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

Reference No: OPE-44607-47
Version No: 2
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Department: Operations
Date Of Assessment: 15 February 2022
Review Due Before: 25 April 2030
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Risk of contact between trains on adjacent lines at Toddington

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	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 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Engineering: Consider realigning platforms and track during future project to extend the platform length - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	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