Risk Assessment - Task Risk Assessment : Manual Slewing of Track

Reference No: PER-46072-24
Version No: 1
Assessment Approver: Philip Moore

Part of the generic suite of risk assessments for 'standard' tasks undertaken by the P-way Dept : Manual Slewing of Track [to improve the alignment]

Department: Permanent Way
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Review Due Before: 12 May 2029
Lead Assessor: Paul Fuller (Track Maintenance Manager)
Team: Kev Jarvis (Process Assurance), Colin Charman (Safety Director), Graham Willis (HR Director), Andy Stratford (P-way Saturday Team Leader), Jim Graham (P-way Wednesday Team Leader), Pete Lightfoot (P-way Safety Rep)

Personal Injury

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Musculoskeletal injury Lifting and carrying of heavy equipment	Volunteers & Staff	1) Engineering: The distance the worksite and the van, or any other location that tools need to be carried to or from the worksite should be minimised where possible. The pathway should be clear of obstructions and as flat as possible. - Effective 2) CRITICAL - Engineering: Good housekeeping - tools to be kept away from walking routes or working areas unless they are in use. This is to help prevent trip hazards. - Effective 3) CRITICAL - Engineering: Correct tools (i.e. slewing jacks) to be used for the process. Tools to be checked over prior to use. - Effective 4) CRITICAL - Administrative: Training leaflet as part of the 'How To...' suite of guides has been created and distributed to all P-way staff showing how to correctly slew track by hand. - Effective 5) CRITICAL - Administrative: All volunteers in the department to have watched the 'Manual Handling' training video on the Portal and completed the quiz questions. They are reminded to be careful in their approach to the carrying and careful use of the equipment and to pace themselves as necessary as so not to rush. - Effective 6) Administrative: PTS rules apply at all times. - Effective 7) CRITICAL - Administrative: Slewing of track is a team activity. As such, a single person should be selected as 'caller' to co-ordinate the slewing process so that no one person is operating their jack at any one time. - Effective 8) CRITICAL - PPE: Non-slip (i.e. grip) gloves should be worn when undertaking the work. - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Administrative: First Response Team are available to call if required : 07395 448213 - Effective	3 x 2 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a
Health and Safety	Working on a live railway Train operations	Volunteers & Staff	1) CRITICAL - Substitution: Slewing of track is not permitted on a live railway. If the work needs to be done on an operating day, a Line Block or a possession must be obtained from the controlling Signalman first. - Effective 2) CRITICAL - Engineering: The jacks must not be left in the track when a train passes, they should be removed to the cess. - Effective 3) CRITICAL - Administrative: On operating days, an entry onto the Daily Ops Notices on the Sign-On system must be entered so train crew are aware of staff on and about the line. - Effective 4) CRITICAL - Administrative: PTS rules apply at all times. - Effective 5) CRITICAL - Administrative: A copy of the day's timetable is provided as part of the Daily Work Plan pack issued to the PIC. - 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

Affect on Operations

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	Train operation Working between trains on a live railway	Volunteers & Staff	1) CRITICAL - Engineering: Slewing of track is not permitted on a live railway. If the work needs to be done on an operating day, a Line Block or a Possession must be obtained from the controlling Signalman first. - Effective 2) CRITICAL - Engineering: Slewing jacks must not be left in or next to the track when a train passes. They should be removed to the cess. - Effective 3) CRITICAL - Engineering: Slewing the track may cause alignment issues not compatible with the safe operations of trains. Any change in track geometry should be checked and inspected by the PIC before the line is to be handed back to service. If the alignment is deemed not safe, train services must be suspended (or a severe speed restriction of 5mph imposed, depending on the severity of the fault) until the alignment fault is rectified. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x n n n/a	n/a

Reference

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Additional reference Documentation	Volunteers & Staff	1) CRITICAL - Administrative: Also refer to Risk Assessment "Manual Handling and Fitting Track Components", ID: PER-44110-79 - 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	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends