



<h2 style="margin: 0;">Peckham Bus Station Risk Assessment Record</h2>
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<b>Location:</b>	Peckham Bus Station	<b>Date of risk assessment</b>	17 June 2018
<b>LBSL Region:</b>	South	<b>Assessed By:</b>	██████████
<b>Responsible Person:</b>	██████████	<b>Date of previous assessment</b>	14 July 2017

Scheduled Review Date:	Actual Review Date:	Reviewed By:	Reason(s) For Review:	Comments	Amend	
					From	To
01 July 2013	22 July 2013	██████████	Periodic Review			
01 July 2014	26 September 2014	██████████	Periodic Review			
01 July 2015	09 August 2015	██████████	Periodic Review			
01 July 2016	20 July 2016	██████████	Periodic Review			
01 July 2017	14 July 2017	██████████	Periodic Review			
01 July 2018	17 June 2018	██████████	Periodic Review			

**Generic controls:** It should be noted there are a number of generic controls associated with the operation of bus stations and stands which relate to drivers and vehicles and are not included in the attached matrix. These control measures are monitored and reviewed by Bus Operators through their internal management system and by TfL through a planned audit and inspection programme.



**Bus Station Risk Assessment - Matrix**  
**Location:** Peckham Bus Station  
**LBSL Region:** South  
**Responsible Person:** [REDACTED]

**Assessment Date:** 17 June 2018  
**Assessed by:** [REDACTED]  
**Date of Previous Assessment:** 14 July 2017  
**Effective from date:** 17 June 2018

No.	1 Hazards	2 Activity / plant / Material	3 Persons & numbers that could be harmed	4 Existing Controls	Risk Rating			8 Proposed Actions	9 Completion Date
					5 Severity	6 Li/hood	7 Rating		

### Summary Report

- Location:** Peckham Bus Station is located on Peckham High Street, SE15 in the borough of Southwark. The bus station access road operates one-way with buses entering and exiting the bus stand area from the access road. The exit road operates two-way and is shared by delivery vehicles (including large articulated Lorries) to the nearby Morrison's store.
- Layout / Operation:** The bus stand area has capacity for 12 buses to park. All the stand areas are positioned at the rear of the stand and buses reverse into the parking bays. There is a large turning area for buses to manoeuvre in order to adopt a suitable line of approach. There is no need for passengers to access the bus movement / stand area.

There are two bus stops located on the access road for picking up passengers and one dedicated alighting point for terminating services to set down. Defined pedestrian crossing points are provided from the bus stops leading to the central island, across the exit road to a paved area to Peckham High Street. There is also a pedestrian paved area on the perimeter of the bus station connecting Peckham High Street with the alighting point, the two pick up stops and the nearby Morrison's store.

Railings have been provided where possible to segregate pedestrian and vehicle movement. Armco barriers, posts and concrete wheel stops have been provided at rear of each stand areas to control reversing buses.

Buses enter Peckham Bus Station from Peckham High Street and proceed directly to either the alighting point for terminating routes or one of the two interchange bus stops. Terminating routes set down passengers at the alighting point stop after turning into the access road. Once passengers have alighted, buses enter the stand areas. Upon departure, they exit from the stand, turn right on to the access road and serve their respective bus stop. Buses then follow carriageway to exit onto Peckham High Street. Vehicle movements on to Peckham High Street in both directions are controlled by traffic lights.



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Regular safety and security checks are carried out by a Network Traffic Controller (NTC). Other LBSL staff will visit the site as required and also for emergency situations.

- 3. There are five day routes (37, 177, 197, 345, 381) two of which are 24 hour routes (37, 345), and one night route N381 terminating at the bus station. 31 buses per hour terminating amount to buses peak time and a further 10 through buses use the entrance and exit roads (stops 'E' and 'H')

Bus Operator	Routes	Buses per hour
London Central	37, P12	12
Arriva	197	5
Abellio	P13, 381, 345, N381	18
Stagecoach	177	6
<b>Totals</b>		<b>41</b>



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1	<b>Collision:</b>  Bus v Bus  Bus v 3 <sup>rd</sup> Party Vehicle  Bus v Infrastructure	Vehicle movement  Access and egress to and from the bus station;  Use of stand areas;	Staff;  Pedestrians  Other authorised vehicles	<ul style="list-style-type: none"> <li>Bus station operates as a one-way system with separate entrance and exit</li> <li>Good sight lines and turning circle for drivers generally and during reversing movements</li> <li>Defined parking bays and rear of each stand has wheel stops to assist reversing buses</li> <li>Stand area is segregated from through route by narrow island with railings</li> <li>Wheel stops, bollards or armco barrier at rear of stand areas</li> <li>Stand entrance and exit clearly defined with signage in place;</li> <li>Suitable and sufficient lighting</li> <li>A clearly marked speed limit is in force (10mph)</li> <li>The roadway complies with LBSL skip/slip guidelines.</li> <li>All infrastructure installed at least 500mm from kerb edge;</li> <li>Drivers are trained to PCV standards</li> <li>Bus station is scheduled for regular cleans.</li> <li>Documented safety and security checks are carried out by LBSL Staff.</li> <li>Bus Operating Controllers provide service supervision</li> <li>Unauthorised vehicles are prohibited, signage is in place'</li> <li>Give way signs at bus station exit on to two-way exit lane</li> <li>Mirror sited on bend of exit road to provide improved vision of oncoming traffic and pedestrians;</li> </ul>	2	2	4		



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2.	<b>Collision</b>  Bus v Pedestrian;  3rd Party Vehicle v Pedestrian	Vehicle movement  Access and egress to and from bus stand;  Use of stand area;  Boarding and alighting buses;	Staff;  Pedestrians  Contractors	<ul style="list-style-type: none"> <li>• Good station design and layout controls vehicle and pedestrian movements;</li> <li>• Dedicated alighting and boarding points on perimeter road controls movement of buses and pedestrians;</li> <li>• Barriers are in place on the perimeter pavement to control movement of pedestrians in the vicinity of bus station;</li> <li>• Designated pedestrian crossings with dropped kerbs across the access / egress roads to the bus station;</li> <li>• Pedestrian awareness signage and road markings in place;</li> <li>• Roadway compiles with LBSL skid/slip guidelines.</li> <li>• A clearly marked speed limit is in force (10) mph;</li> <li>• Suitable and sufficient lighting..</li> <li>• Drivers have unobstructed vision of bus stands, roadway and stops;</li> <li>• Mirror sited on bend of exit road to provide improved vision of oncoming traffic and pedestrians</li> <li>• Drivers are trained to PCV standard;</li> <li>• Documented checks carried out by LBSL Staff;</li> <li>• High visibility clothing worn by staff and contractors when working on the bus station;</li> <li>• Bus Operators provide service supervision;</li> <li>• Unauthorised vehicles are prohibited, signage posted advising of 'no entry – except buses'</li> <li>• Defect reporting and maintenance procedures in place;</li> </ul>	2	2	4		



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3.	<b>Slips, Trips, Falls –</b>  On same or different levels	Moving around pavement and road areas;  Accessing staff facilities;	Staff;  Pedestrians;	<ul style="list-style-type: none"> <li>Suitable and Sufficient lighting provided for Bus Station</li> <li>Contrasting surface between pavements and roadways;</li> <li>Passenger circulation area is level on perimeter of site;</li> <li>Dedicated alighting / pick up points for passengers on pavement area around perimeter of site</li> <li>Crossing points have dropped kerbs;</li> <li>Spillage clean up procedure in place – site cleaned regularly</li> <li>Periodic checks are carried out by LBSL staff and recorded via Smart Worker.</li> <li>Slip resistant uniform shoes provided for LBSL staff</li> </ul>	2	1	2		
4.	<b>Fumes/ noise</b>	Statutory Nuisance  Use & / or storage of hazardous substances	Staff;  Contractors  Customers	<ul style="list-style-type: none"> <li>Unauthorised vehicles are prohibited</li> <li>Only competent contractors chosen</li> <li>Notices in place advising drivers to switch off engines. Requirements enforced by LBSL and bus operating controllers</li> <li>Vehicles maintained to a required standard and to meet emission standards</li> <li>Site checks by LBSL staff on a regular basis.</li> <li>Bus Operators provide service supervision</li> </ul>	2	1	2		



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5.	Assault / Robbery	Anti-Social Behaviour  Lone working	Staff;  Contractors	<ul style="list-style-type: none"> <li>Design of bus station provides few places for a potential assailant to hide;</li> <li>Bus Station covered by 24 hr digital CCTV</li> <li>Suitable and sufficient lighting in place, which is time controlled.</li> <li>On-bus assault alarms fitted to buses.</li> <li>Buses are fitted with CCTV which is recorded 24/7 and can be downloaded as required.</li> <li>Personal assault alarms provided to LBSL staff.</li> <li>Airwave radio issued to LBSL staff.</li> <li>Emergency assistance available via '999' or CentreComm;</li> <li>Access to LBSL Office accommodation is key controlled</li> <li>Access to drivers rest room is keypad controlled</li> </ul>	2	1	2		
6.	Electricity	Unauthorised access to electrical supply(s);  Damaged bus station electrics;  Damaged lamp columns	Staff;  Contractors;	<ul style="list-style-type: none"> <li>Electrical mains intake is in a secure location accessed by authorised persons only.</li> <li>Defect reporting and PGI procedures in place;</li> <li>LBSL Staff able to isolate damaged electrical areas by means of barrier tape/barriers and /or cones;</li> <li>Emergency contact details available;</li> <li>PAT Testing schedule in place.</li> </ul>	4	1	4		



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7.	Fire; Explosion Vehicle Fire;	Terrorist / malicious activity; Arson; Use of ignition sources. Use of combustible materials	Staff; Pedestrians Neighbours	<ul style="list-style-type: none"> <li>Design minimises hiding places for suspect packages;</li> <li>Fire extinguisher on buses and in facilities block;</li> <li>Vehicles maintained to a required standard and monitored by LBSL;</li> <li>Vehicles remain on site for short layover time only;</li> <li>Emergency plans in place to deal with emergency situation;</li> <li>Emergency assistance available via '999' or CentreComm;</li> <li>Unauthorised vehicles are prohibited;</li> <li>Bus station is covered by digital CCTV</li> <li>Limited combustible materials available on site;</li> <li>Suitable and sufficient lighting provided for Bus Station.</li> <li>Cleaning and Maintenance program in place;</li> <li>Documented regular checks carried out by LBSL Staff;</li> <li>Bus Operators supervisors on site to control services;</li> <li>Only competent contractors chosen to work on site;</li> <li>Staff aware of COSHH requirements</li> </ul>	3	1	3		

**Risk Rating Matrix**

**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 below.**

**Review Date: July 2019**

		Likelihood			
		Probable	Reasonably Probable	Remote	Extremely Remote
Severity	Fatal	4 16 Intolerable	3 12 High	2 8 High	1 4 Medium
	Severe	3 12 High	3 9 High	2 6 Medium	1 3 Medium
	Major	2 8 High	3 6 Medium	2 4 Medium	1 2 Low
	Minor	1 4 Medium	3 3 Medium	2 2 Low	1 1 Low