

PART 1DBE/TPHW/1 - *Department of the Built Environment / Transportation & Public Realm / Highways***Failure to comply with our Network Management****Control Effectiveness G**

Under S16 of Traffic Management Act 2004 we are required to manage our road network so that (a) we secure the expeditious movement of traffic on the City's road network; and (b) facilitate the expeditious movement of traffic on road networks for which another authority is the traffic authority (e.g. TfL and neighbouring authorities).

In so complying with S16 of the Act, the City is required to take account of other relevant policies.

This Risk also relates to the activities of the Local Transportation team.

Unmitigated ... Impact 3 Likelihood 4 Risk **16**

Detailed Risk(s)

| Specific Risk | Mitigation |
|--|---|
| Failure to identify & implement ways to facilitate traffic movement on the City's road network & those of other authorities and agencies | Monitor network performance, engage with stakeholders to identify needs and seek funding to make appropriate network change |
| Negative synergy of impact of multiple concurrent works by TfL or other traffic authority | Information exchange protocols regarding works which are liable to impact the City |
| Negative synergy of impact of multiple concurrent works within the City | 12 month rolling programme to de-conflict works |
| Streetworks disrupt the network | Effective streetworks management process to minimise disruption |
| Adversely disrupting the network by making inappropriate highway changes | Anticipate effects of change across all user groups, consult with stakeholders on proposed changes, monitor effects of change |

Mitigated ... Impact 3 Likelihood 1 Risk **6**

Further Action

PART 2

Reference DBE/TPLC/3 **Owner** Department of the Built Environment /Transportation & Public Realm/
Cleansing **Control Effectiveness** A

Risk Title: A fatal road accident **Impact** 4 **Likelihood** 2 **Risk** 17

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| Risk Description | An accident involving a Member/employee/contractor on City of London business leading to a fatality. Possibility of a corporate manslaughter charge being brought against the City of London. |
| Further Actions | Complete implementation of driving licence checking procedure following adoption of new Corporate Transport Policy. |
| Changes since last review | Revised Corporate Transport Policy agreed by Summit Group. Implementation pending approval of Chief Officers' Group in Spring 2013. DBE piloting the new driver registration software on iTrent. |

Reference DBE/TPLC/5 **Owner** Department of the Built Environment /Transportation & Public Realm/
Cleansing **Control Effectiveness** A

Risk Title: A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot **Impact** 2 **Likelihood** 2 **Risk** 5

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| Risk Description | This could have several causes such as natural disaster, accident or terrorism/riot |
| Further Actions | Continuity plans (including the waste and cleansing contractor plans) to be reviewed and updated. Cost benefit of insuring this risk to be explored. |
| Changes since last review | Continuity plans (including the waste and cleansing contractor plans) have been reviewed and are current until June 2013. Alternative arrangements are being negotiated with Ealing Council. |