

Route Risk Assessment

Service 74 Livingston - Fauldhouse Lothian Country Garage

Provide details of any identified problems/issues and any control measures/special arrangements undertaken including vehicle type restrictions etc on separate sheet if required		Summarise details & locations	Likely impact of non-competent performance	Summary Controls	Location specific awareness information/training provided	Route learning will be provided to all drivers	Drivers encouraged to report incidents/problems	Control/ODT/Drivers engaged in ongoing improvement	(Task performed competently)			Other - please detail	Resultant route risk level			
Do Any of the Statements listed below have any relevance to the route under review? <i>Tick as appropriate</i>	Yes								No	Severity	Likelihood		Risk rating	Intolerable	Undesirable	Tolerable
Driver has sufficient visibility at any road junctions and/or roundabouts?		✓	Almondvale south road blind bend, large vehicles may have to use/straddle part of other carriageway	Wrong route driven, contact with stationary objects, contact with other road users	Route learning, driver training, traffic circulars, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	2	3				3
The route is free from overhanging branches or (or potential) on the route?		✓	B7015 Between Stoneyburn and Longridge , B7010 between Longridge and Fauldhouse	Wrong route driven, contact with stationary objects, contact with other road users	Route learning, driver training, Driver reporting procedure for on route hazards, traffic circulars developed and information posted in garages, route driven by qualified PCV drivers, risk awareness.	YES	YES	YES	YES	2	1	3	IID have been notified and are engaging with local authorities			3
Bus lanes bus / bus stops / roads appropriately defined & marked - Free from indiscriminate parking?		✓	Bus stops clearly marked, indiscriminate parking may be a problem 1. West Calder Main Street 2. Loganlea turning circle, 3. Addiewell Church Street (residents) 4. Main Street Stoneyburn/Bents (residents) 5. Fauldhouse Main Street (New bus box to be created) 6. B7015 exiting turning area (Fauldhouse)	Wrong route driven, contact with stationary objects, contact with other road users	Route learning, driver training, traffic circulars, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	1	2				2
Road restrictions or traffic speed/control measures visible and can be traversed safely (e.g. road humps)?		✓	Speed bumps, various locations on route, speed calming	Driver speeding, vehicle damage, uncomfortable journey for passengers	Qualified PCV drivers, risk aware, customer engagement awareness	YES	YES	YES	YES	1	1	2				2
Timings reflect any congestion issues		✓	New Service: Schedules may have to consider timings of buses to avoid meeting on 1) Addiewell, narrow railway bridge pinch point for two large vehicles	Drivers not operating to schedules, Drivers not trained, accidents,	Published service timetable, drivers have time board and AVL system within cab to inform when operating early/late, Qualified drivers, risk aware	YES	YES	YES	YES	1	1	2	Operations to monitor in line with normal procedures			2
Route (incl off service routes & normal diversions) suitable for all bus types?		✓	Suitable for all vehicle types except Tri-Axle bus (See below).	Wrong route driven, contact with stationary objects, contact with other road users, Double Deck bus on route.	Route risk assessment, Low bridge awareness campaign, Driver route training also includes off service routes.	YES	YES	YES	YES	1	1	2				2
No height restrictions i.e. low bridges) etc on or close to the route?		✓	Low Railway Bridge's on or close to the route - West Calder (Cleuch brae) 13ft 9" (4.2m) Arched Bridge must pass through in middle of carriageway - Addiewell - Station Road 9ft 3" (2.8m), - Shotts road - Low Bridge 12f - 3.7m (Railway Bridge)	Wrong route driven, contact with stationary objects, contact with other road users, Double Deck bus on route, potential Low Bridge Addiewell Station Road & Shotts Road Fauldhouse	Route risk assessment, Low bridge awareness campaign, CPC course 2021, Driver route training also includes off service routes	YES	YES	YES	YES	3	1	4	Route information held within control room and schedules. Control room have 'Live' visibility of all vehicles being used on all routes to minimise risk of vehicles colliding with a Low Bridge - any/all incidents or near misses to be fully investigated and reported to Head of Operations/Head of Risk			4

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Do Any of the Statements listed below have any relevance to the route under review? <i>Tick as appropriate</i>	Yes	No								Severity	Likelihood	Risk rating		Intolerable	Undesirable	Tolerable
Are bus stops suitably positioned away from road junctions and other road/traffic hazards?	✓		All Bus stops are positioned far enough away from kerb edge.	Drivers not adhering to designated bus stops	Drivers trained in stopping patterns during route learning	YES	YES	YES	YES	1	1	2				2
Bus stops, BSI and other fixed infrastructure far enough from kerb edges to allow safe entry / exit at bus stops?		✓	1) Livingston centre 2 pedestrian crossing, narrow road only 1 large vehicle can pass through safely 2) Almondvale south road blind bend, large vehicles may have to use/ straddle part of other carriageway 3) A71 bus stop railings enter/exiting on to 40 mph road 4) Addiewell narrow bridge pinch point for two large vehicles 5) Fauldhouse turning area, bollards on both kerb edges entering and exiting joining road between Lanrigg road and B7015	Wrong route driven, contact with stationary objects, contact with other road users	Route learning, driver training, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	2	1	3	ANY LOCATIONS IDENTIFIED REPORTED TO IID TO SEEK IMPROVEMENT VIA LOCAL AUTHORITY AS PRACTICABLE			3
Kerbs heights along route do not cause access problems for passengers? / vehicles or restrict vehicles that may be used		✓	High kerbs on entry to bus stops throughout this route	Drivers make contact with Kassel kerb when entering bus stop causing vehicle damage	Route learning, driver training, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	1	2				2
All roads used are public highways? (written permission and site specific risk assessment is required for any private roads accessed)	✓		Service operates on public highway	Wrong route driven, contact with stationary objects, contact with other road users	Route learning, driver training, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	1	2	Regular liaison with NHS Lothian to manage mitigate risks			2
There is no requirement for reversing of vehicles on the route?	✓		None required	Wrong route taken, driver reverses bus without banksman, damaged bus	Drivers must contact control when wrong route taken, Drivers should not be reversing buses on street	YES	YES	YES	YES	1	1	2	If you do get into a position where you have to reverse without a 'Banksman' then control must be informed and follow their instruction			2
No excessively high numbers of school children use this route?	✓		High schools on this route - 1. James Young, Dedridge 2. West Calder High School	Wrong route taken, failure to pick up customers, company reputation, customer complaints, loss of revenue.	Route learning, driver training, route driven by qualified PCV drivers, risk awareness, road markings, signage, speed restrictions (20 mph)	YES	YES	YES	YES	1	1	2				2
Any expected higher than normal volumes of pedestrians at particular times or days?	✓		Weekend shoppers to Livingston Centre	Wrong route taken, failure to pick up customers, increase in pedestrian accidents	Route learning, driver training, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	2	1	3				2
No evidence of assaults / vandalism occurring on services in areas served	✓		New route, requires local knowledge / monitoring.	Driver confronts youths, escalates the problem, delays service, customer complaints, driver gets hurt, vehicle damage	Driver training, control room procedures, record and report to Police liaison officer	YES	YES	YES	YES	1	1	2	H&S Dept to monitor assault data. Control monitor ASB and respond accordingly			2
Layover and WC facilities suitable and sufficient	✓		Livingston Centre, Fauldhouse Partnership Centre	Driver unable to access toilet facilities	Driver issued a key to access toilets on route, agreement in place with council buildings for drivers to use facilities	YES	YES	YES	YES	1	1	2	Details of LCB WC Facilities to be included on LB Roads ASAP			2
No evidence to indicate high numbers of passengers with special needs / vulnerability and/or disabilities use this route?	✓		New route, requires local knowledge & monitoring.	Harsh braking events, rise in customer complaints, injuries and compensation claims	Route learning, driver training, route driven by qualified PCV drivers, risk awareness, CPC continuous training	YES	YES	YES	YES	1	1	2				2

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Do Any of the Statements listed below have any relevance to the route under review? <i>Tick as appropriate</i>	Yes	No								Severity	Likelihood	Risk rating		Intolerable	Undesireable	Tolerable
Bus lanes suitably marked, signed & wide enough for vehicles to use?	✓		All bus lanes suitable for use	Drivers make contact with kerb stationary or other road users	Route learning, driver training, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	1	2	ANY LOCATIONS IDENTIFIED REPORTED TO IID TO SEEK IMPROVEMENT VIA LOCAL AUTHORITY AS PRACTICABLE	2		
Route reviewed in dark and street and/or vehicle lighting levels considered suitable		✓	Route reviewed during daylight hours, West Calder to Addiewell, country road with no street lighting - Addiewell to Stoneyburn country road - Stoneyburn to Fauldhouse no street lighting, route may have to be assessed for glare on windscreen	Wrong route driven, contact with stationary objects, contact with other road users	Route learning, driver training, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	1	2	Discuss with Insurance and Garage management if there is an increased accident rate for services driving during darkness hours or Drivers raising concern with visibility? If Yes assess route in darkness	2		
All drivers have received both route and vehicle familiarisation training for this route and been advised of special arrangements for hazards identified?	✓		All drivers are fully trained on route, vehicle and hazard identification	Wrong route driven, contact with stationary objects, contact with other road users	Route learning, driver training, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	1	2	Training for all drivers ahead of introduction of route including opportunity to visit highlighted high risk locations.	2		
No evidence of indiscriminate parking	✓		West Calder main street - widespread parking / delivery van issues, Loganlea turning circle (residential parking) Fauldhouse turning area.	Wrong route driven, contact with stationary objects, contact with other road users	Route learning, driver training, traffic circulars, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	2	3		3		
Manual handling training given (ramp operation) Tick as appropriate	✓		All drivers given manual handling training on ramps.	Unable to serve disabled customers needs	Route learning, driver training, route driven by qualified PCV drivers, risk awareness	YES	YES	YES	YES	1	1	2		2		
Potential impact of adverse weather and access to gritting plans appropriately considered with outcomes communicated		✓	Control have gritting plans and phone contacts for relevant agencies. Rural areas may see weather deterioration rapidly.	Driver operates vehicle in unsafe conditions	Services operate on main roads that are gritted any roads that are not cleared or driveable services will be curtailed or stopped	YES	YES	YES	YES	2	1	3	Gritting plans required from local authority annually. Winter Weather awareness leaflet issued annually.	3		
Is the route approved for rear door operation and Tri-axle vehicles and suitable? Tick as appropriate		✓	Route Not assessed for Tri-Axle bus - NOT SUITABLE FOR TRI AXLE VEHICLES.	Wrong route driven, contact with stationary objects, contact with other road users. Double Deck bus on route, potential Low Railway Bridges if wrong route is taken.	Route risk assessment, Low bridge awareness campaign, CPC course 2021, Driver route training also includes off service routes	YES	YES	YES	YES	3	3	6	TRI AXLE VEHICLES MUST NOT BE ALLOCATED TO THIS SERVICE	6		
All other route specific risks identified and controlled?		✓	All risks assessed and controlled where reasonably practicable	Staff, customers put at risk	H&S dept. company risk assessments, route risk assessments	YES	YES	YES	YES	1	1	2		2		
Assessors: Pat Toner & Greame Healy										Date: 17th October 2023						
Approved by: Walter Herring (Head of Operational Risk)										Date: 18th October 2023						

Note - For risk levels that are Undesireable or Intolerable additional control measures or action should be taken/considered to reduce the risk to Tolerable so far as reasonably practicable