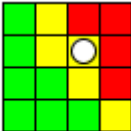
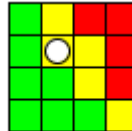



DBE Corporate & Departmental Risks (*Planning & Transportation Committee*)

APPENDIX 2

Report Author: Richard Steele

Generated on: 24 April 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>It was agreed at Streets and Walkways Sub-Committee (in February 2018) & Project Sub-Committee (in March 2018) that the Permanent Bank Scheme be placed on hold until the completion of the Bank Experimental Scheme.</p> <p>The Experimental Scheme public consultation findings were reported to Planning & Transportation Committee and Streets and Walkways Sub-Committee. The monitoring report has been submitted to Streets and Walkways Sub-Committee and will be presented to Planning & Transportation and Project Sub Committee in May 2018. It is intended that the final decision report will be presented for decision in May to Streets and Walkways Sub-Committee (May), Planning & Transportation Committee (June) and Policy & Resources in July.</p> <p>The Road Danger Reduction & Active Travel Plan was approved by Members at Streets & Walkways Sub-Committee on 27 Feb 18 and Planning & Transportation Committee on 9 Apr 18. The plan will be the subject of</p>	 <p>Likelihood</p> <p>Impact</p>	6	31-Oct-2018	

23-Oct-2015 Carolyn Dwyer				<p>public consultation between now and August – following which there will be a report to Members.</p> <p>The Active City Network (ACN) event recruitment drive resulted in over 150 new business joining the network. ACN progress has been reported to Streets & Walkways Sub-Committee.</p> <p>All construction sites have been invited to apply the Road Danger Reduction Award (as part of the Considerate Contractor Scheme).</p> <p>The Be Brake Ready campaign has been run for cyclists and pedestrians in March. We will continue with pop-up events across the City between now and September.</p> <p>This risk relates to the public perception of the City's commitment to road danger reduction. Given the high profile of the current Bank on Safety scheme the decision is to leave the risk unchanged (AMBER). This will be reviewed after a final decision on whether or not to make the Bank on Safety permanent is known.</p> <p>13 Apr 2018</p>				Constant
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Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	<p>It was agreed at Streets and Walkways Sub-Committee (in February 2018) & Project Sub-Committee (in March 2018) that the Permanent Scheme be placed on hold until the completion of the experiment.</p> <p>The Experimental Scheme public consultation findings were reported to Planning & Transportation Committee and Streets and Walkways Sub-Committee. The monitoring report has been submitted to Streets and Walkways Sub-Committee and will be presented to Planning & Transportation and Project Sub Committee in May 2018. It is intended that the final decision report will be presented for decision in May to Streets and Walkways Sub-Committee (May), Planning & Transportation Committee (June) and Policy & Resources in July.</p>	Steve Presland	13-Apr-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.	<p>The Road Danger Reduction & Active Travel Plan was approved by Members at Streets & Walkways Sub-Committee on 27 Feb 18 and Planning & Transportation Committee on 9 Apr 18. The plan will be the subject of public consultation between now and August – following which there will be a report to Members.</p> <p>The first year of the Plan (April 2018 – March 2019) is fully funded from the TfL LIP (Local Implementation Plan) allocation. The funding for future years will be the subject of further reports to Members.</p>	Steve Presland	13-Apr-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.	The Be Brake Ready campaign has been run for cyclists and pedestrians in March. 25,000 messages were distributed as part of this campaign. We will continue with pop-up events across the City between now and September, at which point a post-campaign attitudinal survey will take place to evaluate the effectiveness of this campaign. The results of the survey will be included in the next Annual Road Danger Reduction Report. The target date has been adjusted accordingly.	Steve Presland	13-Apr-2018	31-Mar-2019
CR20i Active City Network	<p>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.</p> <p>Progress will be reported to Members in March 2018.</p>	<p>The Active City Network (ACN) event recruitment drive resulted in over 150 new business joining the network. ACN progress has been reported to Streets & Walkways Sub-Committee.</p> <p>The ACN is now being used to engage with business and their staff as part of the Road Danger Reduction and Active Travel 5-Year Plan and <i>this action is therefore to be closed</i>.</p>	Steve Presland	13-Apr-2018	31-Mar-2018
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.	All sites have been invited to apply the Road Danger Reduction Award (as part of the Considerate Contractor Scheme).	Steve Presland	13-Apr-2018	31-Aug-2018

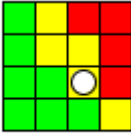
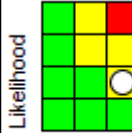

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Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	<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 is liaising with GLA Officers regarding suitable refinements.</p> <p>The Draft National Planning Policy Framework was published for consultation in March 2018. The City of London will respond in May 2018.</p>	Paul Beckett	12-Apr-2018	31-Dec-2018

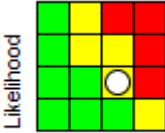
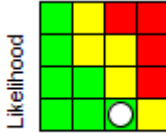

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-02 Service/Pipe Subways	<p>Cause: Provide safe access and egress for utilities and maintenance 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>Restricted Access is still in place for QVS. Essential maintenance has been implemented. In addition, no new supplies will be installed until old/redundant cable and/or apparatus have been removed.</p> <p>The Heat cable works have been completed.</p> <p>The water suppression option is proving very expensive. It is not reasonably practicable (cost outweighs risk) to explore this option any further due to cost, but it is also impossible to fit in some locations.</p> <p>24 Apr 2018</p>	<p>Likelihood</p> <p>Impact</p>	8	31-Dec-2018	<div style="width: 10px; height: 10px; background-color: blue;"></div> <p>Constant</p>
02-Dec-2015 Giles Radford								

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>	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

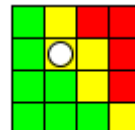
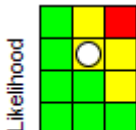

	<p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe 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>				
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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
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 presented to Chief Officer who agreed its recommendations. Presentation being prepared for Summit Group in June 2018. 18 Apr 2018	 Likelihood Impact	8	31-Dec-2018	 Constant

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.	Continuing to market the service to existing and new clients. Maintaining high quality service, monitor KPIs and benchmark against other local authority building control departments. Customer satisfaction questionnaire results for 2017/18 currently being analysed and will be published shortly.		Gordon Roy	18-Apr-2018	31-Dec-2018
DBE-DS-01b Building Control business model review	Consider Options for Change	The Options for Change Report was presented to Chief Officer in January 2018 as planned who agreed its recommendations. Presentation being prepared for Summit Group in June 2018. The due date has been adjusted accordingly.		Gordon Roy	18-Apr-2018	31-Jul-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-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	8	In view of the funding pressures on TfL the likelihood of a major reduction in funding in 2019/20 is increased and the likelihood of the risk occurring has increased slight from Rare to Unlikely. The 18/19 LIP programme has been approved by TfL to commence in April 2018. The next formal progress review will follow July 2018 by when our revised LIP programme is due to be submitted to TfL. 22 Mar 2018	 Likelihood Impact	4	30-Apr-2019	 Increasing

Action no, Title,	Description	Latest Note	Managed By	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 to commence in April 2018.	Steve Presland	22-Mar-2018	30-Sep-2018
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	18/19 start of year meeting completed. Future meeting will be held as required. The next formal progress review will follow July 2018 by when our revised LIP programme is due to be submitted to TfL. Dates have been reset for FY18/19	Steve Presland	22-Mar-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	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. This view was reinforced at MIPIM in March 2018. 16 Mar 2018	 Likelihood Impact	6	31-Dec-2018	 Constant

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.	The controls, which have been implemented, have been reviewed and continue to be appropriate and effective.	Annie Hampson	16-Mar- 2018	31-Dec- 2018