
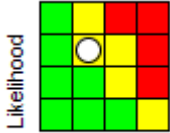


Committee Report (Corporate & Departmental Level Risks)

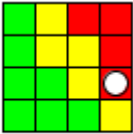
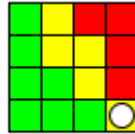

Report Author: Richard Steele

Generated on: 10 May 2016

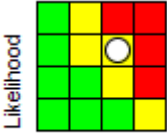
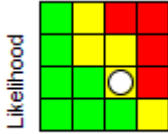

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety 23-Oct-2015 Carolyn Dwyer	<p>Cause: Limited space on the City's medieval 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>	16	<p>Road Danger Reduction Joint Action Plan for 2016/17 has been agreed with the City of London Police and approved by Committee. Additional modeling in connection with the Interim Bank Junction redesign will result in 4 months slippage. The Target date for risk reduction has been revised accordingly.</p> <p>09 May 2016</p>	 <p>Likelihood</p> <p>Impact</p>	6	30-Apr-2017	↔ No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
CR20a Joint Safer Transport Team	Implement a joint City of London Corporation & City of London Police Road Safety/Safer Transport Team	The business case for colocation is being reassessed. It is expected that there will be a decision about relocation by the end of July and the due date has been revised accordingly.	Steve Presland	09-May-2016	31-Jul-2016
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	Still on track	Steve Presland	09-May-2016	30-Nov-2018
CR20c Interim Bank Junction redesign	Working with TfL to explore and, where practicable, deliver short term design/operational improvements to Bank Junction	Additional modelling to enable us to reach agreement with TfL will result in 4 months slippage. It is anticipated that a report to proceed to implementation will be presented by December this year with implementation by the end of April 2017. The due date has been revised accordingly.	Steve Presland	09-May-2016	30-Apr-2017

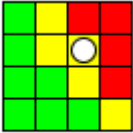
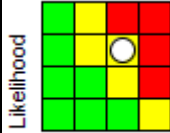

CR20d Road Safety Communications Strategy	Work with the Corporation's Communications Office to deliver a Road Safety Communications Strategy	Currently awaiting resource recruitment and allocation from the Corporate Communications Team	Steve Presland	09-May-2016	30-Nov-2016
CR20e City Contracts	Explore embedding vehicle and driver safety in all City of London Corporation contracts	Following comments from CLPS we will be reporting to Committee in the summer regarding potential impact on contract costs.	Steve Presland	09-May-2016	30-Sep-2016

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DBE-TP-01 Road Traffic Collision caused by City of London staff or contractor who is unfit to drive while on City business 13-Mar-2015 Steve Presland	Cause: A member of staff/contractor who is unfit or unqualified to drive causes ... Event: a road traffic collision which results in ... Impact: death or injury; financial claim	Likelihood  Impact	16	The roadshows are underway and should be completed by the end of May. Despite this slight slippage we are still on target to achieve the implementation of the Corporate Transport Policy by the end of June. 29 Apr 2016	Likelihood  Impact	8	01-Sep-2016	 No change

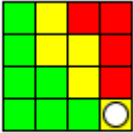
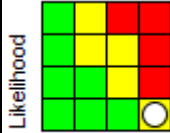

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DBE-TP-01a Approve Corporate Transport Policy	Approve Corporate Transport Policy [NB this depends on HR and Chief Officers]	ACTION COMPLETED 16 Jul 15	Oliver Sanandres	29-Apr-2016	31-Aug-2015
DBE-TP-01b Implement Corporate Transport Policy	Implement Corporate Transport Policy (including establishing monitoring regimen)	The roadshows are underway and should be completed by the end of May. Despite this slight slippage we are still on target to achieve the implementation of the Corporate Transport Policy by the end of June.	Steve Presland	29-Apr-2016	30-Jun-2016
DBE-TP-01c Driver safeguards in future City contracts	Work with the Corporate Procurement Service to embed driver safeguards in future City contracts	Following comments from CLPS we will be reporting to Committee in the summer regarding potential impact on contract costs.	Steve Presland	29-Apr-2016	31-Dec-2016

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DBE-DS-01 The Division becomes too small to be viable 25-Mar-2015 Bill Welch	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	12	Reviewing options for change to reduce likelihood 09 May 2016	 Likelihood	8	31-Dec-2016	 No change

Action no, Title,	Description	Latest Note	Managed By	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.		Bill Welch		31-Dec-2999
DBE-DS-01b Building Control business model review	(1) Review and update Marketing Strategy (2) Consider Options for Change	(1) (a) Review underway; (b) consulting with the Local Authority Building Control (LABC - which represents all local authority building control teams in England and Wales). Expected to be completed in June 2016. (2) (a) Consulting LABC & neighbouring Local Authorities; (b) Undertaking options review. Expected to be completed in July 2016.	Bill Welch	10-May-2016	31-Oct-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-PP-01 Adverse planning policy context 06-Mar-2015 Paul Beckett	Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City Event: Changes detrimental to the City are implemented Impact: Adverse changes cannot be prevented using local planning control	 Likelihood	12 Impact	Submitted response to DCLG Technical Consultation on planning changes. 27 Apr 2016	 Likelihood	12 Impact		 No change

Action no, Title,	Description	Latest Note	Managed By	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, Housing and Planning Bill		Paul Beckett		31-Dec-2999

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 02-Dec-2015 Giles Radford	<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>	8	Permit form and webpage to be resolved in the near future. Re-writing of the COP will take a year at least. 29 Feb 2016	 <p>Likelihood</p>	8	31-Dec-2016	 No change

Action no, Title,	Description	Latest Note	Managed By	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 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>		Giles Radford		31-Dec-2999

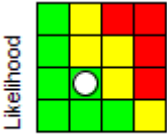
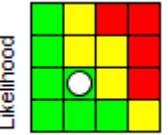

	<p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>				
DBE-02b Update Code of Practice	Revisit and update the approved code of practice working with other Local Authorities who have pipe subways.	Utilities will ,meet with LA's at the next LA meeting to discuss additions and amendments to the COP.	Giles Radford	25-Apr-2016	31-Dec-2016
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.	Webpage is now live. Training will be provided in early June before becoming mandatory. All documents are being uploaded as we speak.	Giles Radford	25-Apr-2016	30-Apr-2016

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DBE-PL-02 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Annie Hampson	Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre Event: Perception that we are not responsive to the planning development needs of the City as a world business centre Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre	 Likelihood Impact	6	Risk unchanged 04 Apr 2016	 Likelihood Impact	6		 No change

Action no, Title,	Description	Latest Note	Managed By	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.	Annie Hampson		31-Dec-2999

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DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received 27-Mar-2015 Steve Presland	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL Event: TfL funding for Local Investment Plan ceased or significantly reduced Impact: Unable to deliver highway investment & improvement programmes	 Likelihood Impact	4	Likelihood for 2016/17 has been reduced to Rare and the risk score reduced accordingly. Meetings have been scheduled with TfL and will take place throughout the year. 29 Apr 2016	 Likelihood Impact	4	30-Apr-2017	↔ No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-TP-03a TfL interactions	Agree TfL interactions timetable	In final draft. Expected to be completed by the end of the first week in May.	Steve Presland	29-Apr-2016	30-Apr-2016
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	Meetings have been setup for 2016/17. Meetings will be held throughout the year.	Steve Presland	29-Apr-2016	30-Mar-2017

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DBE-TP-07 A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot 27-Mar-2015 Steve Presland	Cause: A major incident, such as flooding or fire Event: Walbrook Wharf unusable as a depot Impact: Unable to clean streets; collect waste or maintain City of London Police vehicles. City of London unable to meet its contractual arrangements with third parties who use the depot for their commercial purposes.	 Likelihood	4	Risk unchanged 31 Mar 2016	 Likelihood	4		 No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-TP-07a Business Continuity exercise	Conduct annual DBE business continuity exercise	This has now been scheduled for the middle of June	Steve Presland	29-Apr-2016	30-Jun-2016