Risk Assessment - Photo Charters (static) in shed/yard and station areas.

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Photo charters are often held in shed, yard and station areas. This RA addresses the risks associated with such activities.

Department: Operations
Date Of Assessment: 12 June 2024
Review Due Before: 13 June 2029
Lead Assessor: Kevin Jarvis
Team: Jack Boskett

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 and/or event hosts. Guideline of 50 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
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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 - 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 2) CRITICAL - Administrative: Disabled persons may not be able to access all areas. - Effective 3) 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 lines between vehicles. - Effective 2) CRITICAL - Administrative: Participants must be supervised by GWR staff and/or suitably experienced event hosts at all times. - Effective 3) CRITICAL - Administrative: Participants must not be allowed on or near the track when movements are taking place. If a movement is required, the area shall be cleared and 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: No train movements are to take place until the GWR supervisor advises the train crew that all participants are clear. - Effective 6) CRITICAL - Administrative: GWR supervision must ensure an accurate headcount at each event so that no participants are left behind a the conclusion of the event. - Effective 7) CRITICAL - Administrative: The GWR Rule Book must be followed at all times. - Effective 8) 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 railway infrastructure is not allowed. - Effective 3) CRITICAL - Elimination: Standing on cabinets and equipment is not allowed. - Effective 4) CRITICAL - Elimination: Climbing signal posts, water columns, trees or other such items is not allowed. - Effective 5) CRITICAL - Engineering: Suitable barriers must be used to stop access to areas with open inspection pits. - 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 railway land and ballast. - Effective 8) CRITICAL - Administrative: Participants must not be allowed in any areas where open inspection pits are located. - 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, carriages, wagons or other rolling stock. - Effective 2) CRITICAL - Administrative: Participants must keep well clear of rolling stock. - Effective 3) CRITICAL - PPE: Participants must wear a hi-viz jacket and sturdy shoes. - Effective 4) CRITICAL - PPE: Participants must carry a torch for use during hours of darkness. - 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 and other trip 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 inspection pits, point rodding, signal wires and loose ballast. Do not walk on sleepers or rails. - 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.	None	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

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Health and Safety	Lack of awareness Unfamiliarity	Passengers	1) Engineering: Barrier tape to be used to mark out the limits of the area of the event. - Effective 2) CRITICAL - Administrative: A safety briefing will be held before the start of the event with input from the organisers and GWR supervisors. - Effective 3) 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 4) CRITICAL - Administrative: Nobody will be allowed to participate who appears to be under the influence of drink or drugs. - Effective 5) CRITICAL - Administrative: No persons from the event organisers are to access any station, yard or shed areas until the relevant GWSR responsible person has granted access. - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends