



Euston Bus Station Risk Assessment Record

Location	Euston Bus Station	Date of Risk Assessment	29th September 2018
Reference	CEUS/0609	Assessed by	██████████
LBSL Region	Central	Review Date	28th September 2019
Responsible Person	██████████	Local Authority	Camden
Residual Risk	Medium		

Summary Report

1 Location: Euston Bus Station is located on Euston Road outside Euston Network Rail Station and is part of a major interchange between rail, underground, taxis and buses.

2 Layout/Operation: Buses operate through the bus station in both directions with eastbound buses entering direct from Euston Road and all other routes entering direct from Eversholt Street or Grafton Way.

There is a dedicated alighting point for terminating services; four stand areas with capacity for 9 buses and five pick up points. The main pedestrian crossing area was relocated in 2007 to the entrance/ exit point at Eversholt Street/ Grafton Way which is under traffic light control with a dedicated all pedestrian phase.

An additional two defined pedestrian crossings are located at the western end of the bus station to and from the monument island.

Operator	Routes	Buses per Hour
Abellio	68	8
Arriva	59, 73, 253	40
Go Ahead	476	8
Metroline	30, 91, 168, 390	36.5
London United	10, 18	10
East London/Stagecoach	205	9
Totals	12	111.5



Euston Bus Station

No	Hazards	Activity	Persons who could be harmed	Existing Controls	Risk Rating			Proposed Actions	Completion Date
					Severity	L/Hood	Rating		
1	<p>Collision</p> <p>Bus v Bus</p> <p>Bus v 3rd Party Vehicle</p> <p>Bus v Cyclist</p> <p>Bus v Infrastructure</p> <p>Bus v Overhanging infrastructure</p>	<p>Vehicle movement</p> <p>Access and egress to and from the bus</p> <p>Use of stand areas</p>	<p>Staff</p> <p>Pedestrians</p> <p>Contractors</p> <p>Other vehicle users</p>	<p>Bus station operated as a two way system segregated by islands.</p> <p>Layout minimises bus and infrastructure conflict.</p> <p>Vehicle movement at entrances and exits of bus station are under traffic light control.</p> <p>Entrance and exit lanes at Euston road segregated by high trieffe kerb.</p> <p>On-highway 'box junction' in place on Euston road and Eversholt street entrance and exits.</p> <p>Buses have defined bays to use, which maintain a direct line of approach for buses.</p> <p>Suitable and sufficient lighting provided for bus station.</p> <p>Unauthorised vehicles and cycles prohibition signage advising of no entry in place.</p> <p>Roadway complies with LBSL skid and slip resistance requirements.</p> <p>A clearly marked speed limit is in force (10mph).</p> <p>Scheduled checks carried out by LBSL staff daily/weekly/periodically.</p> <p>Identified defects reported / recorded on Griffin and progress monitored until closed.</p> <p>Asset condition survey carried out annually by Bus Infrastructure.</p> <p>Documented speed monitoring carried out.</p> <p>No overhanging infrastructure over bus movement area below bus height.</p> <p>The bus station is regularly cleaned throughout the day and spillage clean up procedures are in place.</p> <p>All Bus drivers trained to PCV standards.</p> <p>All authorised vehicles/ buses have audible reversing signals.</p>	3	2	6		



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2	<p>Collision</p> <p>Bus v Pedestrian</p> <p>3rd Party Vehicle v Pedestrian</p> <p>Cyclist v Pedestrian</p>	<p>Vehicle movement</p> <p>Access and egress to and from the bus station</p> <p>Use of stand area</p> <p>Boarding and alighting buses</p>	<p>Staff</p> <p>Pedestrians</p> <p>Contractors</p>	<p>Dedicated alighting point for terminating services located on the south side of bus station controls movement of buses and pedestrians.</p> <p>All passengers board or alight at designated passenger areas.</p> <p>Pedestrian crossing at the entrance/ exit on Eversholt street has a dedicated pedestrian phase.</p> <p>Barriers are in place for full length of central island and where possible on perimeter pavements to control movement of pedestrians within bus station.</p> <p>Dedicated pedestrian walkways and crossing points at key locations within the bus station.</p> <p>Pedestrian awareness signage 'look left/ look right' and road markings 'keep to footways' in place.</p> <p>Crossing awareness advanced signage for drivers in place.</p> <p>Roadway complies with LBSL skid and slip resistance requirements.</p> <p>A clearly marked speed limit is in force (10mph).</p> <p>Suitable and sufficient lighting provided for bus station.</p> <p>Unauthorised vehicles and cycles prohibition signage advising of no entry in place.</p> <p>Documented speed monitoring carried out.</p> <p>The bus station is regularly cleaned throughout the day and spillage clean up procedures are in place.</p> <p>Scheduled checks carried out by LBSL staff daily/weekly/periodically.</p> <p>High visibility clothing worn by staff and contractors whilst on the bus station.</p> <p>Visitors and contractors advised of site rules and emergency procedures.</p>	3	2	6		



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3	Slips, Trips & Falls On same or different levels	Moving around pavement and road areas Working at Height	Staff Pedestrians Passengers Contractors	Slip resistant surface applied to pedestrian crossings. Tactile paving in place on approach to crossings. Contrasting surface finish between islands and roadway. Dedicated alighting / pick up points for passengers. The bus station is regularly cleaned throughout the day and spillage clean up procedures are in place. Identified defects reported / recorded on Griffin and progress monitored until closed. Suitable and sufficient lighting provided for bus station. Roadway is scheduled for periodic oil cleans. Salt and grit applied during times of adverse weather by Bus Operations staff. Ability to isolate defective floor surfaces with cones/barriers/barrier tape. Slip resistant uniform shoes provided for LBSL staff. Buses maintained to required standard as to reduce spillages. High level work carried out by competent contractors. Arrangements in place to monitor and review working at height procedures.	2	2	4		
4	Fumes/ noise	Statutory Nuisance Use & / or storage of hazardous substances	Staff Pedestrians Passengers Contractors	Unauthorised vehicles are prohibited - signage in place. Only competent contractors are chosen to work on site. Notices in place advising drivers to switch off engines. Requirement enforced by LBSL staff. Scheduled checks carried out by LBSL staff daily/weekly/periodically. Bus Operators staff supervise bus movements on site daily. Vehicles are maintained to a required standard and to meet emission standards. Limited hazardous materials available on site. Aqua Sentry separator alarm in place - control box adjacent rear of off-side stand.	1	2	2		



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5	Assault / Robbery	Anti-Social Behaviour Lone working	Staff Contractors Passengers Pedestrians	<p>LBSL staff is trained in personal safety or equivalent training.</p> <p>Buses are fitted with CCTV which is recorded 24/7 and can be downloaded as required.</p> <p>Bus station is covered by digital CCTV and can be viewed in Bus Station Controllers office. Images are recorded 24 hours.</p> <p>Buses are equipped with driver activated assault alarms.</p> <p>Suitable and sufficient lighting provided for bus station.</p> <p>Emergency services can be summoned quickly via CentreComm using on bus radio.</p> <p>Personal assault alarms provided to LBSL staff.</p> <p>Airwave radios and mobile phones issued to LBSL staff.</p> <p>All bus routes are cashless.</p>	2	2	4		
6	Electricity	Unauthorised access to electrical supply(s) Damaged bus station electrics Damaged lamp columns	Staff Contractors Pedestrians	<p>Electrical mains are in a secure location accessed by authorised persons only.</p> <p>Electric mains circuits and LBSL lamp columns protected by fuses / RCB's.</p> <p>Only authorised persons permitted to carry out work on power supply.</p> <p>Only authorised persons permitted to carry out work on power supply.</p> <p>Emergency contact details available for LBSL owned equipment regarding repairs.</p> <p>Portable appliances subject to regular PAT testing.</p> <p>Identified defects reported / recorded on Griffin and progress monitored until closed.</p> <p>Scheduled checks carried out by LBSL staff daily/weekly/periodically.</p> <p>LBSL staff have access to barriers, barrier tape and / or cones to isolate damaged infrastructure.</p>	3	1	3		



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7	<p>Fire</p> <p>Explosion</p> <p>Vehicle Fire</p>	<p>Terrorist / malicious activity</p> <p>Arson</p> <p>Use of ignition sources</p> <p>Use of combustible materials</p>	<p>Staff</p> <p>Contractors</p> <p>Pedestrians</p> <p>Passengers</p> <p>Neighbours</p>	<p>Identified defects reported / recorded on Griffin and progress monitored until closed.</p> <p>Fire extinguishers available on buses and in bus station.</p> <p>LBSL vehicles and buses maintained to a required standard and monitored by LBSL.</p> <p>Emergency plans in place to deal with emergency detailing assembly points/alarms/detections and reviewed annually.</p> <p>Visitors and contractors advised of site rules and emergency procedures.</p> <p>Emergency services can be summoned quickly via CentreComm, mobile phone or on-bus radio.</p> <p>Bus station is covered by digital CCTV and can be viewed in Bus Station Controllers office. Images are recorded 24 hours.</p> <p>Buses are fitted with CCTV which is recorded 24/7 and can be downloaded as required.</p> <p>Scheduled checks carried out by LBSL staff daily/weekly/periodically.</p> <p>The bus station is regularly cleaned throughout the day and spillage clean up procedures are in place.</p> <p>Limited hazardous materials available on site.</p> <p>Portable appliances subject to regular PAT testing.</p> <p>Roadway is scheduled for periodic oil cleans.</p> <p>Only competent contractors chosen to work on site.</p> <p>Bus station fire risk assessment last conducted in May 2017. Risk assessment located in Bus Station Controllers office.</p>	4	1	4		

This risk assessment should be reviewed whenever a material change occurs at the bus stand or following a serious incident to ensure controls are still relevant. Otherwise it should be reviewed as indicated at the top of this document.