Risk Assessment - RRV Ops on sidings adjacent to live running lines at TODDINGTON

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Using the RRV on Siding 1 and/or the Parlour Road at Toddington on running days where the boom of the RRV or the load being lifted can potentially foul the running line. A separate RA exists for similar work being undertaken at Winchcombe.

Department: Permanent Way
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Review Due Before: 10 April 2027
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Protection of Running Line and Infrastructure

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	RRV on-track moving up and down siding engaged in P-way work SPAD due to distraction.	Everyone	1) CRITICAL - Engineering: PIC to observe Signalman setting route from Siding 1 to Parlour Road, clearing 15(A/B) shunt signals and collaring point levers and signal lever. - Effective 2) Administrative: Daily Ops Notice to be published so Signalmen, Traincrews and Shunters are aware of RRV in operation. - Effective 3) CRITICAL - Administrative: Signalman to be advised by P-way PIC of RRV operations and to agree Line Block of sidings for the duration of the works. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Operations	Protection of worksite from other rail vehicles Collision	Volunteers & Staff	1) CRITICAL - Engineering: STOP Boards to be provided at each end of the worksite (between 12B and 14 points and at south end of Siding 1. - Effective 2) Engineering: No other rail vehicles permitted to be in or around work area which may be struck by RRV boom being operated. Stock to be drawn clear prior to works starting. If unable to do so, a dynamic risk assessment is required. - Effective 3) Administrative: Daily Ops Notice to be published so awareness by all staff and volunteers of RRV movements on site. - Effective 4) CRITICAL - Administrative: Points set as outlined in "RRV on-track moving up and down siding engaged in P-way work" and collared to prevent accidental movement by Signalman. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Infringement of running line envelope, possible collision with train RRV boom nearing or entering envelope required for safe passenger train operations	Everyone	1) CRITICAL - Elimination: RRV slew control to lock programmed to prevent boom from slewing further than centre line of siding in either direction towards the running line. If this cannot be done, machine is not to be used for that duty on a running day. - Effective 2) CRITICAL - Engineering: Lookout to be appointed to warn RRV operator of approaching trains. Use of two-way radio headset paired to RRV Operator and Slinger is compulsory. This is a secondary Lookout independent of P-way Works Lookout. - Effective 3) CRITICAL - Engineering: When warned of an approaching train, the RRV operator must slew so the boom is in the track centre (machine straight) and the load and boom lowered to the ground. No movement must take place until the train has passed. - Effective 4) CRITICAL - Engineering: Any suspended load MUST be kept clear of the running line. If any part of the load is required to be moved to within 4ft of the live line, then a Line Block MUST be secured from the Signaller before this can take place. - Effective	2 x 3 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	None	2 x 3 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a

Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for RRV Ops on sidings adjacent to live running lines at TODDINGTON - Permanent Way

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	Damage to operational infrastructure: Signals (minor contact) Collision with signal resulting in nudging of signal post.	Volunteers & Staff	1) CRITICAL - Engineering: Banksman to be appointed to observe machine operation when working near bracket signal 3/18, especially if signals are on RRV Operators' blind or rear side. Use of two-way radio headset is compulsory. - Effective 2) Engineering: Shunt discs 15A/10 and 15B are at low level and risk of accidental contact with these is lower but not eliminated. Banksman to be appointed as per above. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Operations	Damage to operational infrastructure: Track Damage to track or components from dropped loads	Volunteers & Staff	1) Engineering: Replacement track components in stock at Winchcombe for replacement if required. - Effective 2) CRITICAL - Engineering: Test lifts to be undertaken to ensure load is correctly slung, and that RRV RCI is working correctly. - Effective 3) CRITICAL - Administrative: Staff involved with RRV Operations to have undergone Slinger training. - Effective 4) CRITICAL - Administrative: Lifting equipment inspected as per LOLER requirements. Any damaged or ineffective items of lifting equipment to be scrapped and replaced. - Effective 5) CRITICAL - PPE: Staff to wear PPE as required by lifting operations (hard hat or bump cap, HV top, safety boots, gloves and two-way communication radio to RRV Operator). - 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
Health and Safety	Toppling/overturning of RRV Overloading of lift required	Volunteers & Staff	1) CRITICAL - Elimination: All lifting work to take place on line or opposite live line, so toppled machine does not foul live line. - Effective 2) CRITICAL - Engineering: RRV RCI to be correctly operational and fully tested before undertaking any work. - Effective	1 x 2 = 2 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
Operations	Derailment of RRV or RRV trailer Derailment of vehicle	Volunteers & Staff	1) Engineering: RRV Ops is at low speed (walking pace) and so derailment on sidings is extremely unlikely to foul live line. - Effective 2) CRITICAL - Engineering: RRV to be re-rail itself, or its trailer, but must not return over the derailment site until it has been inspected by the TMM or the P-way PIC and deemed safe. - 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

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	Damage to operational infrastructure: Signals (major contact) Felling of signal through collision	Everyone	1) CRITICAL - Engineering: No RRV works are to take place within three metres either side of the bracket signal without a Line Block of the live line from the Signaller. - Effective 2) CRITICAL - Engineering: Banksman to be appointed to observe machine operation when working near bracket signal 3/18, especially if signals are on RRV Operators' blind or rear side. Use of two-way radio headset is compulsory. - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Protection of the Public (Parlour Road works)

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Injury or member of the public Hit by suspended load.	Everyone	1) Substitution: When working on the Parlour Road, this should ideally be planned for a non-operating day when no members of the public are in the vicinity. - Effective	2 x 3 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Elimination: A cordoned-off area should be clearly marked out on the car park side of the fence alongside the worksite when working on the Parlour Road on operating days to prevent any suspended load, the RRV boom, or a toppled machine, coming into contact with a member of the public. If necessary, a volunteer co-ordinator to be positioned in the car park to deter the public from getting close. - Effective	2 x 2 = 4 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