Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Use of GWSR disabled ramps by Station Staff & TTI/Guards - Global

Risk Assessment - Use of GWSR disabled ramps by Station Staff & TTI/Guards

Reference No: STA-45992-98
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Assessment Approver: Kevin Jarvis

The GWSR have disabled ramps at each of its 4 main stations. This RA covers the use of these ramps at all GWSR locations

Department: Global
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Review Due Before: 07 March 2031
Lead Assessor: Rosemary Smith
Team: Sarah Clayton, Howard Brown

Assembly / removal of ramps to carriage

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Injuries, trips or falls caused by incorrect use. Lack of situational awareness when moving or positioning the ramp. Incorrect opening or positioning of the ramp. Ramp moving or slipping if incorrectly positioned.	Everyone	1) Engineering: Care must be taken to avoid pinch injuries when opening and closing ramps as well as when placing them on to the train - Effective 2) CRITICAL - Engineering: Manoeuvring, lowering, or raising the ramp requires two persons - Effective 3) Engineering: Ramps must only be used to gain access to the train through suitable double doors - Effective 4) Engineering: When a ramp is in position on a train it must not be left unattended - Effective 5) Engineering: When not in use ramps must be stored securely - Effective 6) CRITICAL - Administrative: Training in the use of ramps must be given and understood - Effective 7) CRITICAL - Administrative: Occupants of manually operated wheelchairs must be pushed up and lowered down the ramp by another person and must not be allowed to roll without assistance - Effective 8) CRITICAL - Administrative: Electric wheelchairs must be operated by the occupant - Effective 9) CRITICAL - Administrative: Follow manufacturer's instructions - Effective	2 x 2 = 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

Removal / replacing disabled ramps from / to storage points

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Injury incorrect manual handling	Volunteers & Staff	1) CRITICAL - Engineering: Manoeuvring, lowering, or raising the ramp requires two persons - Effective 2) CRITICAL - Administrative: Manufacturer's instructions to be followed - Effective	2 x 2 = 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

Ramps in use

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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	Impact / trip injury Contact with disabled ramps while in use	Public	1) CRITICAL - Engineering: When a ramp is in position on a train it must not be left unattended - Effective 2) Administrative: Good lighting to be available near to location of use , particularly during evening trains - 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
Operations	Damage to ramp Impact	Everyone	1) CRITICAL - Administrative: Inspect ramps on return to storage - Effective 2) CRITICAL - Administrative: Ramps to be externally inspected every two years - Effective	1 x 2 = 2 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.

Ends