



DBE Corporate & Departmental Level Risks

Appendix 2

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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>Longer term and experimental schemes to improve Bank Junction are still on track.</p> <p>The Road danger campaign is now in final draft stage.</p> <p>The review of future joint working between City Police and the City's road safety team is now embodied within the One Safe City programme.</p> <p>23 Aug 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 review of future joint working between City Police and the City's road safety team is now embodied within the One Safe City programme and is now expected to be resolved by the end of January and the Due Date has been adjusted accordingly.	Steve Presland	25-Aug-2016	31-Jan-2017
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	Still on track	Steve Presland	25-Aug-2016	30-Nov-2018

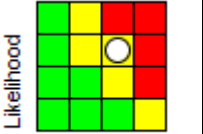
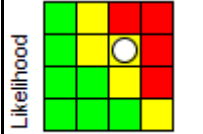

CR20c Interim Bank Junction redesign	Working with TfL to explore and, where practicable, deliver short term design/operational improvements to Bank Junction	It is anticipated that a report to proceed to implementation will be presented by December this year with implementation by the end of April 2017	Steve Presland	25-Aug-2016	30-Apr-2017
CR20d Road Safety Communications Strategy	Work with the Corporation's Communications Office to deliver a Road Safety Communications Strategy	The Road Danger campaign is now in final draft stage.	Steve Presland	25-Aug-2016	30-Nov-2016
CR20e City Contracts	Explore embedding vehicle and driver safety in all City of London Corporation contracts	Vehicle and driver safety now a requirement in the City of London Responsible Procurement Strategy.	Steve Presland	18-Jul-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	Training needs assessments will commence in September with the aim of completing these by the end of September. Drivers and those managing drivers will be required to complete an online training session and this training will also commence in September. All drivers will be required to register their driving licence details to ensure on-going validity. The target is to complete 80% of training and licence checking by the end of October at which point the risk should be reduced to Amber. 23 Aug 2016	Likelihood Impact	8	31-Oct-2016	 No change

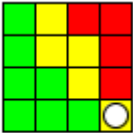
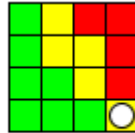
Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-TP-01a Approve Corporate Transport Policy	Approve Corporate Transport Policy [NB this depends on HR and Chief Officers]	ACTION COMPLETED 16 Jul 15	Oliver Sanandres	29-Apr-2016	31-Aug-2015
DBE-TP-01b Implement Corporate Transport Policy	Implement Corporate Transport Policy (including establishing monitoring regimen)	Training needs assessments will commence in September with the aim of completing these by the end of September. Drivers and those managing drivers will be required to complete an online training session and this training will also commence in September. All drivers will be required to register their driving licence details to ensure on-going validity. The target is to complete 80% of training and licence checking by the end of October at which point the risk should be reduced to Amber.	Steve Presland	23-Aug-2016	31-Oct-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 Impact	12	No specific changes - except the potential Brexit impact on planned developments and those further back in the pipeline which will need to be monitored carefully. 13 Jul 2016	 Likelihood Impact	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) Review completed and Marketing Strategy updated. (2) (a) Consulting with LABC & neighbouring Local Authorities has commenced and is on-going; (b) Undertaking options review to commence in October 2016. The Due Date has been adjusted accordingly.	Bill Welch	25-Aug-2016	31-Dec-2016

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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	No change - too early to assess the Planning Policy implications of Brexit 18 Jul 2016	 Likelihood	12		 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

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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>  <p>Impact</p>	8	<p>Webpage training has now been completed. Looking to go live in Mid-October.</p> <p>Pipe sub group has been set up and will review COP in the next meeting.</p> <p>All other matters have been addressed.</p> <p>24 Aug 2016</p>	<p>Likelihood</p>  <p>Impact</p>	8	31-Dec-2016	<p>↔</p> <p>No change</p>

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</p>		Giles Radford		31-Dec-2999

	<p>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-02b Update Code of Practice	Revisit and update the approved code of practice working with other Local Authorities who have pipe subways.	Working party create with UK Power Networks, BT, London Fire Brigade and other Local Authorities. A full review of the Code of Practice will take place in October 2016.	Giles Radford	26-Aug-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.	[COMPLETED]	Giles Radford	26-Aug-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	The risk is unchanged - it is too early to assess the impact of Brexit. 18 Jul 2016	 Likelihood Impact	6		 No change

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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	Discretionary TfL funding is being maintained for 16/17 at £1.1M and potential further funding up to £1M for Bus Priority Measures. Regular meetings with TfL are being maintained. 25 Aug 2016	 Likelihood Impact	4	30-Apr-2017	 No change

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DBE-TP-03a TfL interactions	Agree TfL interactions timetable	COMPLETED	Steve Presland	25-Aug-2016	30-Apr-2016
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	Regular meeting being held.	Steve Presland	25-Aug-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 Impact	4	The risk is unchanged. A Business Continuity exercise is scheduled for autumn 2016. 25 Aug 2016	 Likelihood Impact	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	Rescheduled for autumn 2016.	Steve Presland	25-Aug-2016	30-Nov-2016