



**Risk Assessment - Train clearances on the running lines at Toddington platforms**

Reference No: OPE-44607-47  
 Version No: 2  
 Assessment Approver: Kevin Jarvis

Department: Operations  
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**Risk of contact between trains on adjacent lines at Toddington**

Type	Hazard Cause	Persons Affected	Control Measures	L Overall	S T	Additional Control Measures	L Overall	S T	Owner/Action
Health and Safety	Collision/contact of rolling stock or persons on rolling stock Vehicles close together causing a potential of impact	Everyone	1) CRITICAL - Engineering: Minimum distance is 5' 5" so there is no possibility of trains coming into contact - Effective 2) CRITICAL - Engineering: S&T interlocking is such that it is not possible for trains to arrive at Toddington at the same time - Effective 3) CRITICAL - Engineering: The loading gauge between the trains and platforms is in as per specification and to rectify this problem would involve a disproportionate effort of lifting, cutting and repositioning every platform edging slab verses the unlikely event of a impact. - Effective 4) CRITICAL - Administrative: Whilst it is technically possible for trains to depart at the same time, this is extremely unusual, both trains would be starting from 0 mph and anyone looking out of open windows would be able to see the other train - Effective 5) CRITICAL - Administrative: Labels are fitted to all drop-light windows instructing passengers not to lean out of open windows - Effective 6) CRITICAL - Administrative: The speed limit of 10mph in 'Station Limits' (and the fact that trains are slowing to or speeding up from 0 mph) means that any potential personal impact would be a low speed and hence low risk of injury means that any - Effective 7) CRITICAL - Administrative: In 40 years of operation of the platforms at Toddington we have had no incidents of this nature or any reports of near misses - Effective 8) CRITICAL - Administrative: A previous inspection of the full length of the operational line for any potential impact items following an ORR recommendation identified no issues with fixed structures - Effective 9) CRITICAL - Administrative: Drivers always sound the whistle/horn when approaching a platform or another train to alert everyone of their approach - Effective 10) CRITICAL - Administrative: Footplate staff are always vigilant looking for hazards and obstructions - Effective	2 x	2 = 4	1) Engineering: Consider realigning platforms and track during future project to extend the platform length - Effective	1 x	2 = 2	n/a

**Score and Control Measure Notes.**

Low risk due to mitigating control measures listed.  
 Risk slightly reduced by by slight increase in spacing.

**COSHH Assessments**

There are no COSHH assessments associated with this risk assessment.  
 Ends