Risk Assessment - Upgrade to C19 points at Cheltenham

Reference No: PER-46091-71
Version No: 1
Assessment Approver: Kevin Jarvis

Risks associated with failure to upgrade points C19 at Cheltenham Racecourse. Note that this RA only assesses the trackwork risks, not any associated signalling risks.

Department: Permanent Way
Date Of Assessment: 10 March 2026
Review Due Before: 10 June 2026
Lead Assessor: Paul Fuller (Track Maintenance Manager)
Team:

Failure of Pointwork Components

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	Failure of existing points Rotten timbers spreading gauge, failure of metalwork, unable to source replacement parts	Volunteers & Staff	1) CRITICAL - Substitution: Old metalwork (GWR 'OO') may mean unable to source exact replacements for component parts, resulting in mix of materials being used, potentially for a task they are not designed for. - Improvable 2) CRITICAL - Engineering: Failure to maintain gauge on rotting/ineffective crossing timbers resulting in gauge-widening and potential derailment. - Unacceptable	3 x 5 = 15 High - STOP/DON'T START! Risk to be reduced or controlled, steps taken to reduce risk level.	1) Elimination: Replace existing points with more modern, standard, and readily-available components and materials, which is easier to maintain. Use of newer hardwood timbers to secure metalwork to. - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Effect on Finances

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Finance	Increased costs with alternative methods of working Provision of alternative methods of working - e.g. 'top and tail' or shunt-release	Volunteers & Staff	1) Engineering: Access to HB Tunnel would also be prohibited which would have an impact on Race Train workings. - Unacceptable 2) Administrative: If the points were to fail, the introduction of alternative methods of working would have a financial impact insofar that either a shunt-release locomotive would need to be required or 'top and tail' working would require a second locomotive. - Improvable	3 x 3 = 9 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Elimination: Replace existing points with more modern, standard, and readily-available components and materials, which is easier to maintain. Use of newer hardwood timbers to secure metalwork to. - Effective	1 x 3 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Finance	Cost of re-railing crew Should a derailment occur due to gauge-spread derailment, cost of calling out a breakdown crew to re-rail the locomotive	Volunteers & Staff	1) CRITICAL - Administrative: Cost of breakdown crew in the event of a derailment. - Unacceptable	2 x 4 = 8 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Elimination: Replace existing points with more modern, standard, and readily-available components and materials, which is easier to maintain. Use of newer hardwood timbers to secure metalwork to. - Effective	1 x 1 = 1 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
Finance	Locomotive repairs Damage to locomotive caused by derailment	Volunteers & Staff	1) Administrative: If a locomotive were to derail, damage may be caused to the vehicle which may need inspecting, testing and repairing for which the GWSR may be responsible for financing. - Unacceptable	3 x 3 = 9 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Elimination: Replace existing points with more modern, standard, and readily-available components and materials, which is easier to maintain. Use of newer hardwood timbers to secure metalwork to. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Effect on Organisation

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Strategic / Business	Increased reliance on volunteer staff Additional/increased methods of working should the point fail	Volunteers & Staff	1) Administrative: If additional locomotives are required, or hand signalmen, or indeed any other staff required to work with alternative methods of operation, this will require additional crews drawn from the volunteer pools and has a risk of stretching resources. - Improvable	3 x 3 = 9 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Elimination: Replace existing points with more modern, standard, and readily-available components and materials, which is easier to maintain. Use of newer hardwood timbers to secure metalwork to. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Effect on Operations

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	Increased pressure on Operations Failure of pointwork	Volunteers & Staff	1) Engineering: Depending on the type of failure, an operational change would be required in that locomotives would not be able to run-round their trains either at all or at the very least under normal signalling arrangements. It may be that 'top and tail' working would be required. Access to the sidings and Hunting Butts tunnel would be difficult or even prohibited. - Unacceptable	3 x 5 = 15 High - STOP/DON'T START! Risk to be reduced or controlled, steps taken to reduce risk level.	1) Elimination: Replace existing points with more modern, standard, and readily-available components and materials, which is easier to maintain. Use of newer hardwood timbers to secure metalwork to. - 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