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

Reference No: PER-45394-12
Version No: 1
Assessment Approver: Kevin 'Kev' Jarvis

Using the RRV on C&W and P-way sidings at Winchcombe 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 Toddington.

Department: Permanent Way
Date Of Assessment: 12 April 2024
Review Due Before: 15 April 2027
Lead Assessor: Paul Fuller
Team: Neil Carr, Kev Jarvis, Andy Sworn, Andy Stratford

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	SPAD due to distraction. RRV on-track moving up and down siding engaged in P-way work	Everyone	1) CRITICAL - Engineering: PIC to observe Signalman collaring point levers for points 25 (C&W side) or points 17 (P-way side) - 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	Collision Unprotected worksite from other rail vehicles	Volunteers & Staff	1) CRITICAL - Engineering: STOP Boards to be provided at the open end of the worksite, from which a vehicle may approach. - 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 may be 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 "SPAD due to distraction" and collared to prevent accidental movement by Signalman. - Effective 5) CRITICAL - Administrative: C&W Management to be advised of planned RRV Operations and to be instructed not to undertake any shunting moves if RRV operating on C&W lines. - 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 WINCHCOMBE - 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 - Elimination: Shunt discs 31/32 and 26 (C&W side) and 18 (P-way side) 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) CRITICAL - Engineering: Banksman to be appointed to observe machine operation when working near bracket signal 29/35 (C&W side), especially if signals are on RRV Operators' blind or rear side. Use of two-way radio headset is compulsory. - 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: 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 29/35, 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
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 or over-reaching 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

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	Derailment of RRV or RRV trailer Derailment	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

Protection of the Public

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	Public	1) Elimination: Work in sidings are completely out of bounds by Public so no risk of them interfacing with the machine and operations thereof. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	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