

## Environment & Public Protection (E&PP) Risk Register

													DATE LAST REVIEWED:	07/10/2019
No.	E&PP RISK REF	DIVISION	RISK TITLE & DESCRIPTION	RISK CAUSE & EFFECT	RISK CATEGORY	GROSS RISK RATING			EXISTING CONTROLS IN PLACE TO MITIGATE THE RISK	CURRENT RISK			FURTHER ACTION REQUIRED	RISK OWNER
						LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING		
1	1	All E&PP	<b>Emergency Response</b> Failure to respond effectively to a major emergency / incident internally or externally	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>-Emergency may be triggered by storms, floods, snow, extreme heat or other emergency. Ineffective response could be caused by capacity and/or organisational issues</li> </ul> <p><b>Effect(s):</b></p> <ul style="list-style-type: none"> <li>- Failure to fulfil statutory duties in timely manner</li> <li>- Disruption to infrastructure and service provision in general</li> </ul>	Service Delivery	2	4	8	<ol style="list-style-type: none"> <li>1. Corporate Major Emergency Response Plan</li> <li>2. E&amp;CS Incident Plan (held by Emergency Planning)</li> <li>3. Service Business Continuity Plans</li> <li>4. Out-of-Hours Emergency Service</li> <li>5. Winter Service Policy and Plan (reviewed annually)</li> <li>6. Training, Testing and Exercising (includes training provided as part of Corporate Business Continuity Group formed in June 2018), to include Safer Cities Exercise (May 2019)</li> <li>7. Multi-agency assessment of emergency risks</li> <li>8. 2019 Training Programme in place for volunteers to be trained to run the Borough Emergency Control Centre (BECC)</li> </ol>	2	3	6	<ol style="list-style-type: none"> <li>1. Continuation of the Corporate Business Continuity Group</li> <li>2. Development of risk-specific arrangements in accordance with Minimum Standards for London and informed by the Borough Risk Assessment</li> <li>3. Implement 'on-call rota' for Emergency Response Manager</li> <li>4. Recruit and train more Emergency Response Volunteers (to include Silver training for CLT)</li> </ol>	David Tait
2	2	All E&PP	<b>Central Depot Access</b> Major incident resulting in loss of / reduced Depot access affecting service provision (LBB's main vehicle depot)	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>-Fire, explosion, train derailment, strike etc.</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>-Significant service disruption (Waste, Street Cleaning, Gritting, Fleet Management, Streetscene &amp; Greenspace service management etc.)</li> </ul>	Service Delivery	4	3	12	<ol style="list-style-type: none"> <li>1. Contingency plans for: <ul style="list-style-type: none"> <li>- Alternative vehicle parking</li> <li>- Temporary relocation of staff</li> <li>- Storage of bulky materials</li> </ul> </li> <li>2. Implement Business Continuity Plans</li> <li>3. Close liaison with other Depot users (e.g. Waste Contract, Street Cleansing) and Highways Winter Service Team</li> <li>4. 'Central Depot Users Group' (Health &amp; Safety forum for all site users)</li> <li>5. Work Place Risk Assessments in place</li> <li>6. Depot Insurance reviewed September 2019 to ensure full reinstatement cover is in place</li> <li>7. Consideration of issue as part of the mobilisation of Environmental Services Contracts, through involvement of new Service Providers in the Central Depot User Group and liaison with colleagues in Property regarding future development of the site.</li> </ol>	3	3	9	<ol style="list-style-type: none"> <li>1. Site re-development plans to include recommendations from fire safety audit. To include consideration of fire suppression systems</li> <li>2. Waste Service Change to incorporate separate battery collection which will reduce likelihood of fires from batteries in residual waste</li> </ol>	Paul Chilton
3	3	All E&PP	<b>Fuel Availability</b> Fuel shortage impacting on both LBB and service provider transport fleet	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>-National or local fuel shortage caused by picketing or other external factors</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>-Failure to provide services impacting on residents and other customers</li> </ul>	Service Delivery	1	5	5	<ol style="list-style-type: none"> <li>1. Identified alternative fuel supplies at contractors and neighbouring boroughs (corporate Fuel Disruption Plans based on National Plan are held by the Emergency Planning Team)</li> <li>2. Designated Filling Station identified under National Emergency Plan by London Resilience Team as designated fuel supply for LBB logoed vehicles</li> <li>3. Fuel store at Central Depot</li> <li>4. Ongoing liaison with other London Boroughs concerning collaboration and assistance</li> </ol>	1	4	4	<ol style="list-style-type: none"> <li>1. Continue to monitor service provider arrangements for ensuring adequate fuel supply</li> </ol>	Peter McCready
4	4	All E&PP	<b>Business Continuity Arrangements</b> Lack of up-to-date, tried and tested, BCP for all Council services	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>-Failure to implement and keep up-to-date effective service and corporate Business Continuity Plans</li> </ul> <p><b>Effect(s):</b></p> <ul style="list-style-type: none"> <li>-Non-provision of critical services following an incident (internal or external)</li> </ul>	Service Delivery	2	4	8	<ol style="list-style-type: none"> <li>1. Corporate Risk Management Group now encompasses Business Continuity</li> <li>2. Corporate Business Continuity Group established in June 2018 with representation from EPP</li> <li>3. Undertaking Business Impact Analyses of all services to identify priorities</li> <li>4. Developing a Corporate Business Continuity Plan and updating service BCPs</li> <li>5. Emergency Planning Training Exercises (March 2018 and May 2019) with involvement across all of EPP</li> </ol>	2	4	8	<ol style="list-style-type: none"> <li>1. Continue to conduct training exercises to ensure that BCPs for each service area work in real life. ICT system failure has been identified as the largest risk and is outside the control of EPP</li> </ol>	David Tait
5	6	All E&PP	<b>Industrial Action</b> Contractors' staff work-to-rule / take strike action impacting on service delivery	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>-Union dissatisfaction over pay and conditions (particularly in Waste, Libraries)</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>-Temporary disruption to service / reduced customer satisfaction</li> </ul>	Service Delivery	3	4	12	<ol style="list-style-type: none"> <li>1. Ongoing monitoring / meetings regarding workforce issues</li> <li>2. Joint development of Business Contingency Plans with Service Providers</li> <li>3. Staff training and engagement built into the mobilisation strategy for the new Environmental Services contracts</li> </ol>	2	4	8	<ol style="list-style-type: none"> <li>1. Review public communications to be used in the event of a strike</li> <li>2. Staff training and engagement incorporated into communications with Library staff</li> </ol>	Colin Brand



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6	8	All E&PP	<b>Health &amp; Safety (E&amp;CS)</b> Ineffective management, processes and systems within E&CS departmentally	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>- Failure to take departmental action to reduce likelihood of accidents, incidents and other H&amp;S issues</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>- HSE investigation / prosecution leading to fines, increased insurance claims, and reputational damage</li> </ul>	Health & Safety	3	4	12	<ol style="list-style-type: none"> <li>1. Workplace Risk Assessments (including lone and home working)</li> <li>2. Accident &amp; Incident Reporting system (AR3 &amp; Riddor)</li> <li>3. Contractor Inspection electronic Reporting system</li> <li>4. Interface with Corporate Risk Management Group</li> <li>5. Annual audits and annual paths surveys (Parks)</li> <li>6. Cyclical 5-year survey of park trees and highway trees</li> <li>7. Regular Footway inspections</li> <li>8. Fire responsible persons list in place for all sites under the control of E&amp;PP</li> <li>8. EPP Health and Safety Committee meets regularly to review departmental Health and Safety arrangements</li> </ol>	2	4	8	<ol style="list-style-type: none"> <li>1. Ensure Workplace Risk Assessments (inc. Homeworking) updated annually and biennial reviews conducted</li> <li>2. Encourage reporting of all significant accidents and incidents using AR3 form (and reporting of RIDDOR incidents)</li> <li>3. and ensure the necessary communication and training is provided.</li> <li>4. Ensure resource exists to discharge statutory functions</li> </ol>	Sarah Foster
7	11	SSGS	<b>Environmental Services Contract (Mobilisation)</b> Failure to effectively mobilise the new Environmental Services Contracts	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>- Unfamiliarity with new contract model (client &amp; contractors)</li> <li>- Lack of client capacity to progress mobilisation</li> <li>- Lack of supplier capacity to progress mobilisation</li> <li>- Significant service change requiring service-user consultation</li> <li>- Lack of preparation of contract transition (exit and mobilisation) plans</li> </ul> <p><b>Effect(s):</b></p> <ul style="list-style-type: none"> <li>- Reputational damage</li> <li>- Costs incurred as a result of additional last minute resources required to deliver services</li> <li>- Failure to deliver service to requirements / KPIs / expectations</li> </ul>	Service Delivery, Financial & Reputational	2	4	8	<ol style="list-style-type: none"> <li>1. Regular Project Planning meetings are held to discuss contract transition</li> <li>2. Transition Plans developed and continually reviewed through regular contract meetings</li> <li>3. Formal meetings with agreed Terms of Reference according to contract schedules have been established with service providers to mobilise contracts. Following contract commencement in April 2019, progress with mobilisation is being monitored closely by Contract Managers and any issues for resolution are being captured by the Mobilisation Team</li> </ol>	1	4	4	<ol style="list-style-type: none"> <li>1. Lessons learned documentation to be reviewed during internal audit in Q3</li> </ol>	Peter McCready
8	12	Highways	<b>Highways Management</b> Deterioration of the Highway Network due to under-investment	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>- Failure to manage Highways in respect of traffic volumes, winter weather, financial resources leading to deteriorating condition</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>- Leading to increased maintenance costs, insurance claims (trips, falls and RTAs) and reputational damage</li> </ul>	Financial	2	4	8	<ol style="list-style-type: none"> <li>1. Strategy to mitigate insurance claims</li> <li>2. Inspection regime and defined intervention levels for maintenance repairs and monitoring 10% of works for compliance</li> <li>3. Winter Maintenance procedures (gritting / salting)</li> <li>4. Increased salt storage capacity</li> <li>5. Improved customer expectation management</li> <li>6. Asset management technique (e.g. Highway Asset Management Plan)</li> <li>7. New capital programme to reduce reactive works</li> <li>8. Performance Management measures incorporated into Highways contract</li> <li>9. Modernisation of contractor's programming and completion of maintenance repairs involving remote working ICT technology</li> </ol>	3	2	6	<ol style="list-style-type: none"> <li>1. Review frequency of Highways Inspections and adjust as deemed appropriate to effectively manage the risk in line with revised Code of Practice (published 2016)</li> <li>2. Additional inspections carried out and repairs undertaken as necessary</li> </ol>	Garry Warner
9	13	SSGS	<b>Arboricultural Management</b> Failure to inspect and maintain Bromley's tree stock leading to insurance claims etc.	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>- Failure to ensure that trees are managed as safely as reasonably practicable</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>- Leading to blocked highways, reputational damage and financial liabilities</li> </ul>	Financial	4	3	12	<ol style="list-style-type: none"> <li>1. Tree care and safety contract in place (new contract commenced April 2019)</li> <li>2. Full asset Survey of ~30% of street and park trees (and 50% of school trees)</li> <li>3. Risk trees identified and registered increased inspection frequency using asset management database (Confirm)</li> <li>4. Implement remedial works to address risk associated defects</li> <li>5. Review Tree Risk Management Strategy (annually)</li> <li>6. Review the 'Storm Strategy' annually-to be able to respond quickly and call in additional staff, equipment and contractors</li> <li>7. Provide a cyclical safety survey and remedial works schedule commensurate to budget availability and potential prioritisation</li> </ol>	4	3	12	<ol style="list-style-type: none"> <li>1. Staffing levels are not satisfactory within the Arboriculture team, therefore existing risk controls alone are not sufficient. Suitable staff to fill the 2 vacancies could not be identified through the standard recruitment process to fill vacant tree officer posts. An apprenticeship opportunity is being investigated with HR for one of these posts. As at 30.09.19 the advert for the remaining tree officer post is open and 4 applicants had applied, with a closing date of mid October in industry journals</li> </ol>	Peter McCready

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10	14	All E&PP	<p><b>Income Variation (Highways and Parking)</b> Loss of income when the Council is looking to grow income to offset reduced funding</p>	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>- Improved Street Works performance by utility companies (reduced fines)</li> <li>- Under-achievement of expected car parking income and parking enforcement, due to resistance to price increases and reduced incidents</li> <li>- Loss of income from Penalty Charge Notices for Bus Lane Enforcement activity</li> <li>- Reduction in Street Enforcement activity (Fixed Penalty Notices)</li> <li>- Failure of APCOA (new Parking contractor) to provide contracted services (e.g. strikes)</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>- Loss of income with potential to reduce service delivery funds</li> </ul>	Financial	3	3	9	<ol style="list-style-type: none"> <li>1. Regular income monitoring and review of parking tariff structures, including benchmarking Parking charges against other authorities and local private sector competitors</li> <li>2. Monitoring contractor performance (e.g. only issue good quality PCNs)</li> <li>3. Good debt recovery systems</li> <li>4. Monitoring parking use and avoid excessive charge increases</li> <li>5. Provide attractive, safe clean car parks</li> <li>6. Regular contractor meetings</li> <li>7. Monitoring of parking enforcement activity through Performance Indicators reported to PDS Committees (E&amp;CS, PP&amp;E)</li> <li>8. Scrutiny of APCOA at PDS meetings</li> </ol>	3	2	6	<ol style="list-style-type: none"> <li>1. Refine procedure for resolving disputes with utilities</li> <li>2. Review of parking tariff structures</li> <li>2. Monitor income trends</li> <li>3. Continue to monitor success in achieving enforcement objectives</li> <li>4. Intelligence-led targeting of hotspot sites for enforcement</li> <li>5. Review of further income opportunities as part of Council's Transformation agenda</li> </ol>	Colin Brand
11	15	SSGS	<p><b>Waste Budget</b> Increasing waste tonnages resulting in increased waste management costs</p>	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>- Failure to anticipate/manage waste management financial / cost pressures due to increasing landfill tax, increasing property numbers, declining recycling income (lower paper tonnages) and limited incineration capacity</li> <li>- Waste tonnage growing faster than budgeted or operational factors (i.e. adverse weather conditions, etc.)</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>- Budgets being exceeded and potential knock-on impact on other Council services</li> </ul>	Financial	3	4	12	<ol style="list-style-type: none"> <li>1. Cost pressures recognised in Council's Financial Strategy</li> <li>2. Landfill tonnages falling - offsets any tax increase</li> <li>3. Continued focus on promoting waste minimisation and recycling (e.g. in Environment Matters and through targeted campaigns such as Food Waste doorstepping)</li> <li>- Monthly monitoring of recycled tonnages and projection to yearly figures</li> <li>- Regular and sustained recycling awareness campaign</li> <li>- Consolidation of Compositing for All campaign</li> <li>- Continuing investigation of waste minimisation and recycling initiatives</li> <li>- Monthly monitoring of all waste tonnages and projection to yearly figures</li> <li>- Monthly monitoring of all collection costs and figures</li> <li>- Ongoing analysis of collection and disposal methodology</li> <li>4. Consideration of alternative disposal routes e.g. increased use of Veolia's Mechanical Biological Treatment (MBT) plant</li> <li>5. Reviewing and benchmarking operational costs to identify options</li> <li>6. Achieving best value tenders under new contract - contract commencement April 2019</li> </ol>	2	3	6	<ol style="list-style-type: none"> <li>1. The new waste contract commenced in April 2019. This risk will continue to be reviewed during the first contract year to determine whether any additional action is required</li> </ol>	Peter McCready

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12	17	Public Protection	<b>Food Standards Agency Audit</b> Failure to meet required service standards as required by Food Standards Agency Audit (April 2017)	<p><b>Cause(s):</b> -Lack of resource to meet Code of Practice service standards. Staff are not staying with Bromley due to other authorities providing more attractive employment opportunities.</p> <p><b>Effect(s):</b> -Leading to reputational damage and possible use of Power of Direction</p>	Health & Safety	1	3	3	<p>Following a meeting with the FSA (September 2018), they accepted the issues the Team has in recruiting Officers with the prerequisite qualifications necessary to carry out the spectrum of work. In response, they advised the Team to:</p> <ol style="list-style-type: none"> <li>Focus on completing due A -D inspections</li> <li>Focus on completing overdue C-D inspections</li> <li>This authorisation to shift focus has necessitated a new work programme designed to achieve the desired outcome which has now been developed by the Lead Practitioner.</li> </ol> <p>1. The new work programme has been implemented, and focus was given to completing due A -D inspections and overdue C-D inspections. 2. There are still issues with recruitment, as a FTE officer has resigned, and an agency officer left with no notice. Still a need to recruit to 1.4 X FTE food safety officers to address the vacancies. FSA confirmed September 2019 that they will now sign off the audit. Officers in this team have worked incredibly hard to achieve this and are now delivering a new Food Safety Service Plan.</p>	1	3	3	<ol style="list-style-type: none"> <li>Establish a process whereby recruitment of Environmental Health Officers to Bromley is encouraged and staff are provided with an incentive to remain.</li> <li>Build resilience into food safety team.</li> </ol>	Joanne Stowell
13	18	All E&PP	<b>Town Centre Businesses</b> Loss of town centre businesses to competition	<p><b>Cause(s):</b> -Failure to redevelop high streets coupled with competition from out-of-town developments and online shopping</p> <p><b>Effect(s):</b> -Reduction in high street business and market stall occupancy Loss of income (Business rates and market stalls) Poor public perception and negative publicity</p>	Financial	3	4	12	<ol style="list-style-type: none"> <li>BID Teams organise town centres events</li> <li>Investment in Orpington High Street and Bromley North (done)</li> <li>Regular advertising / promotion of markets and availability of stalls</li> <li>Review of Market operational costs to reduce costs where possible (a review of the markets service is being undertaken as part of the Transforming Bromley agenda)</li> <li>Regular maintenance and renewal of market infrastructure - recent market relocation project has been completed and feedback from traders is positive</li> </ol>	2	3	6	<ol style="list-style-type: none"> <li>Ongoing review of market provision linked to outsourcing service provision to Bromley Business Improvement District</li> <li>Detailed annual action plan to be drawn up for each town centre</li> <li>Market Manager is to attend regular strategy meetings with BIDs</li> </ol>	Colin Brand
14	19	Traffic and Parking	<b>New Parking Schemes</b> Failure to deliver new Parking schemes resulting income loss and congestion	<p><b>Cause(s):</b> Increasing demand from residents for parking schemes coupled with decreasing grant funding from TfL</p> <p><b>Effect (s):</b> Increased congestion and reduced income</p>	Service Delivery	3	4	12	<ol style="list-style-type: none"> <li>Set up register of agreed schemes with designated officers and timescales</li> <li>Develop and agree financial appraisal framework with finance department</li> <li>Software procured (2013/14) to help improve project and programme management</li> </ol>	2	2	4	<ol style="list-style-type: none"> <li>Consideration to be given to better balancing the cost of scheme design against parking charges</li> </ol>	Angus Culverwell

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15	20	All E&PP	<b>Staff Resourcing and Capability</b> Loss of corporate memory and ability to deliver as key staff leave (good new staff are at a premium)	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>-Availability of suitably qualified / experienced staff to replace retirees and leavers. Particular problem within Planning, Environmental Health and Traffic professionals (TfL offers better remuneration and career progression). Lack of incentive for good staff to remain at LBB.</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>-Loss of organisational memory, greater reliance on contracted staff, delays in delivering services / plans (e.g. Transport Local Implementation Plan). Inability to effectively manage contracts as Contract Managers may have started out in a different role (i.e. as Service Managers) and do not have the necessary expertise to do so (i.e. auditing).</li> </ul>	Service Delivery	3	4	12	1. Ongoing programme to find and retain quality staff through internal schemes such as career grades and ongoing CPD	4	3	12	<ul style="list-style-type: none"> <li>1. Consider potential for contractors to supply necessary skills</li> <li>2. Review options with HR for incentivisation schemes to ensure staff recruitment and retention is high</li> <li>3. Existing controls are not currently sufficient to maintain the staff quota within the Arboriculture team. Explore apprenticeship scheme as a possibility to ensure this team can maintain deliverables of the service in terms of client inspections and reporting. Enlist contractor to assist with tree survey backlog.</li> </ul>	Colin Brand
16	22	All E&PP	<b>Climate Change</b> Failure to adapt the borough and Council services to our changing climate	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>-Severe weather events including extreme heat, storms, floods etc.</li> </ul> <p><b>Effect (s):</b></p> <ul style="list-style-type: none"> <li>-Resulting in threats to service provision, environmental quality and residents' health in addition to reputational damage caused by perceived lack of action to tackle climate change</li> </ul>	Service Delivery	3	4	12	<ul style="list-style-type: none"> <li>1. Adopt best adaptation practice as identified through London Climate Change Partnership, UK Climate Impacts Programme, and the Local Adaptation Advisory Panel</li> <li>2. Implementation of LBB's Carbon Management Programme</li> <li>3. LBB Surface Water Management Plan and Draft Local Flood Risk Strategy</li> <li>4. Establish net zero (direct) carbon emissions target for 2029 as part of 10 year climate plan</li> </ul>	2	4	8	<ul style="list-style-type: none"> <li>1. Emergency Planning to liaise with Public Health on cross-cutting issues e.g. excess summer deaths and vector-borne disease etc.</li> <li>2. Detailed climate action plan to be developed as part of ongoing Carbon Management Programme, in order to achieve net zero carbon emissions by 2029</li> </ul>	Sarah Foster
17	23	Public Protection	<b>Mortuary Contract</b> Failure to procure tendered services to budget	<p><b>Cause(s):</b></p> <ul style="list-style-type: none"> <li>- Lack of interest from potential bidders</li> <li>- Tendered costs being higher than budget / forecast</li> </ul> <p><b>Effect(s):</b></p> <ul style="list-style-type: none"> <li>- Risk of challenge</li> <li>- Reputational damage</li> <li>- Failure to achieve best value</li> <li>- Lack of competition / bids</li> <li>- Failure to deliver service to requirements / KPIs / expectations</li> </ul>	Financial & Service Delivery	1	3	3	1. Negotiations for the new contract are now complete and a report recommending contract award was presented to Executive in September 2019. This was fully supported and the contract documentation has been signed.	1	3	3	No action required at this time.	Joanne Stowell

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18	24	Public Protection	<b>CCTV Contract (Mobilisation)</b> Failure to effectively mobilise the new CCTV contracts	<b>Cause(s):</b> - Unfamiliarity with new contract model (client & contractors) - Lack of client capacity to progress mobilisation - Lack of supplier capacity to progress mobilisation - Significant service change requiring service-user consultation - Lack of preparation of contract transition (exit and mobilisation) plans  <b>Effect(s):</b> - Reputational damage - Costs incurred as a result of additional last minute resources required to deliver services - Failure to deliver service to requirements / KPIs / expectations	Service Delivery, Financial & Reputational	2	3	6	1. Regular Contract meetings are held to discuss and monitor contract mobilisation	1	3	3	1. Continued review of contract as mobilisation is completed, as part of client project meetings	Joanne Stowell
19	25	Public Protection	<b>Income Reconciliation (Public Protection Licensing)</b> Uncertainty around income reconciliation when the Council is looking to grow income to offset reduced funding	<b>Cause(s):</b> - Lack of processes to reconcile actual licence fee income against expected income held on service specific IT systems.  <b>Effect (s):</b> - Loss of income with potential to reduce service delivery funds - Reputational damage	Financial	3	2	6	1. Regular income monitoring 2. Good debt recovery systems 3. Monitoring of activity through Performance Indicators 4. Continual Benchmarking of licensing charges against other authorities	3	2	6	1. Refine procedure for reconciliation of expected income against actual and provide suitable training for staff to deliver this	Joanne Stowell
20	26	SSGS	<b>Income Reconciliation (Waste Management)</b> Uncertainty around income reconciliation linked to the mobilisation of new waste contracts	<b>Cause(s):</b> -Lack of integration between client and service provider IT systems so that data is not linked  <b>Effect (s):</b> - Loss of income from Commercial Waste and Green Garden Waste services with potential to reduce service delivery funds - Costs incurred as a result of additional last minute resources required to deliver services - Reputational damage	Financial	3	2	6	1. Regular income monitoring 2. Good debt recovery systems 3. Monitoring of activity through Performance Indicators	1	2	2	1. Refine procedure for reconciliation of expected income against actual and provide suitable training for staff to deliver this 2. Governance of mobilisation to be reviewed by internal audit in Q3	Peter McCready
21	27	SSGS	<b>Bromley Town Centre Market Reorganisation</b> Failure to deliver a successful market reorganisation which meets the needs of traders, businesses and customers	<b>Cause(s):</b> -Insufficient engagement to identify the needs of all stakeholders throughout the project  <b>Effect (s):</b> -Inability to deliver a thriving town centre market -Loss of income from reduced market stall hire -Reputational damage caused by dissatisfied businesses	Reputational/ Financial	3	3	9	1. Project Manager identified to lead on market reorganisation 2. Regular stakeholder meetings to review the progress of the market reorganisation (Markets Manager, Markets Supervisor, enforcement team, Highways team, Planning team and BID) 3. Public consultation on the design and layout of the new market position 4. Live RAID log maintained by Markets Manager and Business Support Team detailing any concerns raised by stakeholders and actions to address them 5. Regular dialogue with traders and businesses (in person meet and greet with Markets Manager and Markets Supervisor) 6. Successful launch event with the Mayor for new market location/to officially open Christmas trading	2	3	6	1. Lessons learned documentation to be completed 2. Meetings with Highways team to be continued in order to complete outstanding Highways snagging list in the High Street 3. Impact of potential High Street retail units/kiosks on existing market stalls to be reviewed	Sarah Foster



## Environment & Public Protection (E&PP) Risk Register

													DATE LAST REVIEWED:	07/10/2019
No.	E&PP RISK REF	DIVISION	RISK TITLE & DESCRIPTION	RISK CAUSE & EFFECT	RISK CATEGORY	GROSS RISK RATING			EXISTING CONTROLS IN PLACE TO MITIGATE THE RISK	CURRENT RISK			FURTHER ACTION REQUIRED	RISK OWNER
						LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING		
22	28	Public Protection	<b>Dogs and Pests Contract</b> Failure to deliver the contract to the required service levels	<b>Cause(s):</b> -Lack of robustness within contract specification in terms of contract deliverables and Key Performance measures  <b>Effect (s):</b> -Inability to deliver statutory functions -Reputational damage	Service Delivery	3	2	6	1. Identification of named Contract Manager 2. Regular contract management meetings with service provider 3. Review of contract specification to identify change control requirements (a contract change notice regarding a change to invoicing was signed in August 19).	2	2	4	No action required at this time.	Joanne Stowell
23	29	Public Protection	<b>Out of Hours Noise Service</b> Failure to deliver statutory services	<b>Cause(s):</b> The out of hours noise service is dependant on grant funding from the Mayors Office for Policing & Crime (MOPAC) by way of the Local Crime Prevention Fund. This grant is released on a 2 year cycle, current cycle ends March 2021. The grant was reduced in 2017 and there is no guarantee it will be sustained post April 2021. The service is staffed on a voluntary basis.  <b>Effect:</b> Inability to deliver Out of Hours Noise Service.	Service Delivery	3	4	12	1. Annual review with MOPAC on service outcomes	3	4	12	1. Meetings with MOPAC to ensure early warnings of any change to funding levels. MOPAC funding is outside of the control of LBB. 2. Review the Service offer	Hedley Pugh
24	30	Public Protection	<b>Integrated Offender Management</b> Failure to contribute to IOM in Bromley	<b>Causes:</b> -IOM functions are reliant on grant funding from MOPAC via the LCPF, equates to one day per week. Reduction or cessation of grant after April 2020.  <b>Effect:</b> -Inability to contribute to IOM in Bromley.	Service Delivery	3	4	12	1. Annual review with MOPAC on service outcomes	3	4	12	1. Meetings with MOPAC to ensure early warnings of any change to funding levels. MOPAC funding is outside of the control of LBB.	Rob Vale
25	31	Public Protection	<b>Anti-Social Behaviour Co-Ordinator post:</b> Failure to deliver ASB problem solving and partnership activity	<b>Cause(s):</b> -Grant from MOPAC via the LCPF is used to fund the ASB Co-ordinator post which is responsible for delivering targeted ASB project work across the borough with partner agencies. Reduction or cessation of grant after April 2021.  <b>Effect:</b> -Inability to fund this post would result in the cessation of targeted ASB work with partners across the borough. Funding for this post was reduced in 2018 and the shortfall was met by LBB. LBB continue to meet the slight shortfall in 2019.	Service Delivery	3	4	12	1. Review of project outcomes to determine whether they can be delivered on a reduced budget with LBB contributions in kind	3	4	12	1. Review of Community Safety functions to allow for MOPAC project delivery on reduced days per week. MOPAC funding is outside of the control of LBB.	Rob Vale