Risk Assessment - Platform extension work at Toddington

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Assessment Approver: Kevin Jarvis

Both platforms are to be extended towards the Stow Road bridge to maximise the amount of raised platform area available for train doors.

Department: Construction and Maintenance
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Lead Assessor: Chris Bambridge (C&M HoD)
Team: Kevin Jarvis (Process Assurance) & Mark Young (C&M Director)

Platform extension work

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Personal injury or infrastructure damage Contract with moving trains	Volunteers & Staff	1) CRITICAL - Engineering: A physical barrier to be erected between the work area and adjacent lines when work activities are in progress - Effective 2) CRITICAL - Engineering: All workers to have read, understood and agreed to follow this risk assessment - Effective 3) CRITICAL - Engineering: Any equipment larger than hand tools can only be taken onto the track during a full possession of both lines. i.e. RRV, excavator, dumper etc. - Effective 4) CRITICAL - Engineering: The work area will be barriered or taped off from the public - Effective 5) CRITICAL - Engineering: All tools will be locked away in appropriate storage or removed from site when not in use - Effective 6) CRITICAL - Engineering: Before work starts, site to be surveyed for buried services - Effective 7) CRITICAL - Engineering: Protection to be put in place for signaling mechanical cables - Effective 8) CRITICAL - Engineering: S&T electrical cabling in the work area to be identified, marked and protected - Effective 9) CRITICAL - Administrative: Existing C&M risk assessments to be followed for the work activity - Effective 10) CRITICAL - Administrative: The GWSR Rule Book to be followed at all times - Effective 11) CRITICAL - Administrative: The work area to be protected by Line Blocks and Possessions as necessary - Effective 12) CRITICAL - Administrative: A lookout to be appointed who is not involved in the work activity - Effective 13) CRITICAL - Administrative: Workers to return to the flat platform 'safe zone' when trains are passing or stationary on the other line - Effective 14) CRITICAL - Administrative: Regular contact with the signalman to be maintained by the use of the platform end and token hut telephones - Effective 15) CRITICAL - Administrative: All workers to have undertaken and passed GWSR PTS training - Effective 16) CRITICAL - Administrative: All persons must be trained and competent in any work they undertake - Effective 17) CRITICAL - Administrative: Workers must not 'jump' from platform level to track level - Effective 18) CRITICAL - Administrative: All workers to be trained and competent in Manual Handling - Effective 19) CRITICAL - Administrative: A PICOP to be present at all times work is being undertaken - Effective 20) CRITICAL - PPE: Hi-viz clothing to be worn when on or near the track - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Engineering: Consider using lifting aids, with suitably trained and competent staff - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Score and Control Measure Notes.
Risk low if control measures followed.
Risk remains the same but good practice.

COSHH Assessments

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