Risk Assessment - Car Parks

Reference No: GLO-45952-67
Version No: 1
Assessment Approver: Kevin Jarvis

The GWSR utilises third party car parks for the public at Cheltemham and Broadway but has its own facilities at Toddington and Winchcombe with a small staff/disabled car park at Broadway.
This RA assesses the risks of the owned car parks of parking, walkways, lighting and signage.

Department: Global
Date Of Assessment: 22 October 2025
Review Due Before: 11 November 2028
Lead Assessor: Colin Charman
Team: Kevin Jarvis

Car parking in GWSR owned Car Parks

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Vehicle collisions Driver error, poor facilities	Everyone	1) CRITICAL - Engineering: Speed limit signs to be clearly displayed. - Effective 2) CRITICAL - Engineering: Traffic flow routes to be clearly marked. - Effective 3) CRITICAL - Administrative: Speed limit of 10mph. - Effective	2 x 4 = 8 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Engineering: Consider installation of more speed bumps. - Effective 2) Engineering: Consider improving road markings. - Effective	2 x 4 = 8 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a
Health and Safety	Incident due to lack of suitable lighting Lighting inadequate or missing	Everyone	1) CRITICAL - Engineering: Ensure suitable lighting is in place. - Effective 2) CRITICAL - Engineering: Maintain lighting as and when failures occur. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Consider a periodic lighting survey. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Slips/Trips/Falls Uneven surfaces, pot holes, wet ground etc.	Everyone	1) CRITICAL - Engineering: Maintenance issues to be addressed promptly. - Effective 2) Administrative: Car parks to be regularly swept/cleaned to maintain integrity. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Consider investment to improve parking facilities where issues are in place. - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Finance	Unauthorised access and damage Lack of security, unauthorised access, vandalism, theft	Everyone	1) CRITICAL - Elimination: Where possible, physically close car parks to the public when the railway is not open. - Effective 2) CRITICAL - Administrative: Staff access to site to be controlled by electric gates - Effective	1 x 4 = 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

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Fire Vehicle fire due to overheating or malfunction	Everyone	1) CRITICAL - Engineering: Ensure suitable access is in place for emergency vehicles. - Effective	2 x 1 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Consider training key staff in the use of fire fighting equipment. - Effective	2 x 1 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Score and Control Measure Notes. Outcome likely to be infrastructure damage but low risks to persons. Risk remains the same.							
Health and Safety	Inclement weather Snow, ice, rain, wind, flooding etc.	Everyone	1) CRITICAL - Engineering: Surfaces to be suitable engineered to avoid rain pooling - Effective 2) CRITICAL - Administrative: Grit bins to be available and well stocked. - Effective	2 x 3 = 6 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Engineering: Consider 'Slippery when wet' notices in known problem areas. - Effective 2) Administrative: Surfaces to be proactively gritted in advance of frozen conditions - Improvable	1 x 3 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Persons struck by moving vehicles Vehicle user interface issues	Everyone	1) CRITICAL - Engineering: Crossing points and walking routes to be well marked. - Effective	2 x 4 = 8 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Engineering: Consider installing extra bollards, barriers or improved surface markings to guide pedestrians. - Effective	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Score and Control Measure Notes. Low probability but impact could be large. Probability could be slightly reduced.							

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends