

# Environment Department Key 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 Road Safety	<p><b>Cause:</b> 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><b>Event:</b> The City Corporation’s statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p><b>Effect:</b></p> <ul style="list-style-type: none"> <li>•The number of casualties occurring on the City’s streets rises or remains unchanged instead of reducing</li> <li>•The safety and feeling of safety of the City’s communities is adversely affected (Corporate Plan Outcome 1)</li> <li>•Physical or mental harm suffered by those involved in collisions and their associates</li> <li>•Economic costs of collisions impact on individuals, City businesses and wider society</li> <li>•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</li> </ul>		24	<p>The risk assessment remains at 24 (Impact 8 - Extreme, Likelihood 3 – Possible). This reflects the risk of a fatal collision occurring, there has been one fatal collision in last three years.</p> <p>Mitigating actions include a range of projects to deliver safe streets, including All Change at Bank; St Paul’s Gyratory; and the Pedestrian Priority and Healthy Streets Minor Schemes. Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, although there were no specific activities in the last quarter. We are continuing to provide cycle training, including professional cargo bike training.</p> <p>We have been working with the City of London Police to refine some of the actions in the Vision Zero Action Plan. The Action Plan was approved</p>		16	31-Mar-2027	

02-May-2023 Ian Hughes; Bruce McVean				by the Planning and Transportation Committee in November and will be reconsidered by the Police Authority Board at an upcoming meeting. <b>24 Nov 2023</b>			Reduce	Constant
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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 0011	A programme of projects to reduce road danger on the City's streets including: <ul style="list-style-type: none"> <li>• All Change at Bank</li> <li>• St Paul's Gyratory Transformation</li> <li>• Healthy Streets Minor Schemes.</li> </ul>	<p>Projects and programmes to reduce road danger include:</p> <ul style="list-style-type: none"> <li>• All Change at Bank – currently under construction.</li> <li>• St Paul's Gyratory – preferred option approved and now progressing through detailed design.</li> <li>• Pedestrian Priority Programme – traffic changes have been made permanent on Cheapside, King Street, Old Jewry, King William Street Threadneedle Street and old Broad Street. Construction of pavement widening underway on King Street. Experimental traffic restriction on Chancery Lane.</li> <li>• City Cluster pedestrian priority and traffic reduction – developing proposals for improvements to St Mary Axe and Leadenhall Street, to be coordinated with new developments.</li> <li>• Healthy Streets Minor Schemes – a range of smaller scale projects at various locations.</li> <li>• Moorgate - walking and cycling improvements, including at the junction with Ropemaker Street.</li> <li>• Cycle programme – including Bevis Marks cycle lane and ongoing development of cycle route between Aldgate and Blackfriars.</li> </ul> <p>The draft Vision Zero Action Plan identifies 10 priority locations for future Safer Streets investment and a range of actions relating to changing streets to reduce road danger. The Action Plan was approved by the Planning and Transportation Committee in November and will be reconsidered by the Police Authority Board at an upcoming meeting.</p>	Ian Hughes; Bruce McVean	24-Nov-2023	31-Mar-2024
ENV-CO-TR 001m	Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including: <ul style="list-style-type: none"> <li>• Active City Network</li> <li>• User and stakeholder liaison</li> <li>• Partnership working with City of London Police</li> </ul>	Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, although there were no specific activities in the last quarter. We are continuing to provide cycle training, including professional cargo bike training. The draft Vision Zero Action Plan identifies a range of actions relating to Safer Behaviours. The Action Plan was approved by the Planning and Transportation Committee in November and will be reconsidered by the Police Authority Board at an upcoming meeting.	Ian Hughes; Bruce McVean	24-Nov-2023	31-Mar-2024



## Appendix 2

ENV-CO-HW 010a	Monthly meetings are held with City Surveyor's Department (CSD) on the fire works project, and we request regular updates on progress.	CSD are going out to tender for the fire suppression works on the ventilation at London Wall car park. Funding has been approved and works are expected to commence during Q4 of 2023/24.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010b	A Fire Risk Assessment is carried out at each car park by an external body every 18 months.	The next Fire Risk Assessments for all four car parks were due to be undertaken in 2024. However, in light of the recent fire at Luton Airport, we are looking to bring this forward after discussion with the Fire Safety Team.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010c	Finalise the Fire Management Plan.	The Fire Management Plan has been drafted but we are working on the Life Care Plans for the Car Parks with CSD to incorporate the Fire Strategy and the Fire Management Plan. Bi-monthly meetings with CSD to discuss the Life Care Plan are ongoing.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010d	Improve lighting across all car parks to improve safety and reduce energy use.	There is an ongoing project led by the Energy Team to change all lighting across CoL buildings to LED. This will include the car parks.  Works are starting in Tower Hill coach and car park in Q3 2023/24. Smithfield car park has been completed. London Wall car park is omitted due to the bid that has been submitted for major works which includes lighting and ventilation. Baynard House and Minories are still to be scheduled by the Energy Team.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010e	Carry out lighting and ventilation works in Tower Hill car park to improve safety.	Changing to LED lighting and undertaking ventilation improvement works in Tower Hill Coach and Car Park has been agreed. Works are due to begin during Q3 2023/24 and completed by Q4 2023/24.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010f	Consider ways to reduce speed within the car parks.	We are currently looking into possibilities for installing speed humps across the portfolio to reduce speed and the likelihood of accidents. Looking to bid for funding in the new year.	Ken Stone	21-Nov-2023	31-Dec-2024

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<b>ENV-CO-TR 003 Transport and public realm projects not delivered due to lack of funding</b>  22-Jun-2023	<b>Cause:</b> Insufficient capital funding available or failure to secure sufficient capital funding through internal or external bidding processes. <b>Event:</b> Funding for capital programme ceases or is significantly reduced. <b>Impact:</b> <ul style="list-style-type: none"> <li>Unable to deliver transport and public realm improvement projects.</li> <li>Reduced delivery of City of London Transport Strategy.</li> <li>Reduced delivery of transport elements of Climate Action Strategy.</li> <li>Reduced delivery of projects that support Destination City.</li> </ul>		12	The Impact score of 4 (Major) reflects the potential for failure or delay in delivering corporate strategies and initiatives, including the Transport Strategy, Climate Action Strategy and Destination City. Likelihood score of 3 (Possible) reflects current lack of TfL or other external funding and competing demands for CIL and OSPR funding.  <b>14 Nov 2023</b>		8	31-Mar-2029	Constant
							Reduce	

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ENV-CO-TR 003a	Submit prioritised OSPR and CIL bids for projects	Bidding process on hold for next round while prioritised list of future bids is developed.	Bruce McVean	14-Nov-2023	31-Mar-2029
ENV-CO-TR 003b	Submit bids for TfL and other external funds as opportunities arise	No current opportunities but we continue to keep this under review.	Bruce McVean	14-Nov-2023	31-Mar-2029
ENV-CO-TR 003c	Maximise the use of developer and other external (e.g. BIDs) contributions to support delivery of the Transport Strategy	Continuing to maximise benefits from s278 projects and explore potential for third party funding.	Bruce McVean	14-Nov-2023	31-Mar-2029



**Appendix 2**

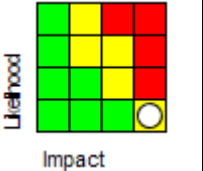
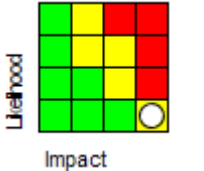
	(3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working. (5) Involvement with developers as part of the planning application process.				
ENV-PD-DS 001c	Following approval by Planning and Transportation Committee, a Business Plan is being developed and will be presented to Members for consideration in due course.	District Surveyor HUB has now commenced, and a Memorandum of Understanding with the Building Safety Regulator is currently being agreed. The use of the HUB is now set out in HSE guidance	Gordon Roy	15-Nov-2023	31-Mar-2024

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ENV-PD-PD 007 Adverse planning policy context  06-Mar-2015 Rob McNicol	<b>Cause:</b> A desire in Government and others to change the existing planning system in a way which may be detrimental to the City. <b>Event:</b> Changes detrimental to the City are implemented. <b>Impact:</b> Adverse changes cannot be prevented using local planning control.		12	The risk is considered to be unchanged since its last assessment. The Levelling Up and Regeneration Bill has received Royal Assent although many aspects of the Act require secondary legislation and/or commencement. Further changes to the NPPF are expected and potentially further changes to permitted development. We continue to monitor these and to respond to consultation as appropriate.  15 Nov 2023		12	Accept	Constant

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ENV-PD-PD 007a	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation.	Further changes to the NPPF are expected and potentially further changes to permitted development. The risk will be reviewed again once the government have published their proposed approach.	Rob McNicol	15 Nov 2023	31-Dec-2023

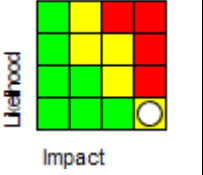
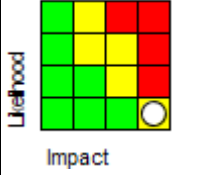


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<b>ENV-CO-HW 002</b> <b>Service/Pipe Subways</b> 02-Dec-2015 Ian Hughes; Giles Radford	<p><b>Cause:</b> Safe access and egress for utilities and maintenance functions is required, whilst having operatives entering the confined space to undertake checks.</p> <p><b>Event:</b> 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><b>Impact:</b> Fatality / major injury / illness.</p>		8	This risk assessment is suitable and sufficient.  <b>07 Nov 2023</b>		8	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-HW 002a	<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. Suitable 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>	This is an ongoing action.	Giles Radford	14-Nov-2023	31-Dec-2024

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ENV-PD-DS 003 Inspecting Dangerous Structures 24-Nov-2015 Gordon Roy	<p><b>Cause:</b> Officers involved in inspecting a dangerous structure.</p> <p><b>Event:</b> Any of the following: (a) structural failure or building collapse; (b) falling object(s); (c) fire; (d) live electrics; (e) toxic substances; and/or (f) trips and falls.</p> <p><b>Impact:</b> Ranging from minor injury to death.</p>		8	Risk is unchanged and remains valid.  15 Nov 2023		8	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 003a	<p>Emergency Planning procedures in place - only authorised personnel to respond to Dangerous Structures call-outs and enter buildings.</p> <p>Take advice from Fire Brigade and emergency services.</p> <p>PPE issued and monitored.</p> <p>ISO9001:2015 Accredited (Quality Management Systems in place)</p>	All mitigation measures in place.	Gordon Roy	15-Nov-2023	31-Dec-2024