




SUR City Bridges - detailed report EXCLUDING COMPLETED ACTIONS for committee

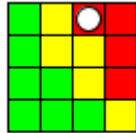
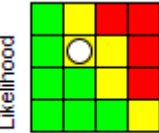

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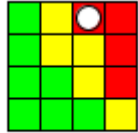
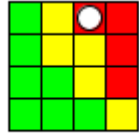

Rows are sorted by Risk Score

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
SUR CB 003 City Bridges: - Substantial vessel strikes 01-Nov-2018 Paul Wilkinson	<p>Cause: Substantial Vessel strike</p> <p>Event: Structural damage to bridge</p> <p>Impact: Instability in bridge structure leading to possible collapse. Death / injury, disruption of traffic, reputational damage, additional costs to repair / replace</p>	 <p>Likelihood</p> <p>Impact</p>	16	<p>No vessel strikes have been reported in the previous period.</p> <p>City Bridge Trust and Bridge House Estates are undertaking a governance review through an officer Task and Finish Group. The aspect of where risk ownership sits will be considered by this group.</p> <p>This risk is 'on-going' and, as such, the target date for the risk can be considered as a 'review date'.</p> <p>06 Nov 2020</p>	 <p>Likelihood</p> <p>Impact</p>	16	31-Mar-2021	 Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
SUR CB 003a	Navigation controls	Navigation is controlled by the Port of London Authority and navigation lights are fixed to bridges. Paul Monaghan is an on-going member of the River Crossings Liaison Group. This Group has recently appointed a new Chair, and meetings have recommenced. Paul Monaghan updates CSD at the quarterly meetings as to any actions, activities or change in the risk status of this item.	Nicholas Gill; Peter Young	06-Nov-2020	31-Mar-2021

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
<p>SUR CB 006 City Bridges: - Wanton Damage / Terrorism</p> <p>01-Nov-2018 Paul Wilkinson</p>	<p>Cause: Wanton Damage / Terrorism</p> <p>Event: Structural damage to bridge/s</p> <p>Impact: Instability in bridge structure , reputational damage, disruption to traffic, additional costs to repair / replace</p>	<p>Likelihood</p>  <p>Impact</p>	<p>16</p>	<p>The inquest into the events on London Bridge has concluded. The City of London was an interested party in this inquest and provided support relating to correspondence and information.</p> <p>The Coroner has made a number of recommendations, some of which relate to the installation of hostile vehicle mitigation. The Coroner did not apportion responsibility for the installation of HVM but noted that he expected all parties to work together to deliver such measures. This is being dealt with by Town Clerk's Department.</p> <p>City Bridge Trust and Bridge House Estates are undertaking a governance review through an officer Task and Finish Group. The aspect of where risk ownership sits will be considered by this group.</p> <p>06 Nov 2020</p>	<p>Likelihood</p>  <p>Impact</p>	<p>6</p>	<p>31-Mar-2021</p>	<p></p> <p>Constant</p>

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
SUR CB 006a	Counter Terrorism	<p>Sequence of joint workshops were hosted by TFL over July 2019. These related to Threat Assessments for the bridges. The meetings involved TFL, the City Police, the MET Police and DBE. This investigated the risks associated with key bridges, with a different assessment made depending on the bridge.</p> <p>When TFL assess the overall risk, they applied a higher risk impact than the City currently assesses. However, this relates to the overall risk, rather than the element for which the City of London Corporation, and the City Surveyor's Department, is responsible.</p> <p>Temporary mitigation by the Metropolitan Police remains in place, but this is not full Hostile Vehicle Mitigation.</p>	Nicholas Gill; Paul Monaghan; Peter Young	06-Nov-2020	31-Mar-2021
SUR CB 006b	Policing	The City of London Police receive funding from Bridge House Estates to provide policing to the City Bridges.	Nicholas Gill; Paul Monaghan; Peter Young	06-Nov-2020	31-Mar-2021

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
<p>SUR CB 007 City Bridges: - Tunnelling for the Thames Tideway Tunnel</p> <p>01-Nov-2018 Paul Wilkinson</p>	<p>Cause: Tunnelling for the Thames Tideway Tunnel effects bridge structures</p> <p>Event: Bridge/s become inoperable or have reduced operability</p> <p>Impact: Closure, reputational damage, disruption to traffic, additional costs to repair / replace</p>	<p>Likelihood</p>  <p>Impact</p>	<p>16</p>	<p>Whilst the tunnelling is substantively complete there has been delays caused by Covid-19. Contractors are now back on-site, but the Tideway programme has been delayed.</p> <p>Tunnelling should conclude near Tower Bridge by November / December 2020, and monitoring will follow for a considerable time. This will allow time for any settlement issues to materialise.</p> <p>This risk is expected to dissipate should it not materialises. The risk scoring is being kept at the current level in the short term until the City Corporation is satisfied that the risk score can be reduced.</p> <p>City Bridge Trust and Bridge House Estates are undertaking a governance review through an officer Task and Finish Group. The aspect of where risk ownership sits will be considered by this group.</p> <p>06 Nov 2020</p>	<p>Likelihood</p>  <p>Impact</p>	<p>16</p>	<p>31-Mar-2021</p>	<p></p> <p>Constant</p>

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
SUR CB 007d	Tideway Tunnelling	<p>The City's Engineer, Paul Monaghan is working with the Comptroller and City Solicitor through the Development Consent Order and negotiated protection for the river crossings and, in the case of Tower Bridge, reduced face loss. He and the engineering team are working with the planning lead, Ted Rayment, to ensure that these requirements are being met. Regular weekly, monthly and quarterly meetings take place with the respective parts of the Thames Tideway Tunnelling (TTT) organisation. For support they have the existing commission with an external engineering consultant appointed for the inspection of river crossings.</p> <p>Note that liaison between the City of London Corporation at the TTT are continuing throughout this period of Covid-19.</p>	Nicholas Gill; Peter Young	06-Nov-2020	31-Mar-2021
SUR CB 007e	Monitoring & Works	<p>Monitoring is on-going on the bridge sites to ensure that risks are managed. Monitoring at Tower Bridge has been in place for circa three years. Millennium Bridge may need its tensioning adjusted to account for any movement.</p> <p>There has been some movement detected near Millennium and Tower Bridge, but currently this is below the predicted level. Monitoring will be on-going as the ground continues to settle. Agreement has been reached with TTT regarding appropriate mitigation and this will be finalised once ground settlement / movement has concluded.</p>	Nicholas Gill; Paul Monaghan; Peter Young	06-Nov-2020	31-Mar-2021