

Register of Environment Department Corporate and Departmental risks (Planning & Transportation 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/Risk Approach	Current Risk score change indicator
ENV-CO-TR 001 (Formerly CR20) Road Safety	<p>Cause: Limited space on the City’s medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively.</p> <p>Event: The City Corporation’s statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City’s streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City’s communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on individuals, City businesses and wider society •The City Corporation’s ability to improve road safety is adversely impacted with businesses and/or the public by virtue of loss of credibility and/or authority 	<p>Likelihood</p> <p>Impact</p>	24	<p>The risk assessment remains at 24 (Impact 8 - Extreme, Likelihood 3 – Possible), from 16. Likelihood has increased from 2 - Unlikely to 3 - Possible. This reflects the increasing numbers of people travelling in the City and that one person has been killed in a collision in the last 12 months.</p> <p>Mitigating actions include continuing to progress All Change at Bank and Pedestrian Priority Programme. We also continue to provide cycle training and support the CoLP’s education, engagement and enforcement activities. Analysis of the location, pattern and nature of collisions to identify future projects and campaigns and engagement to reduce collisions and casualties has been completed. The results will inform the development of the update RDR</p>	<p>Likelihood</p> <p>Impact</p>	16	31-Mar-2027	

Appendix 2

23-Oct-2015 Ian Hughes; Bruce McVean				Action Plan which is due to be completed by July 2022 09 May 2022			Reduce	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 0011 (formerly CR20)	A programme of projects to reduce road danger on the City's streets including: <ul style="list-style-type: none"> • Bank on Safety and All Change at Bank • RDR engineering programme • 15mph traffic limit • Ludgate Circus (lead by TfL) 	Continuing to progress All Change at Bank, Pedestrian Priority Programme and St Paul's Gyratory. A limited minor schemes programme will be delivered following confirmation of only limited funding from TfL for 2022/23.	Ian Hughes	09-May-2022	31-Mar-2023
ENV-CO-TR 001m (formerly CR20)	Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including: <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Schools programme 	Opportunities for campaigns, training and engagement continue to be limited due to lack of TfL grant funding this financial year. It is anticipated that funding will also be constrained in 2022/23 meaning that only a very limited programme of campaigns, training and engagement will be possible.	Ian Hughes	09-May-2022	31-Mar-2023

Appendix 2

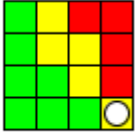


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ENV-PD-PD 007 Adverse planning policy context 06-Mar-2015 Assistant Director Policy & Strategy	Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City. Event: Changes detrimental to the City are implemented. Impact: Adverse changes cannot be prevented using local planning control.		12	The risk is considered to be unchanged. Permitted development rights removal will take effect in August 2022, subject to no intervention by Government before then. 20 May 2022		12		 Constant
							Accept	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-PD 007a	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation.	Permitted development rights removal will take effect in August 2022, subject to no intervention by Government before then.	Assistant Director Policy & Strategy	20-May-2022	31-Dec-2022

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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 001a	(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. (5) Involvement with developers as part of the planning application process.	Business as usual controls have been reviewed and are suitable.	Gordon Roy	20-May-2022	31-Dec-2022
ENV-PD-DS 001c	Following approval of Summit Group, a Business Plan is being developed and to be presented to members for consideration in due course.	Awaiting further government/Building Safety Regulator guidance. Due April 2023.	Gordon Roy	20-May-2022	30-Apr-2023

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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/Risk Approach	Current Risk score change indicator
ENV-CO-HW 002 Service/Pipe Subways 02-Dec-2015 Ian Hughes; 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 Impact	8	Subways now opened to utilities further to benchmarking with other boroughs. All utilities will have to submit revised risk assessments and method statements (RAMS) for the operations. 25 May 2022	 Likelihood Impact	8		 Constant
							Accept	

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ENV-CO-HW 002a	Confined space working is avoided when possible. 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. All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused. 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. All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways. Regular inspections of the structure, covers, condition and asbestos surveys are undertaken. The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space. No smoking is allowed at any time.	All business as usual mitigations have been reviewed, they are very much current and continue to work effectively.	Giles Radford	25-May-2022	31-Mar-2023

Appendix 2

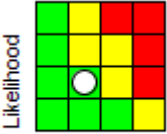
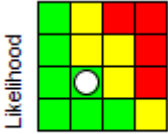

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ENV-CO-TR 002 Major Projects and key programmes not delivered as TfL funding not received 27-Mar-2015 Bruce McVean	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL. Event: TfL funding for Local Investment Plan ceased or significantly reduced. Impact: Unable to deliver highway investment & improvement programmes.		8	Assessment is unchanged. This reflects ongoing uncertainty around TfL funding and the unsuccessful 2022/23 capital bid to mitigate potential lack of funding Healthy Streets Minor Schemes programme. If TfL funding is not available for this programme then it is likely we will receive stakeholder complaints and will be less able to deliver localised accessibility and road danger reduction improvements. Lack of TfL funding next year will also impact other key programmes and activities such as the Transport Strategy review and road danger reduction campaigns. 09 May 2022		6	30-Nov-2023	
							Reduce	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 002a	Send Annual Spending Submission to TfL	2023/24 Annual Spending Submission expected to be submitted in November 2022, subject to confirmation of funding and process by TfL.	Bruce McVean	20-May-2022	30-Nov-2022
ENV-CO-TR 002b	Conduct quarterly meetings with TfL.	Regular meetings not currently required due to limited funding provided this year.	Bruce McVean	20-May-2022	31-Mar-2023
ENV-CO-TR 002c	Submit bid(s) in line with TfL timetable (e.g. Liveable Neighbourhoods).	Opportunities to participation in future bidding rounds will be kept under review. Opportunities are expected to be limited in 2022/23 and 2023/24.	Bruce McVean	20-May-2022	30-Nov-2022

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ENV-PD-DM 002 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Gwyn Richards	<p>Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre.</p> <p>Event: Perception that we are not responsive to the planning development needs of the City as a world business centre.</p> <p>Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre.</p>	<p>Likelihood</p> <p>Impact</p>	6	Impact continues to be reviewed in relation to OMICRON variant, PSG groups have stood down given the improving picture though the position is under continuous review.	<p>Likelihood</p> <p>Impact</p>	6		Constant
							Accept	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DM 002a	<p>(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.</p> <p>(2) To work closely with the development industry, the City Property Association and hold regular meetings with City agents.</p> <p>(3) Participation at MIPIM.</p> <p>(4) Co-ordination with the Recovery Taskforce</p>	<p>The Business As Usual controls have been reviewed in the light of COVID-19 recovery and we continue to work closely with the City Property Association and co-ordinate with the Recovery Taskforce.</p> <p>MIPIM 2022, albeit smaller in scale, will be taking place in Cannes.</p> <p>The implications of legislative changes (both those that have already been introduced and those which are the subject of the White Paper) have been assessed and staff have been briefed. The City participated, through the Planning Policy Team, in the Government's consultation.</p>	Gwyn Richards	20-May-2022	31-Dec-2022

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ENV-PD-PD 006 S106 Controls 30-Nov-2018 David Horkan; Gwyn Richards	Cause: Disjointed control mechanisms in relation to processing and monitoring S106 agreements. Event: Failure to implement Audit recommendations. Effect: Loss of funds; non-compliance with agreements and reporting; potential reputational damage.	 Likelihood Impact	4	The risk has been reviewed and the likelihood and impact remain unchanged at Unlikely (2) and Serious (2). The risk remains GREEN. 20 May 2022	 Likelihood Impact	4	Accept	 Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-PD 006c	There is a need to (a) import data from CBIS into Exacom to ensure that it contains up to date expenditure and allocation information; and (b) prepare the necessary budget reports from Exacom.	Due to the mechanisms within the Chamberlain's Department whereby expenditure is apportioned to S106 and CIL annually, and not in real time, the recommendations relating to this in the Internal Audit report are not deliverable at present. This is to be the subject of a discussion between the Chamberlain's finance staff for the Environment Department and Internal Audit to consider if the recommendations need to be reviewed. Discussions have taken place with Chamberlain's which are ongoing, and Chamberlain's are recruiting a new resource specifically to update the data held on CBIS to upload to Exacom. Once this is complete, we will review the need for interaction between Exacom and CBIS and the options for reporting.	Gwyn Richards	20-May-2022	31-Dec-2022