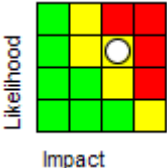
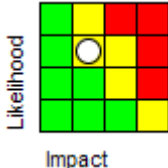


DBE Corporate & Departmental Risks (Planning & Transportation Committee)

APPENDIX 2

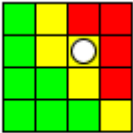
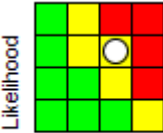

Report Author: Richard Steele

Generated on: 20 September 2017

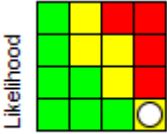
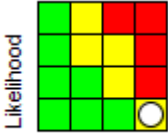

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety 23-Oct-2015 Carolyn Dwyer	<p>Cause: Limited space on the City's medieval 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>		12	<p>The risk is unchanged.</p> <p>Monitoring of the Experimental Scheme continues to take place, with the consultation survey now live until the end of November 2017</p> <p>A number of mitigation actions have been added to this Risk report from the agreed RDR Work Plan including; Development of the Road Danger Reduction and Active Travel Strategy, Pilot Behaviour Change Campaign, The Active City Network and work on Safer Goods Vehicles.</p> <p>20 Sep 2017</p>		6	31-Oct-2017	↔ No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	Monitoring of the Experimental Scheme continues with an interim report on the first 6 months of the scheme scheduled for December 2017. A decision on whether or not to make the scheme permanent will be needed prior to November 2018. Early indications suggest casualty reductions targets for the scheme will be delivered with only 1 slight casualty in the first 3 months compared to typically 3 before the scheme was introduced.	Steve Presland	20-Sep-2017	22-Nov-2018

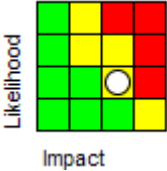
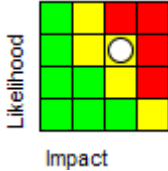

CR20f Development of the Road Danger Reduction & Active Travel Strategy	In accordance with the agreed workplan the Road Danger Reduction & Active Travel Strategy is being prepared. Indicative milestones (1) draft to Planning & Transportation Committee in early 2018; (2) Public Consultation in early; & (3) revised strategy to be presented to Planning & Transportation committee with recommendation for adoption Summer 2018.	Following discussions with neighbouring authorities and consideration of initiatives taken in other cities a new draft Road Danger Reduction & Active Travel Strategy is being finalised for informal consultation in October/ November 2017. This strategy follows recognition that despite the current strategy delivering a reduced casualty rate for vulnerable road users within the City (e.g. casualties plateauing against a significant rise in cyclist numbers) a more radical strategy is essential if we are to deliver the absolute number of casualty reductions set out in the City's agreed target.	Steve Presland	20-Sep-2017	31-Jul-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.	(1) Focus group consultation completed September 2017.	Steve Presland	20-Sep-2017	31-Mar-2018
CR20i Active City Network	Working with the City's 'Active City Network' involving some 100+ City businesses we will deliver two major events a year, provide monthly road shows at businesses and provide employers, residents and visitors with a platform for two way communications regarding strategies to deliver road safety improvements. Progress will be reported to Members in March 2018.	To date we have developed the branding and structure of the network, delivered, two business conference events with over 200 people representing at least 100 City organisations. 10 business roadshows, led rides and walks, community events, published a best practice guide and send quarterly newsletters. The 2 major events planned for next year will be high profile events aimed at both businesses, their workers and the public in general. They will seek to raise awareness of road danger, the need for them to take some responsibility for their own well being, and increase their knowledge of the active travel infrastructure improvements being put in place eg Quietways, Bank, Aldgate etc	Steve Presland	20-Sep-2017	31-Mar-2018
CR20j Safer Goods Vehicles	By 31st March 2018 all active construction sites in the City of London will have been visited to audit their level of compliance with the national CLOCS (Construction Logistics and Community Safety) scheme. The objective is to provide appropriate support to enable 75% of sites to be CLOCS compliant by summer 2018 including safer vehicles and trained drivers/ banksmen.	Half of sites already visited of which 50% supplied evidence they were CLOCS compliant. Work currently ongoing with non compliant sites. Remaining 50% sites will be visited by end 2017/18.	Steve Presland	20-Sep-2017	31-Aug-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-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 Impact	12	Risk unchanged. The Neighbourhood Planning Act 2017 could stimulate local expectations and processes that will need careful consideration in relation to the City of London. 07 Sep 2017	 Likelihood Impact	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, forthcoming legislation	Revised to refer to "forthcoming legislation" rather than a specific measure.	Paul Beckett	18-May-2017	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	Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks. 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. Impact: Fatality / Major Injury / Illnesses	 Likelihood	8 Impact	Further to the fire risk assessments, we are now looking at installing heat detection cables within QVS subway. We will be the first in London to achieve this but it is good to be forward thinking and ahead of the rest. 04 Sep 2017	 Likelihood	8 Impact		 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> <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>		Giles Radford		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-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		8	The likelihood of this occurring has been reduced from Possible to Unlikely. The impact remains unchanged. (a) Continuing to consult with LABC & neighbouring Local Authorities; (b) Options review - the substantive work is now underway and is on target to be completed by the end of December 2017. 11 Sep 2017		12	31-Dec-2017	 Decreased Risk Score

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	Consider Options for Change	(a) Continuing to consult with LABC & neighbouring Local Authorities; (b) Options review - the substantive work is now underway and is on target to be completed by the end of December 2017.	Bill Welch	11-Sep-2017	31-Dec-2017

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	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	Whilst the underlying risk is unchanged, there continues to be uncertainty regarding the wider economic situation and in particular Brexit. 11 Sep 2017	 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

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-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	Risk unchanged. 18/19 funding allocation to be presented to Planning & Transportation Committee on 3 Oct 17. 14 Sep 2017	 Likelihood Impact	4	30-Apr-2018	 No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-TP-03a TfL bid process	Meet TfL bid timetable	The 2018/19 programmes has been prepared as planned and it we be presented to Planning & Transportation Committee on 3 Oct 17 prior to submission to TfL by their deadline of 22 Oct 17. The due date for this action has been updated accordingly.	Steve Presland	14-Sep-2017	22-Oct-2017
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	The August 2017 meeting was held as planned. The next formal review is March 2018. The due date for this action has been updated accordingly.	Steve Presland	14-Sep-2017	31-Mar-2018