Risk Assessment - Photo Charters on the running line

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Assessment Approver: Kevin Jarvis

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Lead Assessor: Mike Solloway
Team: Kevin Jarvis, Ray O'Hara & Neil Carr.

Running photo charters on the GWR

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Various injuries caused by over crowding. Too many photographers for the location	Passengers	1) CRITICAL - Administrative: Limit participants to a number that can be safely supervised by GWR volunteers. Guidline of 35 lineside and 50 in open fields or on stations and in yards. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Hypothermia or sunstroke Over exposure to weather conditions	Passengers	1) CRITICAL - Administrative: Be mindful of weather conditions causing fatigue, drowsiness or lack of concentration. - Effective 2) Administrative: Avoid staging events when weather conditions are extreme. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Consider making a supply of bottled water available. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Score and Control Measure Notes. Low risk due to UK weather and short duration of events. Risk remains low.							
Health and Safety	Fatigue of organisers, crews and participants Long hours without a break	Volunteers & Staff	1) CRITICAL - Administrative: Charters exceeding a 'normal' operating day in time must have suitable break times built into the schedule and crew/staff changes as necessary. - Effective 2) Administrative: Charters should be restricted to 12 hours with suitable breaks so as participants do not become fatigued. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Consider having more than one organiser or coordinator on the day to allow breaks. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Score and Control Measure Notes. Low risk due to experience of crews and nature of event. Risk remans low.							

Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Photo Charters on the running line - Operations

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Disabled persons being at risk of injury Slips, trips falls or other issues caused by a lack of mobility.	Passengers	1) CRITICAL - Engineering: Boarding ramps to be made available to assist with wheelchairs and scooters etc. - Effective 2) CRITICAL - Administrative: Participants must be physically able to fully participate in an event and should be briefed on what is to be undertaken before booking. - Effective 3) CRITICAL - Administrative: Where disabled persons are carried by train they must board and alight on flat station platforms suitably designed and manufactured for easy and regular disabled access. - Effective 4) CRITICAL - Administrative: The organisers should make any disabled participants aware of the plan for the charter and highlight any areas that may be of concern or difficulty. - Effective	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Consider not allowing disabled or incapacitated persons to participate. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Score and Control Measure Notes. It is unlikely that any issues could occur but the impact could be higher due to the condition of the individual. Risk reduces due to physical condition of the participant.							
Health and Safety	Injury to minors Injury caused to under 18's by whatever means	Passengers	1) Administrative: Under 18's are not allowed on photo charters. - Effective	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 2 = 2 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Crush Participants caught between moving vehicles	Passengers	1) CRITICAL - Administrative: Participants must not cross the line between vehicles - Effective 2) CRITICAL - Administrative: Participants must be supervised by GWR staff at all times. - Effective 3) CRITICAL - Administrative: Participants must not be allowed on or near the track when movements are taking place. A minimum distance of 6 foot from the track must be observed. - Effective 4) CRITICAL - Administrative: All train and shunting movements to be carried out by trained, competent and certified GWR staff in accordance with the GWR Rule Bok. - Effective 5) CRITICAL - Administrative: A robust and reliable system of communication must be in place between the train crew and participants supervision. 'Walkie-Talkie's should be provided by the organiser. - Effective 6) CRITICAL - Administrative: No train movements are to take place until the GWR supervisor advises the train crew that all participants are clear. - Effective 7) CRITICAL - Administrative: GWR supervision must ensure an accurate headcount at each location son that no participants are left behind and exposed to further risk. - Effective 8) CRITICAL - Administrative: The GWR Rule Book must be followed at all times. - Effective 9) CRITICAL - Administrative: GWR supervisors must be PTS trained and competent. - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

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Health and Safety	Fall from height when photographing Collapse of ladders/structures or falling from lineside structures	Passengers	1) CRITICAL - Elimination: Portable ladders and steps are not to be used. - Effective 2) CRITICAL - Elimination: Standing on bridge parapets is not allowed. - Effective 3) CRITICAL - Elimination: Standing on lineside cabinets and equipment is not allowed. - Effective 4) CRITICAL - Elimination: Climbing trees is not allowed. - Effective 5) CRITICAL - Engineering: A single step seat can be used for siting on if placed on a stable surface. - Effective 6) CRITICAL - Administrative: Participants must only stand on firm ground or suitable roads and pavements. - Effective 7) CRITICAL - Administrative: Care must be taken when walking on embankments. - 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
Health and Safety	Injuries from contact with locomotives or rolling stock Slips, trips, falls, burns, scalds, entanglement and crush incidents	Passengers	1) CRITICAL - Administrative: Participants must not climb on locos. - Effective 2) CRITICAL - Administrative: Participants must keep well clear of rolling stock. - Effective 3) CRITICAL - Administrative: Participants must not travel on the footplate. - Effective	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Lineside walkways and vegetation Slips, trips, falls, cuts and entanglement	Passengers	1) CRITICAL - Engineering: Any known hazards to be removed and addressed in advance of the charter operating. - Effective 2) CRITICAL - Engineering: Safe access points with good underfoot conditions must be arranged and used. - Effective 3) CRITICAL - Administrative: Locations to be chosen that are reasonably clear of vegetation hazards - Effective 4) CRITICAL - Administrative: Fences and gates should not be scaled and/or climbed over. They must be opened. - Effective 5) CRITICAL - Administrative: Ensure participants are warned about uneven underfoot conditions - Effective 6) CRITICAL - Administrative: Walking routes to be agreed between organisers and GWR supervision in advance of the charter. These should be described to the participants and adhered to. Particular attention should be paid to point rodding, signal wires and loose ballast. Do not walk on sleepers. - Effective 7) CRITICAL - Administrative: Photographic locations should not be in an area where points are controlled from a signalbox, where rodding and wires are likely to move unexpectedly. - Effective 8) CRITICAL - PPE: Sturdy footwear should be worn. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Avoid entering or cross private land except by recognised footpaths with particular attention to farm land and crops. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Fall or Crush injuries when boarding or alighting from the train Falls from height or crush injuries from moving doors	Passengers	1) CRITICAL - Engineering: Ladders must be used when alighting from carriages not at stations. - Effective 2) CRITICAL - Engineering: Ladders should be footed by a supervisor or organiser. - Effective 3) CRITICAL - Engineering: Exit doors should be chained open where possible, especially in windy conditions. - Effective 4) CRITICAL - Engineering: Exit doors should be fitted with handrails. i.e. Guards doors. - Effective 5) Administrative: Board the train at station platforms wherever possible. - Effective	1 x 3 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	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	Lack of awareness Unfamiliarity	Passengers	1) CRITICAL - Administrative: A safety briefing will be held before the start of the event with input from the organisers and GWR supervisors. - Effective 2) CRITICAL - Administrative: Anyone not observing the safety brief or disobeying instriuctions from the organisers and GWR supervisors to be immediately removed from the charter. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a
Health and Safety	Incident when propelling a freight train with participants on board Overspeed, distraction	Everyone	1) CRITICAL - Administrative: Maximum speed for propelling will be 10 mph - Effective 2) CRITICAL - Administrative: The guard must travel in the front most vehicle when the train is being propelled. - Effective 3) CRITICAL - Administrative: The guard must have good vision of the route ahead. - Effective 4) CRITICAL - Administrative: The guard must have unobstructed access to the brake setter valve in order to be able to stop the train if required. - Effective	1 x 4 = 4 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