fully all controls applicable for each hazard e.g. if PPE is used as a control measure, it must be specifically described. All controls must be valid in that they reduce severity, likelihood or both.	From matrix, for each hazard, identify severity with control measures in place	From matrix, for each hazard, identify likelihood with control measures in place.	Classify risk rating from matrix for each hazard.	
29	Llanbedr Single Platform.	Safely release door	Llanbedr Station is not long enough to accommodate either	A full door release on a two or four car 158 formation could result in passengers falling from the	Conductor Training. Conductor Route	4	1	4	
30	Llanbedr Single Platform.	Don't block road crossing	Llanbedr Station is not long enough to accommodate either	Trap and drag. People using the crossing could potentially make	Conductor Training. Conductor Route	3	3	6	

Finally, as shown in the image below, the proximity of the level crossing to the platform means a change to the operation would not be possible as railway group standards would not allow us to reach a possible revised method of work.



We hope this information is of use to you.

Yours sincerely,

**Transport for Wales**

#### **Appeal Rights**

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Head of Freedom of Information at either Transport for Wales, 3 Llys Cdwyn, Pontypridd, CF37 4TH or [freedomofinformation@tfw.wales](mailto:freedomofinformation@tfw.wales). Your request must be submitted within 40 working days of receipt of this letter. If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision.

The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".