

Environment Department Key Risks (Planning & Transportation Committee)

Generated on: 01 July 2024



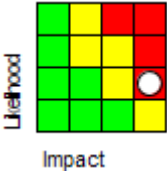
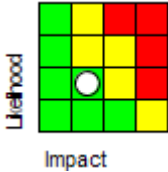

Rows are sorted by Risk Score

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 02-May-2023 Ian Hughes; Bruce McVean	<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 		24	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. Mitigating actions include a range of projects to deliver safe streets, including All Change at Bank; St Paul’s Gyratory; the Pedestrian Priority Programme and Healthy Streets Minor Schemes. Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, a spring/summer campaign is currently being developed. We are continuing to provide cycle training.		16	31-Mar-2028	
							Reduce	

Appendix 2

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 001l	<p>A programme of projects to reduce road danger on the City's streets including:</p> <ul style="list-style-type: none"> • All Change at Bank • St Paul's Gyratory Transformation • Healthy Streets Minor Schemes. 	<p>Projects and programmes to reduce road danger include:</p> <ul style="list-style-type: none"> • All Change at Bank – currently nearing completion. • St Paul's Gyratory – preferred option approved and now progressing through detailed design. • Pedestrian Priority Programme – Improvements to King William Street are expected to start construction in July. Design for Threadneedle Street and Old Broad Street are in development. • City Cluster pedestrian priority and traffic reduction – developing proposals for improvements to St Mary Axe and Leadenhall Street, to be coordinated with new developments. • Healthy Streets Minor Schemes – a range of smaller scale projects at various locations. • Moorgate - walking and cycling improvements, including at the junction with Ropemaker Street. • Cycle programme – including Bevis Marks cycle lane and ongoing development of cycle route between Aldgate and Blackfriars. 	Ian Hughes; Bruce McVean	25-Jun-2024	31-Mar-2028
ENV-CO-TR 001m	<p>Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including:</p> <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Partnership working with City of London Police 	<p>Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, a spring/summer campaign is currently being delivered. We are continuing to provide cycle training, including professional cargo bike training. The Vision Zero Action Plan identifies a range of actions relating to Safer Behaviours.</p>	Ian Hughes; Bruce McVean	25-Jun-2024	31-Mar-2028

Appendix 2

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ENV-CO-HW 010 Car Parks: Fire Safety 02-Sep-2022 David Morris	<p>Cause: Dilapidation of the car parks and the location of some car parks, e.g. London Wall car park is beneath the road where a fire or structural issue could have wider implications.</p> <p>Event: Fire risk is increased and there is a greater likelihood of accidents and near misses within the car parks.</p> <p>Effect: Serious injury or death; structural failure could have wider implications; vehicle damage; increased insurance claims; potential enforcement action and fines; reputational damage.</p>		16	<p>We are aiming to improve the safety of the car parks by replacing lighting, undertaking redecoration and Facilities Management projects. A range of projects are underway or being considered for future implementation which should help to reduce this risk.</p> <p>We have received approval for our bid for circa £2.4 million from the On Street Parking Reserve for fire safety works for London Wall car park and this has started to be drawn down from November.</p> <p>A bid for funding for additional fire doors on all car parks has been approved at the first stage of the Committee process and will now move on to the next approval stages.</p> <p>24 Jun 2024</p>		4	31-Dec-2024	
							Reduce	

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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.	London Wall ventilation works and sprinklers have been agreed by the Priority Board and are now required to be referred to Chamberlain's Department for funding. This is out to tender and is due to start in April 2025, finishing in October 2025.	David Morris	24-Jun-2024	31-Oct-2025
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 during 2024. However, in light of the recent fire at Luton Airport, we are looking to do this earlier than planned after discussion with the Fire Safety Team.	David Morris	24-Jun-2024	31-Dec-2024

Appendix 2

ENV-CO-HW 010c	Finalise the Fire Management Plan.	The Fire Management Plan has been drafted. Life Care Plans for the Car Parks have now been prepared in collaboration with the City Surveyor's Department (CSD) and incorporate the Fire Strategy and the Fire Management Plan. Bi-monthly meetings are held with CSD to discuss the Life Care Plan. Governance and progress will be reviewed by new Parking Assistant Director.	David Morris	24-Jun- 2024	31-Dec- 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 have been completed in Tower Hill coach and car park for ventilation and lighting. 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 Minorities are still to be scheduled by the Energy Team.	David Morris	27-Jun- 2024	31-Dec- 2024
ENV-CO-HW 010f	Consider ways to reduce speed within some of the car parks.	We are currently looking into possibilities for installing speed humps across the portfolio to reduce speed and the likelihood of accidents. Speed humps are due to be installed at Smithfield Car Park at the end of June 2024. The only other car park where humps are due to be installed is Barbican car park: this will be completed by the end of the calendar year.	David Morris	27-Jun- 2024	31-Dec- 2024

Appendix 2

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ENV-CO-HW 009 Car Parks: Repairs and maintenance 02-Sep-2022 David Morris	Cause: The facilities management of the car parks is dependent upon action by City Surveyor's Department (CSD). Event: Required repairs and maintenance to the car parks is delayed. Effect: Increased possibility of structural and safety failure; greater likelihood of fire; serious injury or death of member of the public; our liability as the occupier increases; financial impact of insurance claims and increased premiums; reputational damage.		12	We are reliant on the City Surveyor's Department (CSD) assistance with actioning our requests for facilities management (FM). On a continuous basis, we liaise with CSD to address outstanding issues. We are currently recruiting a Parking Asset Manager who will take control of Facilities Management. 24 Jun 2024		4	31-Dec-2024	 Constant
							Reduce	

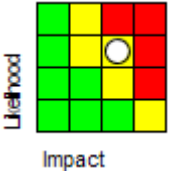
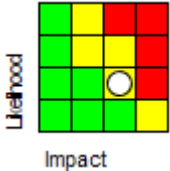

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ENV-CO-HW 009a	The contractor responsible for each car park reports daily and weekly on any issues, including near misses. Issues are logged on the Concerto (CSD) system by CoL officers for action to be taken.	This is an ongoing action which is kept under review and continues to be monitored under the parking contract to ensure reports are received and issues logged appropriately.	David Morris	24-Jun-2024	31-Dec-2024
ENV-CO-HW 009b	Quarterly meetings are held with CSD and other stakeholders to discuss all CoL owned car parks and current issues.	This is ongoing action. Meetings continue to be held regularly.	David Morris	24-Jun-2024	31-Dec-2024
ENV-CO-HW 009c	Monthly site 'walk-arounds' of each car park are carried out with the FM Manager, car park management contractor and CoL staff to identify and review issues.	This is an ongoing action. CoL staff ensure the monthly visits are carried out with appropriate attendees.	David Morris	24-Jun-2024	31-Dec-2024
ENV-CO-HW 009d	Consider alternative options for the provision of facilities management.	Alternative FM options are being investigated, such as direct FM arrangements at each car park. This will be reviewed in light of moving the funding for repairs and maintenance to the On-Street Parking Reserve (OSPR) on a permanent basis.	David Morris	24-Jun-2024	31-Dec-2024

Appendix 2

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ENV-CO-TR 003 Transport and public realm projects not delivered due to lack of funding 22-Jun-2023	<p>Cause: Insufficient capital funding available or failure to secure sufficient capital funding through internal or external bidding processes.</p> <p>Event: Funding for capital programme ceases or is significantly reduced.</p> <p>Effect:</p> <ul style="list-style-type: none"> • Unable to deliver transport and public realm improvement projects. • Reduced delivery of City of London Transport Strategy. • Reduced delivery of transport elements of Climate Action Strategy. • Reduced delivery of projects that support Destination City. 	<p>Likelihood</p> <p>Impact</p>	12	Impact 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 of 3 (Possible) reflects current lack of TfL or other external funding and competing demands for CIL and OSPR funding. Mitigating actions including maximising the potential to use S278 funding and bidding internally for CIL and OSPR funds. 25 Jun 2024	<p>Likelihood</p> <p>Impact</p>	8	31-Mar-2029	 Constant
							Reduce	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 003a	Submit prioritised OSPR and CIL bids for projects	Bids for Vision Zero Safer Streets programme and Fleet Street Transformation submitted in Q1 2024/25.	Bruce McVean	25-Jun-2024	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	25-Jun-2024	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	25-Jun-2024	31-Mar-2029

Appendix 2

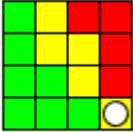
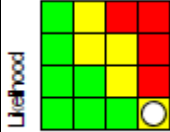

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ENV-PD-DS 001 The District Surveyor's (Building Control) Division becomes too small to be viable 25-Mar-2015 Gordon Roy	Cause: Reduced income causes the service to be unviable. Event: Development market fails to maintain momentum or our market share shrinks. Effect: Reduced staffing levels do not provide adequate breadth of knowledge and experience.		12	The City of London has been working with other Boroughs under the London District Surveyors Association to deliver a single point of contact for the Building Safety Regulator (known as the 'HUB') for the new work under the Building Safety Act across London, which commenced on 1 October 2023. Applications are now coming through the HUB and will continue to grow and we expect volumes to increase over the next 12 months. Recruitment and retention of building control staff remains a concern. All relevant staff have now registered with the regulator in accordance with the workforce plan, but recruitment of registered building inspectors is extremely difficult.		8	31-Dec-2024	
							Reduce	

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	Business as usual controls have been reviewed and are suitable.	Gordon Roy	20-Jun-2024	31-Dec-2024

Appendix 2

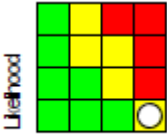
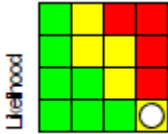

	application process.				
ENV-PD-DS 001c	Following approval by P & T Committee, a Business Plan is being developed and will be presented to Members for consideration in due course.	District Surveyor HUB for LDSA and the Building Safety Regulator has now been live for six months. Work processes receiving excellent feedback from other Authorities and all working well. It is early days and major projects have only started to come through. Constant communication with the Building Safety Regulator is being maintained and City has now received its first two new Building Regulation applications through this process. We will continue to monitor the situation.	Gordon Roy	20-Jun- 2024	31-Mar- 2025

Appendix 2

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ENV-CO-HW 002 Service/Pipe Subways 02-Dec-2015 Ian Hughes; Giles Radford	Cause: Safe access and egress for utilities and maintenance functions is required, 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. Effect: Fatality / major injury / illness.	 Likelihood Impact	8	This risk assessment is suitable and sufficient. 17 Jun 2024	 Likelihood Impact	8	Accept	 Constant

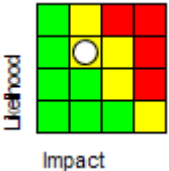
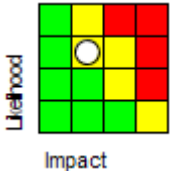
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ENV-CO-HW 002a	Confined space working is avoided when possible. All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. Suitable PPE and equipment shall be provided, as stated in the approved code 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.	This is an ongoing action.	Giles Radford	17-Jun-2024	31-Dec-2024

Appendix 2

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ENV-PD-DS 003 Inspecting Dangerous Structures 24-Nov-2015 Gordon Roy	Cause: Officers involved in inspecting a dangerous structure. Event: 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. Effect: Ranging from minor injury to death.	 Likelihood Impact	8	Risk is unchanged and remains valid. A range of mitigation measures are in place (as shown in the action) to control the risk. 20 Jun 2024	 Likelihood Impact	8	Accept	 Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 003a	Emergency Planning procedures in place - only authorised personnel to respond to Dangerous Structures call-outs and enter buildings. Take advice from Fire Brigade and emergency services. PPE issued and monitored. ISO9001:2015 Accredited (Quality Management Systems in place)	All mitigation measures in place.	Gordon Roy	20-Jun-2024	31-Dec-2024

Appendix 2

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ENV-PD-PD 007 Adverse planning policy context 06-Mar-2015 Rob McNicol	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. Effect: Adverse changes cannot be prevented using local planning control.		6	Planning reform played a significant role in the Labour manifesto as a means to boost growth. The Government has announced that they will publish a revised NPPF in July 2024 for consultation. Most changes are expected to focus on housebuilding and would be unlikely to have a detrimental impact on the City. Given the focus on reforming planning to unlock growth, consideration will be given to liaising with the new government on planning matters to promote reforms that would align with the priorities in the City Plan 2040. 05 Jul 2024		6	Accept	Constant

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.	Consultation responses have been submitted to previous government consultations. The Policy Team meet regularly with colleagues in DLUHC.	Rob McNicol	05-Jul-2024	31-Dec-2024