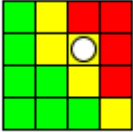
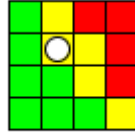



DBE Corporate & Departmental Risks (Planning & Transportation Committee)

APPENDIX 2

Report Author: Richard Steele

Generated on: 24 August 2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety	<p>Cause: Limited space on the City's medieval road network to cope with the increased use of the highway by vehicles and pedestrians / cyclists within the City of London. Interventions & legal processes take time to deliver</p> <p>Event: The number of casualties occurring in the City rises instead of reducing.</p> <p>Effect: The City's reputation and credibility is adversely impacted with businesses and/or the public considering that the Corporation is not taking sufficient action to protect vulnerable road users; adverse coverage on national and local media</p>	 <p>Likelihood</p> <p>Impact</p>	12	<p>The risk remains unchanged. The permanent Bank Junction long term scheme is still on hold. The experimental safety scheme conclusion report was presented to Project Sub Committee on 18 June, Streets and Walkways Sub Committee on 3 July, Planning and Transportation Committee on 10 July. It will now go to Policy and Resources Committee on 6 September and the final decision whether or not to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent will be made at the Court of Common Council on 13 September.</p> <p>The public consultation on the Road Danger Reduction and Active Travel Plan closed on August 5th. 511 responses were received. These are now being analysed and a report will be presented to Streets and Walkways and Planning and Transportation Committee in the Autumn.</p> <p>The Be Brake Ready campaign in July and August is focusing on the behaviour and speed of cyclists. Pop-up events were held at Ludgate</p>	 <p>Likelihood</p> <p>Impact</p>	6	31-Oct-2018	

23-Oct-2015 Carolyn Dwyer				<p>Circus, the Eastern City Cluster and Queen Street.</p> <p>As at 17th August there are 50 Live construction sites in the City, of which only 17 are not CLOCS champions, however this is as they are either fit outs only and therefore too small (2 sites), are nearing completion (6 sites), new start sites (5 sites) or are run by Irish based companies which don't currently register with the UK CLOCS scheme (4 sites).</p> <p>City Mark will now become business as usual.</p> <p>17 Aug 2018</p>				Constant
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Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	<p>The permanent long term scheme is still on hold.</p> <p>The experimental safety scheme conclusion report was presented to Project Sub Committee on 18 June, Streets and Walkways Sub Committee on 3 July, Planning and Transportation Committee on 10 July. It will now go to Policy and Resources Committee on 6 September and the final decision whether or not to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent will be made at the Court of Common Council on 13 September.</p>	Steve Presland	17-Aug-2018	30-Nov-2018
CR20f Development of the Road Danger Reduction & Active Travel Strategy	In accordance with the agreed workplan the Road Danger Reduction & Active Travel Strategy is being prepared. Indicative milestones (1) draft to Planning & Transportation Committee in early 2018; (2) Public Consultation in Q2 of 2018; & (3) revised strategy to be presented to Planning & Transportation committee with recommendation for adoption Summer 2018.	The public consultation on the Road Danger Reduction and Active Travel Plan closed on August 5th. 511 responses were received. These are now being analysed and a report will be presented to Streets and Walkways and Planning and Transportation Committee in the Autumn.	Steve Presland	17-Aug-2018	01-Oct-2018

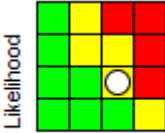
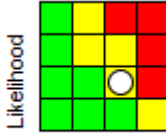

CR20g Pilot Behaviour Change Campaign	Behaviour Change Campaign to address 'inattention'. The process will be (1) use focus groups to identify options; (2) conduct attitudinal survey of road users; (3) prepare campaign delivery plan; (4) deliver campaign; (5) evaluate and report to Q4 2018/19.	<p>The Be Brake Ready campaign in July and August is focussing on the behaviour and speed of cyclists. Pop-up events were held at Ludgate Circus, the Eastern City Cluster and Queen Street.</p> <p>Traffic cameras were set up at Queen Street to measure the impact of the campaign speed of cyclists and number of near misses with pedestrians. Initial results are encouraging and a full report on the impact of the interventions will be presented to Streets and Walkways and Planning Committee in the Autumn.</p> <p>This follows on from a multi-media campaign which included paid promotion on Facebook.</p>	Steve Presland	17-Aug-2018	31-Mar-2019
CR20j Safer Goods Vehicles	The objective is to provide appropriate support to enable 75% of all active construction sites to be CLOCS compliant by summer 2018 including safer vehicles and trained drivers/ banksmen.	<p>As at 17th August there are 50 Live construction sites in the City, of which only 17 are not CLOCS champions, however this is as they are either fit outs only and therefore too small (2 sites), are nearing completion (6 sites), new start sites (5 sites) or are run by Irish based companies which don't currently register with the UK CLOCS scheme (4 sites). We have subsequently visited 3 of the Irish sites all of which meet the CLOCS standards. The 33 remaining live sites all meet the CLOCS Standards and we have successfully encouraged them to register as CLOCS Champions through City Mark.</p> <p>There are 5 recently started sites which have been contacted and visits have been arranged for the near future.</p> <p>City Mark will now become business as usual.</p>	Steve Presland	17-Aug-2018	31-Aug-2018

Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	<p>Continuing to monitor draft regulations to ensure they reflect or adapted to accord with City Corporation priorities.</p> <p>The Draft London Plan was published, for public consultation, in December 2017. The City of London responded in February 2018 and some revisions were published by the Mayor in August 2018. The City Corporation will make its case on outstanding matters at the Examination in Public into the Plan in Jan-May 2019.</p> <p>The Draft National Planning Policy Framework was published for consultation in March 2018. The City of London responded in May 2018. A final version NPPF published in July 2018 did not address all the City's concerns and so increases the risk to an extent which is being assessed.</p>	Paul Beckett	22-Aug- 2018	31-Dec- 2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-02 Service/Pipe Subways	<p>Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks.</p> <p>Event: A lack of Oxygen, poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces, Fire and explosions, hot conditions, Entrapment and falling debris.</p> <p>Impact: Fatality / Major Injury / Illnesses</p>	<p>Likelihood</p> <p>Impact</p>	8	<p>All processes have been updated.</p> <p>Business case for fire mitigation(water mist system) being sent to TFL land rental team</p> <p>Working processes remain the same and these up to date.</p> <p>Restricted access to QVS - utilities can not put plant in until they take some out. This helps to manage the congestion in this particular subway</p> <p>24 Aug 2018</p>	<p>Likelihood</p> <p>Impact</p>	8	31-Dec-2018	<div style="width: 20px; height: 10px; background-color: blue;"></div> <p>Constant</p>
02-Dec-2015 Ian Hughes; Giles Radford								

Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-02a Business As Usual Mitigations	<p>Confined space working is avoided when possible.</p> <p>All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice</p> <p>All openings are controlled through a central booking</p>	All business as usual mitigations have been reviewed, they are very much current and continue to work effectively.	Giles Radford	17-Jan-2018	31-Dec-2018

	<p>system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>				
DBE-02c Permit to Enter application form	Update Permit to Enter application form to improve clarity and reduce incorrect completion	[COMPLETED]	Steve Presland	19-Apr-2016	01-Mar-2016
DBE-02d Web presence	Publish an extranet page that includes all relevant documentation to ensure that utilities have access to up-to-date documents at all times. This will also include an on-line booking form.	[COMPLETED]	Giles Radford	26-Aug-2016	30-Apr-2016

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-DS-01 The Division becomes too small to be viable 25-Mar-2015 Gordon Roy	Cause: Reduced Income causes the service to be unviable Event: Development market fails to maintain momentum or our market share shrinks Impact: Reduced staffing levels do not provide adequate breadth of knowledge and experience	 Likelihood Impact	8	The risk is unchanged. The Options for Change report was approved by Summit Group in July 2018, and as a result a Business Plan is being developed and will be presented to members for consideration later this year. The 17/18 Client Questionnaire report found over 80% of clients rate the DS service as their first choice for Building Control Services. 01 Aug 2018	 Likelihood Impact	8	31-Dec-2018	 Constant

Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-DS-01a Business as usual mitigating controls	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working.	Continuing to market the service to existing and new clients. Maintaining high quality service (as evidence by the 2017/18 Client questionnaire report which found over 80% of clients would rate the DS service as their first choice), monitor KPIs and benchmark against other local authority building control departments. New marketing strategy has been implemented targeting office fit out projects.	Gordon Roy	01-Aug-2018	31-Dec-2018
DBE-DS-01c Business Plan development	Following approval of Summit Group, a Business Plan is being developed and to be presented to members for consideration later this year.	Procuring consultant has commenced.	Gordon Roy	01-Aug-2018	31-Mar-2019

[illegible]

Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-TP-03a TfL bid process	Meet TfL bid timetable	The 18/19 LIP programme has been approved by TfL and commenced in April 2018. The 2019/20 bid will, subject to the approval of the Planning and Transportation Committee, be submitted to TfL in November.	Steve Presland	24-Aug- 2018	30-Sep- 2018
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL	The 2018/19 start of year and July meetings have been held. The next meeting will take place in October.	Steve Presland	24-Aug- 2018	31-Mar- 2019

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-02 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Annie Hampson	<p>Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre</p> <p>Event: Perception that we are not responsive to the planning development needs of the City as a world business centre</p> <p>Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre</p>	 Likelihood Impact	6	<p>Whilst the underlying risk is unchanged, there continues to be uncertainty regarding the wider economic situation and in particular Brexit. This view was reinforced at MIPIM in March 2018.</p> <p>27 Jun 2018</p>	 Likelihood Impact	6	31-Dec-2018	 Constant

Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-02a Business as usual mitigating controls	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) Attendance at MIPIM.	The controls, which have been implemented, have been reviewed and continue to be appropriate and effective.	Annie Hampson	27-Jun-2018	31-Dec-2018