



## Bus Station Risk Assessment Record

<b>Location:</b>	<b>Vauxhall Bus Station</b>	<b>Date of risk assessment</b>	<b>26 October 2018</b>
<b>LBSL Region:</b>	<b>SOUTH</b>	<b>Assessed By:</b>	██████████
<b>Responsible Person:</b>	██████████	<b>Date of previous assessment</b>	<b>9<sup>th</sup> June 2017</b>
		<b>Local Authority</b>	<b>LAMBETH</b>

Scheduled Review Date:	Actual Review Date:	Reviewed By:	Reason(s) For Review:	Comments	Amend	
					From	To
July 2015	June 2015	██████████	Annual Review	Scheduled review		
June 2016	June 2016	██████████	Annual Review	Scheduled review	19.06.2016	19.06.2016
October 2018	October 2018	██████████	Annual Review	Scheduled Review		

### Summary Report

**1. Location:**

Vauxhall Bus Station is located adjacent Vauxhall LUL Station and forms part of a busy bus, underground and rail interchange. It is in an area bounded by Wandsworth Road, Kennington Road, South Lambeth Place and Parry Street. Bondway also forms part of the interchange. All roads within the bus station are public highway.

**2. Layout:**

Buses operate one way anti-clockwise through the bus station. Access is restricted to authorised vehicles only, which includes private vehicles needing access to the office and commercial outlets on Bondway and South Lambeth Place. Signage is in place at entrance from Parry Street advising of access for local buses, taxis and TfL permitted vehicles only. Customer facilities are provided on a central concourse with pedestrian access to LUL and Network Rail stations.



**Bus Station Risk Assessment**

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 Responsible Person: [REDACTED]

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 Assessed by: [REDACTED]  
 Date of Previous Assessment: 19<sup>th</sup> June 2017  
 Effective from date: 26 October 2018  
 Local Authority: Lambeth

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		

**3. Operation**

There are 11 day time routes and 6 night time routes using the bus station. Since June 2015 a shuttle service to and from Battersea Power Station re-development was introduced on Monday to Friday to provide a free service for construction workers. Buses only set down and pick up within the bus station (stop E), no standing is agreed. A dedicated service controller is provided by the operator.

There are four entrance points as follows:

- From Vauxhall Bridge via north entrance of Bondway buses approach via dedicated off-side bus lane on Vauxhall Bridge and entry is controlled by traffic lights.
- From Wandsworth Road direct via central entrance buses approach entrance via off-side bus lane on Wandsworth Road.
- From Parry Street via south entrance of Bondway entry is direct from Parry Street.
- From South Lambeth Place via north entrance of Bondway entry is direct from South Lambeth Place.

There are four exit points from the bus station as follows:

- From north end of bus station ahead direct on to Bridgefoot for Vauxhall Bridge under traffic light control.
- From the northbound lane of Bondway left on to South Lambeth Place then right on to Kennington Lane.
- From northbound lane of Bondway right on to South Lambeth Place. Exit from South Lambeth Place on to South Lambeth Road is under traffic light control.
- From southbound lane of Bondway, turning right on to Parry Street under traffic light control.

Buses in both directions set down and pick up at one of nine dedicated bus stops within the bus station. All bus stops are located on a central passenger island. Buses circumnavigate in a one way anti-clockwise movement within the bus interchange. The northern entrance and exit to and from Vauxhall Bridge are controlled by traffic lights. Access to the central entrance from Wandsworth Road is via a dedicated bus lane on off side of the gyratory. South Lambeth Place operates two ways with a bus lane running northbound. Entry is restricted to authorised vehicles only.



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A dedicated Bus Station Controller (BSC) provides supervision within the bus station daily. Any time that a BSC is not available the bus station is visited by a Network Traffic Controller (NTC). The bus station is covered by digital CCTV

Bus Operator	Routes	Buses per hour
Arriva London South	2; N2	12
London General	77;87;88;196;360;N87	36
Abellio	156;344,452	17.5
London Central	36;185;436	27.5
Stagecoach	N136	3
24 Hour routes * Note this BPH is only operated between 00:00 and 06:00	36, 87, 88, 344	14
London General	Battersea Power Station shuttle	8.5
<b>Totals</b>		<b>118.5</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 Interchange operates as a one way anti clockwise system with 4 entry and 4 exit points.</li> <li>• A total of 11 routes and a dedicated shuttle service for the Battersea Power Station re-development serve the bus station, 1 of which terminates;</li> <li>• Entrance from and exit to Vauxhall Bridge and Parry Street are controlled by traffic lights.</li> <li>• Dedicated parking bays (total 5) are provided on Bondway for terminating services.</li> <li>• Buses entering from Wandsworth Road must give way to buses within the bus station – signage in place.</li> <li>• Unauthorised vehicles are prohibited signage posted advising of 'no entry – except buses from Wandsworth Road and Vauxhall Bridge'.</li> <li>• Suitable and sufficient lighting is provided on site.</li> <li>• A clearly marked speed limit in force (20mph) – signage in place at entrances to bus station. Varitext electronic speed signs in place.</li> <li>• The roadway complies with LBSL skid/slip resistance guidelines.</li> <li>• The bus station has a resident cleaner.</li> <li>• Bus station is programmed for periodic oil cleans</li> <li>• Posts and barriers are installed where necessary</li> <li>• All infrastructure positioned at least 500 mm from kerb edge</li> <li>• No overhanging infrastructure over bus station roadway</li> <li>• Road markings and kerb edges are clearly defined</li> <li>• Regular safety and security checks are carried out by LBSL staff throughout the day.</li> <li>• LBSL staff provide supervision of the bus station daily.</li> <li>• Bus operator staff supervise their bus services.</li> <li>• Regular Speed checks are carried out by LBSL Staff;</li> <li>• Guidance issued as required to drivers detailing layout of the bus station and stand / stopping arrangements.</li> </ul>	2	2	4		



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2.	<b>Moving Vehicles:</b>  <b>Collision</b>  Bus v Pedestrian;  Bus v Cyclist  3rd Party Vehicle v Pedestrian	Vehicle movement  Access and egress to and from bus stand;  Use of stand area;  Boarding and alighting buses;  Deliveries By authorised vehicles	Staff;  Pedestrians  Passengers  Contractors  Other authorised vehicles	<ul style="list-style-type: none"> <li>• Good design and layout controls movement of buses and pedestrians.</li> <li>• Terminating services have dedicated alighting point.</li> <li>• All services use dedicated stops for picking up and setting down passengers.</li> <li>• Passengers have central concourse area to wait for bus services.</li> <li>• Barriers are in place, opposite Wandsworth Road entrance, to control pedestrian movement.</li> <li>• Traffic light controlled pedestrian crossing leading to and from LUL/Network Rail entrance. Defined crossing at southern end leading to and from the pedestrian concourse</li> <li>• Designated cycle lane on perimeter of bus station between South Lambeth Road and Embankment.</li> <li>• A clearly marked speed limit is in force (20mph).</li> <li>• Roadway complies with LBSL skid/slip resistance guidelines.</li> <li>• Adequate lighting controlled by sensors.</li> <li>• Defined walkway marked by chevrons, for drivers alighting from buses on Bondway off side stand area;</li> <li>• The bus station has a resident cleaner on site and spillage clean up procedures is in place.</li> <li>• High visibility clothing is worn by staff and contractors resident / working on bus station.</li> <li>• LBSL Staff available on site daily to supervise bus station.</li> <li>• Regular liaison takes place with LUL/Network Rail in the event of disruption and therefore additional customers using the bus station.</li> <li>• Guidance issued to drivers detailing layout of the bus station and stand / stopping arrangements;</li> <li>• Dedicated loading bays are provided.</li> </ul>	3	2	6		



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3.	<b>Slips, Trips, Falls –</b>  On same or different levels	Moving around pedestrian areas;  Accessing staff toilets & watering point(s);  Accessing LBSL stores;  Access to roof  Use of lifts	Staff;  Pedestrians;	<ul style="list-style-type: none"> <li>• Passenger circulation area is level.</li> <li>• Contrasting surface finish between pavement and roadway.</li> <li>• Slip resistant surface applied to pedestrian crossings;</li> <li>• Tactile paving in place on approach to crossings.</li> <li>• Adequate lighting, which is controlled by sensors.</li> <li>• Dedicated alighting / pick up points for passengers;</li> <li>• The bus station has a resident cleaner on site</li> <li>• Defect reporting and maintenance arrangements are in place (including 3<sup>rd</sup> party defects);</li> <li>• Bus station roadway is programmed for periodic deep cleans;</li> <li>• Scheduled checks by LBSL staff throughout the day;</li> <li>• Facilities inspections are carried out.</li> <li>• Third party defects which impact on operation of the bus station are recorded and actioned accordingly until completion.</li> <li>• Slip resistant uniform shoes provided for LBSL staff.</li> <li>• Ability to isolate any identified defect with cones /barriers/tape;</li> <li>• High level work carried out by competent contractors.</li> <li>• Access to roof area restricted to authorised personnel only and access secure at all times.</li> <li>• Lift opened and under LUL responsibility</li> </ul>	2	2	4		
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 – signage in place;</li> <li>• Only competent contractors are chosen to work on site.</li> <li>• Notices in place advising drivers to switch off engines.</li> <li>• Vehicles are maintained to a required standard and to meet emission standards.</li> <li>• Regular safety and security checks are carried out by LBSL staff</li> <li>• Bus Operators staff supervise bus movements on site daily.</li> <li>• Cleaning materials kept in secure location when not in use;</li> <li>• Cleaning Contractor COSHH risk assessments / data sheets available on site;</li> </ul>	1	2	2		



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5.	Assault / Robbery	Anti-Social Behaviour  Lone working	Staff;  Contractors  Customers	<ul style="list-style-type: none"> <li>Staff are trained in personal security and assault awareness,</li> <li>Bus station is covered by digital CCTV linked to CentreComm and can be viewed in Bus Station Controllers office.;</li> <li>Adequate lighting in place, which is controlled by sensors.</li> <li>The design of the bus station provides few places for a potential assailant to hide.</li> <li>LBSL staff do not handle cash</li> <li>Personal Assault alarms provided to LBSL staff;</li> <li>Buses equipped with driver activated assault alarms;</li> <li>Ability to summon assistance from emergency services via phone, Airwave or Ibus radio;</li> </ul>	2	2	4		
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 boards kept in locked room accessed by authorised persons only;</li> <li>Electric mains circuits and LBSL Lamp Columns protected by fuses / RCB's;</li> <li>Only authorised persons permitted to carry out work on power supply;</li> <li>Defect reporting and PGI procedures are in place;</li> <li>LBSL Staff have access to barriers, Barrier Tape and / or cones to isolate damaged infrastructure;</li> <li>Emergency contact details available for LBSL owned equipment regarding repairs;</li> <li>Portable appliances subject to regular PAT testing;</li> </ul>	4	1	4		



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7.	Fire; Explosion; Vehicle Fire;	Terrorist / malicious activity; Arson; Use of ignition sources. Use of combustable materials	Staff; Pedestrians Neighbours	<ul style="list-style-type: none"> <li>• Fire extinguishers and suppression units are available on buses.</li> <li>• Vehicles remain on bus stand for short layover time only;</li> <li>• Drivers are trained on procedures to follow in the event of an emergency.</li> <li>• Contingency plans in place to deal with emergency situation.</li> <li>• Emergency services can be summoned quickly through Centrecomm / i-Bus</li> <li>• Site and buses that use it are fitted with CCTV which is recorded 24/7.</li> <li>• Defect reporting arrangements are in place</li> <li>• known terrorist / malicious activity to drivers and LBSL staff</li> <li>• Unauthorised vehicles are prohibited – signage in place;</li> <li>• Regular cleaning of the bus station takes place by the on site cleaner and spillage clean up procedures are in place;</li> <li>• Only competent contractors are chosen to work on site.</li> <li>• Design minimises hiding places for suspect packages</li> <li>• Regular safety and security checks are carried out by LBSL staff and recorded via Griffin.</li> <li>• Programme of Portable Appliance Testing in place;</li> <li>• Litter removed daily by cleaning contractors;</li> <li>• The majority of bus station is external;</li> </ul>	2	2	4		





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**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: October 2019

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