## Risk Assessment - Temporary splitting of AGT track circuit at Winchcombe

Reference No: SIG-46189-2
Version No: 1
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Temporarily modify the feed of AGT track circuit to work normally for the detection of trains on the running line whilst permitting track works to take place on the Up Siding lines (between 17A and 17B points, as well as between 17B and the Up Bay platform) without affecting normal train operations.

Department: Signal and Telegraph
Date Of Assessment: 16 June 2026
Review Due Before: 23 June 2029
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### Track works not undertaken; Derailment risk

| Type | Hazard<br>Cause | Persons Affected | Control Measures | L S T Overall | Additional Control Measures | L S T Overall | Owner/Action |
|---|---|---|---|---|---|---|---|
| Operations | Derailment<br>Gauge spread due to poor quality sleepers | Volunteers & Staff | 1) Administrative: Affect to operational timetable until vehicle recovered; T/C AGT locks points 17A and 17B meaning the route into platform 2 will be affected for the duration of an incident and until repairs have been completed. - Effective | 3 x 3 = 9<br>Medium - Risk to be minimised and controlled so far as is reasonably practical. | 1) Substitution: Replace sleepers with better quality examples ensures more robust trackwork. - Effective | 1 x 3 = 3<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | n/a |
| Finance | Derailment<br>Gauge spread due to poor quality sleepers | Volunteers & Staff | 1) Elimination: Indirect financial cost in terms of poor publicity in an exposed and highly visible location. - Effective<br>2) Administrative: Cost of breakdown and recovery crew in the event of a derailment. - Effective<br>3) Administrative: Cost of repairs to derailed rail vehicle to be considered. - Effective<br>4) Administrative: Cost of repairs to signalling cables and equipment as a result of a derailment. - Effective<br>5) Administrative: Cost of returning passengers to their origin stations and/or ticket refunds. - Effective | 3 x 3 = 9<br>Medium - Risk to be minimised and controlled so far as is reasonably practical. | 1) Administrative: Cost of breakdown crew in the event of a derailment outweighs cost of replacement materials for the works; * 26 sleepers required @ £37 = £962 (already in stock); * 52 S1 chairs required = already in stock; * 52 clips required (re-used from those taken out); * Rails (re-used from those taken out); * Ballast (re-use what is already in the track); * RRV to be used and P-way team (all no cost). - Effective | 1 x 3 = 3<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | n/a |

### Trains not detected; failure of signalling

| Type | Hazard<br>Cause | Persons Affected | Control Measures | L S T Overall | Additional Control Measures | L S T Overall | Owner/Action |
|---|---|---|---|---|---|---|---|
| Operations | Trains not detected<br>Failure of modified track circuit feed | Everyone | 1) CRITICAL - Administrative: Current AGT track circuit detects trains between the south end of W17A pts, into the Up Sidings as far as 17B pts (inclusive), 15 metres into the Up Bay siding and also part of the running line between 17A and 19 pts, providing a safety-critical function for running line train movements in this area. - Effective | 2 x 3 = 6<br>Medium - Risk to be minimised and controlled so far as is reasonably practical. | 1) Engineering: The temporary alterations to the track circuit will be for the shortest possible time and planned for low-activity periods (i.e. not immediately before a gala or special event). The dates will be agreed between P-way, S&T, C&W and Ops. - Effective<br>2) Administrative: S&T Dept to provide a detailed method statement and project plan outlining how the change to the existing track circuit feed will be made and maintained, ensuring it remains compliant with signalling regulations. This should also consider possible failures to the system and recovery options in the event of a major failure. - Effective | 2 x 2 = 4<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | n/a |

| Type | Hazard<br>Cause | Persons Affected | Control Measures | L S T Overall | Additional Control Measures | L S T Overall | Owner/Action |
|---|---|---|---|---|---|---|---|
| Operations | Inadvertent release of equipment<br>Wrong-side signalling failure | Volunteers & Staff | 1) CRITICAL - Engineering: Use approved drawings, equipment and tools. - Effective<br>2) CRITICAL - Engineering: Disconnections of tack circuit feeds to be controlled, clearly labelled and documented., - Effective<br>3) CRITICAL - Administrative: Work to be undertaken under competent signalling supervision. - Effective | 3 x 3 = 9<br>Medium - Risk to be minimised and controlled so far as is reasonably practical. | 1) Engineering: Independent checks to take place where required. - Effective | 1 x 3 = 3<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | n/a |
| Operations | Incorrect wiring<br>Labelling not undertaken at disconnection | Volunteers & Staff | 1) CRITICAL - Engineering: Identify cables and terminals before disconnection work starts - Effective<br>2) CRITICAL - Engineering: Mark changes clearly, and use check sheets where necessary. Record and document everything. - Effective<br>3) CRITICAL - Engineering: Avoid unapproved temporary links. - Effective | 3 x 2 = 6<br>Medium - Risk to be minimised and controlled so far as is reasonably practical. | None | n n n | n/a |

## Train routed into siding with no track

| Type | Hazard Cause | Persons Affected | Control Measures | L S T Overall | Additional Control Measures | L S T Overall | Owner/Action |
|---|---|---|---|---|---|---|---|
| Operations | Points 17A set for siding route when track is removed.<br>Signalman error | Volunteers & Staff | 1) CRITICAL - Elimination: The operation of Points 17 is not normally reqired on an operating day unless a shunt move is taking place. - Effective | 3 x 3 = 9<br>Medium - Risk to be minimised and controlled so far as is reasonably practical. | 1) Engineering: Points 17A will be clipped and padlocked in the Normal position by S&T manager for the duration of the works, with the padlock only to be removed when instructed by the P-way Manager. This will prevent the Signalman from accidentally changing points 17. - Effective<br>2) Engineering: Lever 17 in the Signalbox will also be collared and a suitable entry in the Signalbox Register will also be made. - Effective<br>3) Engineering: A 'STOP' board will be positioned in the 4ft just beyond the left hand spur of points 17A (i.e. the route into the siding) as a visual reminder to both the Signalman and Traincrew. - Effective<br>4) Administrative: C&W and Ops teams will be made aware of the need to isolate the Up Sidings for a short period of time to allow the track works to take place so that no ad-hoc moves to the yard are planned. Movements in and out of the C&W/Down side are unaffected. - Effective<br>5) Administrative: The Signalling HoD to advise Signalmen rostered for working Winchcombe box during the times the track circuit is interrupted, that this is the case. The Steam and Diesel HoDs, as well as Guards and Station Staff will also need to be advised. - Effective | 1 x 3 = 3<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | n/a |

## S&T and P-way support

| Type | Hazard Cause | Persons Affected | Control Measures | L S T Overall | Additional Control Measures | L S T Overall | Owner/Action |
|---|---|---|---|---|---|---|---|
| Operations | Interruptions to project<br>Faults and failures | Everyone | 1) Administrative: Project support at all times during railway operational hours. - Effective<br>2) Administrative: The work is planned for a Tuesday-Saturday (inclusive). - Effective | 2 x 2 = 4<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | 1) Administrative: S&T have a presence on site at Winchcombe on Tuesdays and Thursdays and the S&T Manager is available on call if required. - Effective<br>2) Administrative: P-way have a presence on site on Wednesdays and Saturdays and the P-way Manager is available on call if required. - Effective<br>3) Administrative: P-way Manager is also on site on Fridays so if there is a footplate experience running, there is project support available on all operational days the railway is running. - Effective | 1 x 2 = 2<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | n/a |

## Working with electrical feeds

| Type | Hazard<br>Cause | Persons Affected | Control Measures | L S T<br>Overall | Additional Control Measures | L S T<br>Overall | Owner/Action |
|---|---|---|---|---|---|---|---|
| Health and Safety | Electrocution<br>Working with low-voltage power supplies, batteries, and stored energy | Volunteers & Staff | 1) CRITICAL - Elimination: Isolate where required, prove 'dead' if possible. - Effective<br>2) CRITICAL - Engineering: Control short-circuit risks by using insulated tools. - Effective<br>3) CRITICAL - Engineering: Reinstate fuses or links only when authorised. - Effective<br>4) CRITICAL - PPE: Wear correct PPE. - Effective | 2 x 2 = 4<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | None | n n n | n/a |

## Buried assets

| Type | Hazard<br>Cause | Persons Affected | Control Measures | L S T<br>Overall | Additional Control Measures | L S T<br>Overall | Owner/Action |
|---|---|---|---|---|---|---|---|
| Health and Safety | Damage to infrastructure and/or injury to persons<br>Excavating cable | Volunteers & Staff | 1) Engineering: Use cable scanner if possible - Effective<br>2) Engineering: Hand-dig near known underground services - Effective<br>3) Administrative: Use cable plans (if they exist) - Effective | 2 x 2 = 4<br>Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level. | None | n n n | n/a |

## COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

## Reference Documents

• S&T Method Statement -

Ends