Risk Assessment - Construction of Platelayer's Hut in Greet Cutting

Reference No: PER-46022-1
Version No: 1
Assessment Approver: Kevin Jarvis

To help enhance the lineside of the Railway, a proposal is put to re-build a Platelayer's Hut in the cutting at the Winchcombe end of Greet Tunnel. There was one here in BR days and the concrete base is still present and useable. Having consulted the Marketing Mgr it was felt this piece of lineside furniture would enhance the area as these huts were once commonplace across the railway network. Construction will be undertaken by the 'Usketeers' (under C&M directorship).

Department: Permanent Way
Date Of Assessment: 31 December 2025
Review Due Before: 10 March 2029
Lead Assessor: Paul Fuller (P-way)
Team: Marketing Manager (Jack Boskett), C&M Director (Mark Young), C&M HoD (Chris Bambridge), GWRT (Philip Young), Lead Usketeer (Jo Roesen)

General Construction Risks

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Working lineside The hut is being constructed on the lineside between Winchcombe station and Greet Tunnel	Volunteers & Staff	1) Elimination: The Hut is being constructed on the Cotswold side of the line whilst the track is on the Malvern side of the formation, so the empty trackbed separates the workers and the hut from the railway. - Effective 2) CRITICAL - Elimination: If construction works are planned to take place on running days, a suitable entry should be made to the Operations Diary at least 24 hours before works start and works are to temporarily cease whilst trains approach and pass the worksite. - Effective 3) Engineering: Trains will be passing the worksite at less than line speed (25mph section starts in the region of the site of the Hut so trains increasing from pulling away from Winchcombe and slowing down on the approach to Winchcombe). - Effective 4) CRITICAL - Administrative: All Usk Team members are full work permit holders with in-date PTS - Effective 5) CRITICAL - Administrative: All Usk Team members are conversant with building requirements (showcased by the construction of the Usk building at Winchcombe) - Effective 6) CRITICAL - PPE: Correct PPE to be worn - orange HV and safety boots. Consider wearing gloves, bump caps or hard hats but no item which might impede sight or sound of approaching trains. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Manual Handling Lifting of heavy equipment	Volunteers & Staff	1) CRITICAL - Administrative: Use of correct lifting methods - Effective 2) CRITICAL - Administrative: Manual Handling Training - all volunteers to have completed the online course on the Portal and be conscious of their own personal limits. - Effective 3) CRITICAL - Administrative: Where necessary, two (or more) people should be used for lifting heavier objects if no mechanical lifting aids are available. - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Engineering: Use of mechanical lifting aids where possible - e.g. telehandler or RRV - Improvable	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Working from Height Lifting materials and fitting the roof sections	Volunteers & Staff	1) CRITICAL - Administrative: All workers to have undertaken the Working from Height online training on the Portal. - Effective 2) CRITICAL - Administrative: Only use ladders which have been inspected and the inspections are within date. - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Engineering: Use mechanical assistance (e.g. telehandler) where possible to lift items up to roof level rather than them be carried by a person up a ladder. - Improvable 2) Engineering: Consider erecting scaffolding or the use of fall arrest systems where possible to mitigate the impact of a fall from height. - Improvable	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Slips, Trips and Falls Untidy worksite	Volunteers & Staff	1) CRITICAL - Elimination: Ensure good housekeeping - tools and equipment tidied away when not required. - Effective 2) CRITICAL - PPE: Sturdy footwear to be worn (railway's minimum requirement of safety boots) - Effective	3 x 1 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Engineering: Consider wearing shoe-laced ankle-support work boots to help protect ankles when walking or working on uneven surfaces. - Improvable	2 x 1 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Personal safety Remote working location - away from a station	Volunteers & Staff	1) CRITICAL - Elimination: No lone working permitted for the duration of the build. - Effective 2) CRITICAL - Administrative: Read, understand and comply with COSHH requirements for dangerous materials, such as cement powder. - Effective 3) CRITICAL - PPE: Ensure a first aid kit is available for use if needed. - Effective 4) CRITICAL - PPE: If cutting with a grinder, ensure a fire extinguisher is available. - Effective 5) CRITICAL - PPE: Wear the correct PPE at all times, including hard hat if necessary. - Effective	3 x 1 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: On running days it would be advisable to inform the Winchcombe Station Master of planned daily work so they can assist if necessary. - Improvable 2) Administrative: Have access to a list of emergency phone numbers which should include Process Assurance Manager, Operations Director and emergency services. - Improvable	2 x 1 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Financial Implications

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Finance	Cost of the construction of the Hut having a financial implication on either the GWSR plc or the GWRT Cost of materials	Everyone	1) Elimination: Any additional materials, such as cement and other fixings will be purchased by volunteers or by the P-way Tool Fund which is held by the GWRT. - Effective 2) Elimination: No additional power tools are required for this build. - Effective 3) Engineering: The Hut is constructed mainly of railway sleepers. These are being provided by the P-way Dept from current stock. These do have a financial cost but it is anticipated that the money being raised by the fundraiser for the P-way Tool Fund should cover these costs. - Effective 4) Engineering: Any bricks being required (e.g. for the chimney) are coming from the recovered pile in Winchcombe yard and are thus at no cost. - Effective 5) Engineering: The roof will be constructed using 3-4 sheets of corrugated iron, which was bought in error for P1 at Broadway. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Elimination: All materials are being sourced from what is already on the Railway and so there is no additional cost to either the plc or to the Trust. - Effective 2) Elimination: An appeal has been launched for any supporters wishing to assist with the project to donate to the P-way Tool Fund (held by the Trust) so that the cost of the sleepers and any other materials required can eventually be recovered. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Encouragement of Trespass and/or Vandalism

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	'New' or 'Interesting' building encouraging people to trespass to see and/or deface/damage Hut being visible from Greet Road (encouraging trespassers)	Everyone	1) CRITICAL - Elimination: The door to the hut will be padlocked shut with a non-standard railway padlock to prevent unauthorised access by anyone other than P-way who will use the hut for tool storage. - Effective 2) Administrative: The hut will be visible from Greet Road Bridge but it is felt unlikely that as Winchcombe station does not suffer from vandalism, that the hut will add any additional cause for trespassers. There are more valuable, and more easily accessible areas around Winchcombe station than the hut, which will be ¼ mile away from the station. - Effective	2 x 1 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 1 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Finance	Theft of building materials Materials or Equipment left unattended	Volunteers & Staff	1) CRITICAL - Engineering: No power tools or mechanised machinery to be left at the construction site unattended. - Effective 2) CRITICAL - Administrative: Good housekeeping; materials to be tidied away at the end of each work day. - Effective	3 x 1 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Engineering: Any materials required to be left on site to be hidden from view from public view when passing over Greet Road Bridge. - Effective	2 x 1 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Collapse of structure

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Improper fixings or construction methods causing collapse of structure Poor workmanship	Volunteers & Staff	1) Engineering: The Hut is being constructed on the Cotswold side of the line whilst the track is on the Malvern side of the formation, so the empty trackbed separates the Hut from the railway. The height of the Hut is the length of a sleeper (8ft 6in) and so a collapse of the hut towards the track will not foul the line. - Effective 2) CRITICAL - Engineering: Proper and secure fixings to be used for the construction of the Hut; for example coach bolts all the way through the sleepers (rather than drilled in) to hold them in place. - Effective 3) CRITICAL - Engineering: Proper mixing of cement to be used for the construction of the Hut and to be fully cured before progressing. - Effective 4) CRITICAL - Administrative: All Usk Team members are conversant with building requirements (showcased by the construction of the Usk building at Winchcombe) - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a

Risk of catching fire

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Environmental	Fire risk (external) Wooden sleepered construction of the hut	Volunteers & Staff	1) Engineering: Stray sparks and hot coals from passing steam locomotives, coupled with the distance of the Hut from the track, are very unlikely to be of sufficient heat to start a fire on the wooden sleepers which are used to construct the Hut. - Improvable 2) Engineering: Through the hot summer of 2025, only one lineside fire in Greet Cutting was reported, and this was on the Malvern side on the approach to p2. No lineside fires were on the Cotswold side of the line, presumably due to the distance between the track and the lineside. - Improvable	3 x 1 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Substitution: It could be possible that fire beaters be attached to the side of the hut to assist with any lineside fires in the area - Improvable	3 x 1 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Fire risk (internal) Use of fireplace	Volunteers & Staff	1) CRITICAL - Elimination: Chimney will be capped to prevent fireplace from being used thus eliminating risk from fire internally. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a

Interface with other infrastructure

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	Obstruction of or damage to other lineside infrastructure Either through construction or positioning of the Hut	Volunteers & Staff	1) CRITICAL - Elimination: The position of the Hut will not obstruct any signals or safety critical signage, or in any other way prevent train crews from undertaking their safety critical duties effectively. - Effective 2) CRITICAL - Engineering: Care must be taken when passing (as pedestrians, with vehicles or with materials) signals and signalling equipment to prevent damage. - Effective 3) CRITICAL - Engineering: Staff, tools, vehicles, machinery and materials to be kept clear of the tracks, which are to be considered live at all times, even if the railway is in it's 'closed season'. - Effective 4) CRITICAL - Engineering: Every effort must be made to prevent damage to the general lineside area. Any damages to be reported asap to the relevant Railway Manager/HoD. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Elimination: Any damage to the track to be immediately reported to the P-way Manager - Effective 2) Elimination: Any damage to the general lineside to be immediately reported to the Infrastructure Manager - Effective 3) Engineering: Any damage to signalling equipment to be immediately reported to the S&T Manager - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

COSHH Assessments

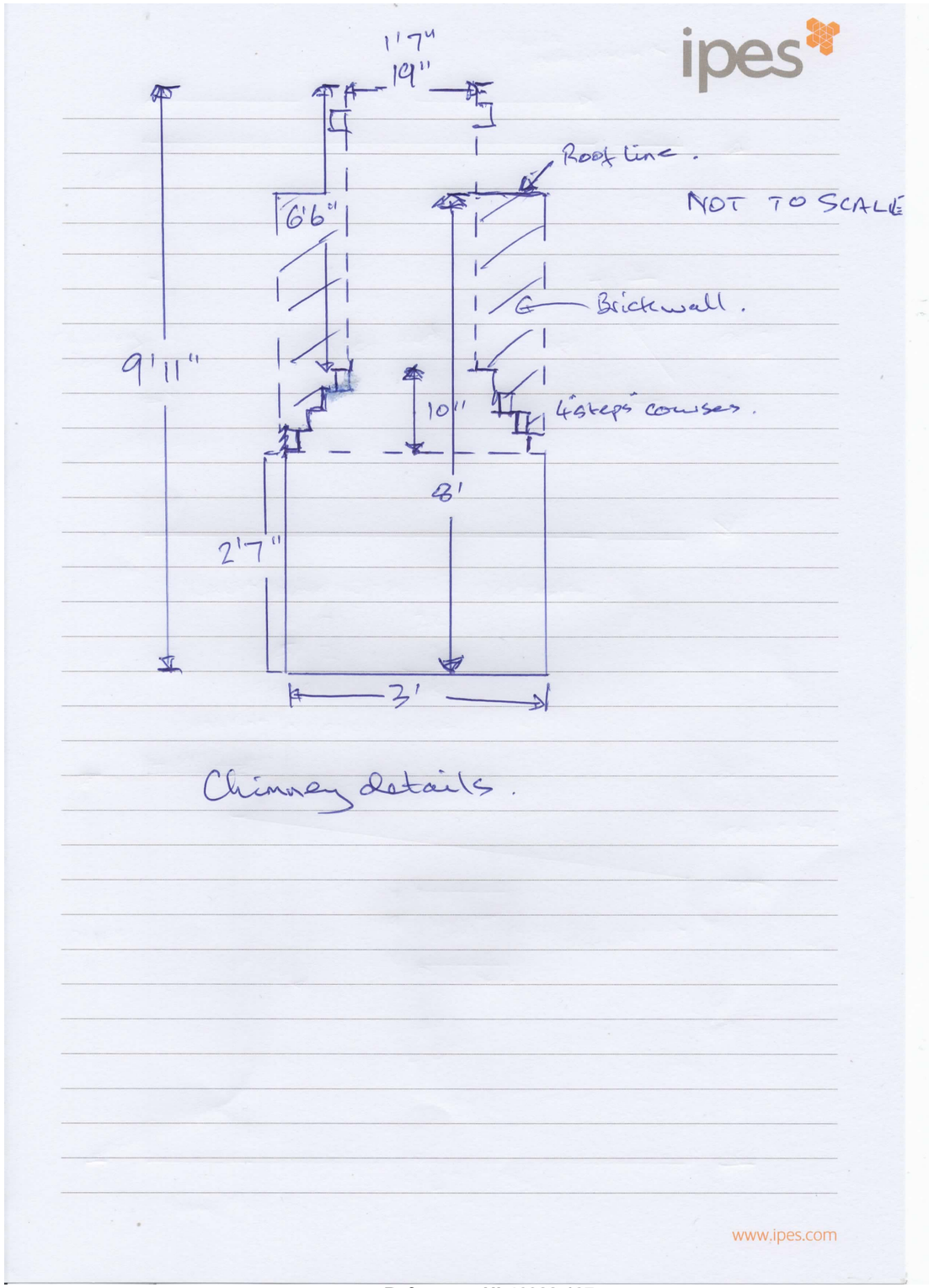
There are no COSHH assessments associated with this risk assessment.

Ends

Appendix



Reference: UI-46022-947
Photo of a Platelayer's Hut -



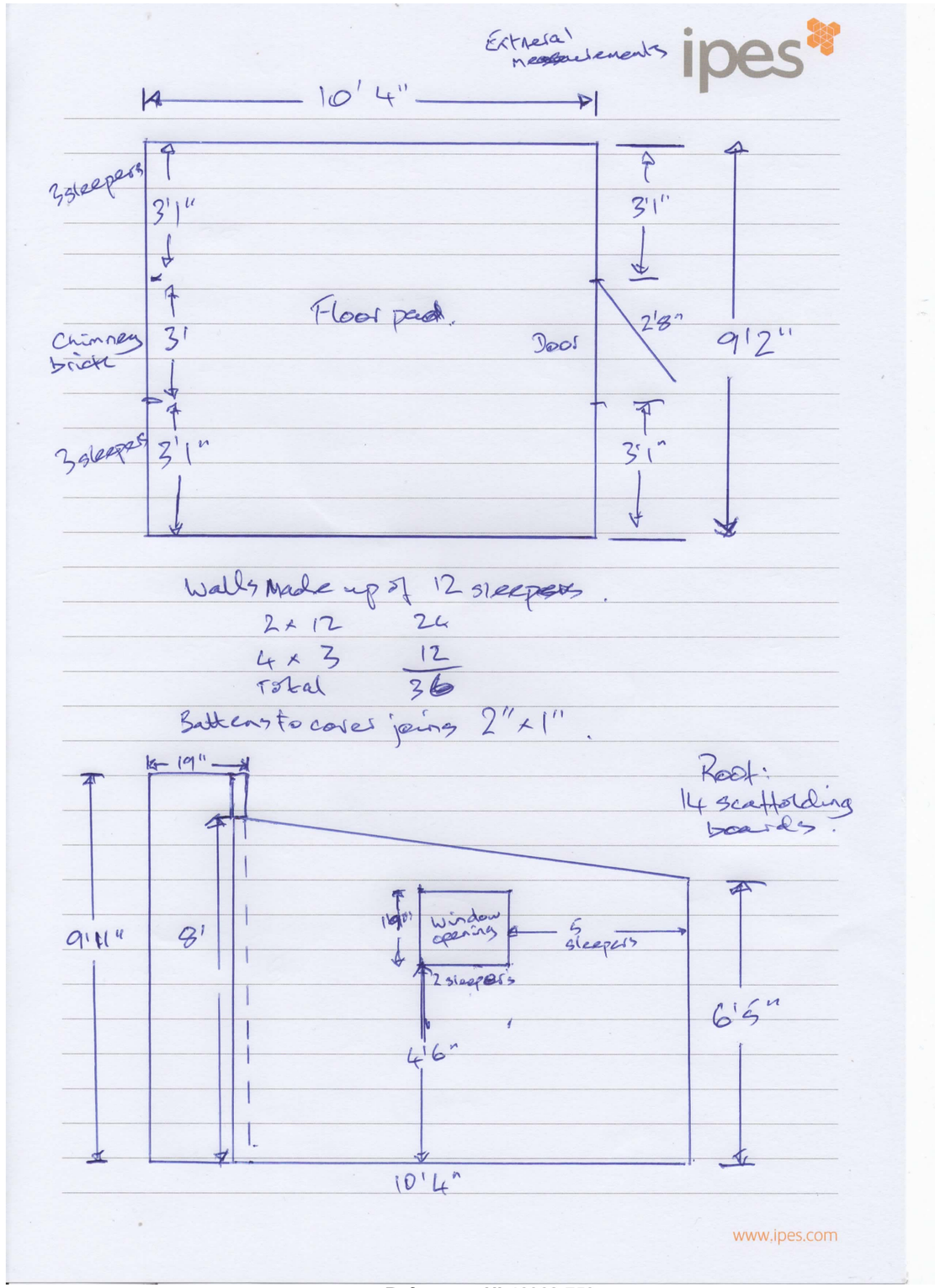
Reference: UI-46022-137
Details of brick chimney -



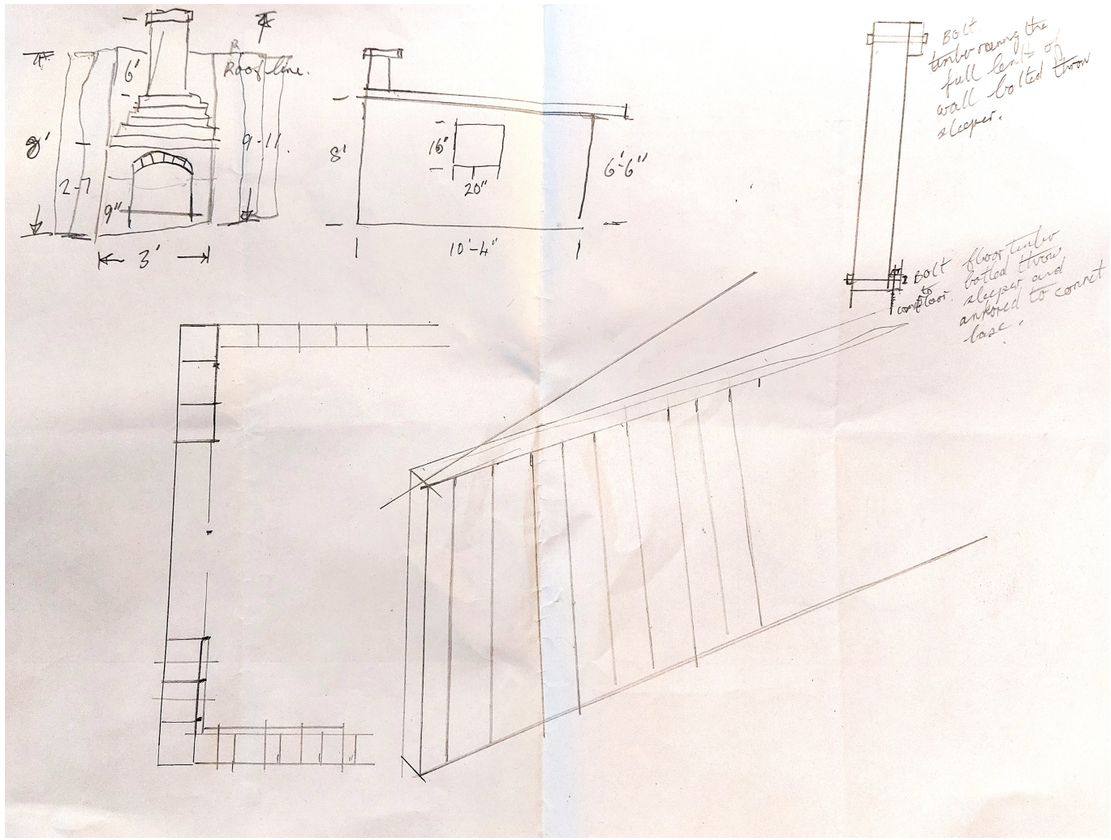
Reference: UI-46023-897
P-way hut photograph -



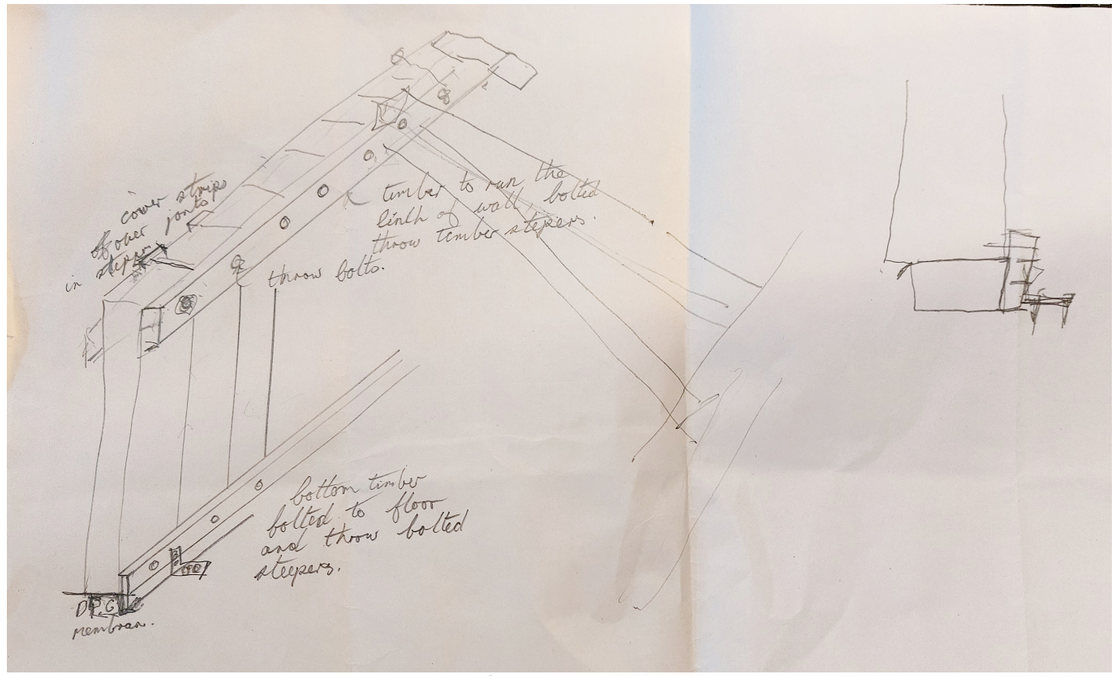
Reference: UI-46023-987
Site of Hut at south end of Greet Tunnel -



Reference: UI-46068-759
Construction drawing 1 -



Reference: UI-46068-493
Construction drawing 2 -



Reference: UI-46068-703
Construction drawing 3 -