



**Gloucestershire Warwickshire Steam Railway Plc**  
**Risk Assessment for Car Parks - Global**

**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 Cheltenham 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



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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