



Port Health & Environmental Services Committee

Date: MONDAY, 16 JULY 2018
Time: 1.45 pm
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members:

Jeremy Simons (Chairman)	Shravan Joshi
Deputy Keith Bottomley (Deputy Chairman)	Graeme Harrower
Deputy John Absalom	Christopher Hill
Caroline Addy	Deputy Tom Hoffman
Alderman Nick Anstee	Deputy Wendy Hyde
Alexander Barr	Deputy Jamie Ingham Clark
Adrian Bastow	Vivienne Littlechild
Deputy John Bennett	Andrew McMurtrie
Peter Bennett	Andrien Meyers
Tijs Broeke	Deputy Brian Mooney
John Chapman	Deputy Joyce Nash
Peter Dunphy	Henrika Priest
Mary Durcan	Jason Pritchard
Deputy Kevin Everett	Deputy Richard Regan
Anne Fairweather	Deputy Elizabeth Rogula
Alderman David Graves	Mark Wheatley

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Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio or video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 22 May 2018.

For Decision
(Pages 1 - 12)
4. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 13 - 16)
5. **DRAFT CLEAN AIR STRATEGY CONSULTATION**
Report of the Director of Markets and Consumer Protection.

For Decision
(Pages 17 - 32)
6. **BREXIT UPDATE**
Report of the Director of Markets and Consumer Protection.

For Decision
(Pages 33 - 38)
7. **AIR QUALITY ANNUAL STATUS REPORT 2017**
Report of the Director of Markets and Consumer Protection.

For Information
(Pages 39 - 46)
8. **MOSQUITO PROBLEMS AT TUDOR ROSE COURT**
Report of the Director of Markets and Consumer Protection.

For Information
(Pages 47 - 50)
9. **CEMETERY & CREMATORIUM PERFORMANCE 2017/18**
Report of the Director of Open Spaces.

For Information
(Pages 51 - 58)

10. **REVENUE OUTTURN 2017/18**
Joint report of the Chamberlain, Director of the Built Environment, Director of Markets and Consumer Protection, and Director of Open Spaces.

For Information
(Pages 59 - 70)

11. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
Any items of business that the Chairman may decide are urgent.

13. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Part 2 - Non-public Agenda

14. **NON-PUBLIC MINUTES**
To agree the non-public minutes of the meeting held on 22 May 2018.

For Decision
(Pages 71 - 74)

15. **CHARGING STRUCTURE FOR FIXED PENALTY NOTICES UNDER ENVIRONMENTAL PROTECTION ACT 1990 AS AMENDED 1 APRIL 2018**
Report of the Director of the Built Environment.

For Decision
(Pages 75 - 80)

16. **HEATHROW ANIMAL RECEPTION CENTRE (HARC) UPDATE**
Report of the Director of Markets and Consumer Protection.

For Information
(Pages 81 - 86)

17. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

18. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERED URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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PORT HEALTH & ENVIRONMENTAL SERVICES COMMITTEE

Tuesday, 22 May 2018

Minutes of the meeting of the Port Health & Environmental Services Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Tuesday, 22 May 2018 at 11.00 am

Present

Members:

Jeremy Simons (Chairman)	Anne Fairweather
Deputy Keith Bottomley (Deputy Chairman)	Alderman David Graves
Caroline Addy	Shravan Joshi
Alderman Nick Anstee	Christopher Hill
Alexander Barr	Deputy Tom Hoffman
Adrian Bastow	Deputy Wendy Hyde
Peter Bennett	Deputy Jamie Ingham Clark
John Chapman	Vivienne Littlechild
Peter Dunphy	Deputy Joyce Nash
Mary Durcan	Deputy Richard Regan
Deputy Kevin Everett	Mark Wheatley

John Scott (Chief Commoner), in attendance

In Attendance

Officers:

Sacha Than	- Town Clerk's Department
Sufina Ahmad	- Town Clerk's Department
Amelia Ehren	- Town Clerk's Department
Carl Locsin	- Town Clerk's Department
Julie Smith	- Chamberlain's Department
Paul Chadha	- Comptroller & City Solicitor's Department
Carolyn Dwyer	- Director of Built Environment
Steve Presland	- Department of Built Environment
Richard Steele	- Department of Built Environment
Jon Averbs	- Department of Markets and Consumer Protection
Ben Kennedy	- Department of Markets and Consumer Protection
Tony Macklin	- Department of Markets and Consumer Protection
Colin BATTERY	- Director of Open Spaces
Gary Burks	- Open Spaces Department
Gerry Kiefer	- Open Spaces Department

1. **APOLOGIES**

Apologies were received from Deputy John Absalom, Deputy John Bennett, Graeme Harrower, Andrew McMurtrie, Andrien Meyers, Henrika Priest, and Deputy Elizabeth Rogula.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

There were no declarations.

3. **ORDER OF THE COURT OF COMMON COUNCIL**

The Committee received an Order of the Court of Common Council of 19 April 2018 appointing the Committee and approving its Terms of Reference.

4. **ELECTION OF CHAIRMAN**

The Committee proceeded to elect a Chairman in accordance with Standing Order No. 29. A list of Members eligible to stand was read and Jeremy Simons, being the only Member expressing willingness to serve, was elected Chairman for the ensuing year and took the Chair.

The Chairman welcomed both new and returning Members to the Committee and thanked those Members no longer on the Committee for their service.

5. **ELECTION OF DEPUTY CHAIRMAN**

The Committee proceeded to elect a Chairman in accordance with Standing Order No. 30. A list of Members eligible to stand was read and Deputy Keith Bottomley, being the only Member expressing willingness to serve, was elected Deputy Chairman for the ensuing year and thanked the Committee for their support.

6. **MINUTES**

Electric Vehicle Charging Points

The Director of Port Health and Public Protection advised that 30 electric vehicle charging points were now available to residents in the Barbican Estate, and a six-month trial of their usage began on 14 May 2018.

Saturday Construction Work

The Chairman noted that the consultation period would conclude on 7 August 2018 (following which, the results would be reported back to Committee to determine future arrangements).

7. **OUTSTANDING ACTIONS**

The Committee received the current list of outstanding actions.

Noise Pollution from the London Underground

The Port Health and Public Protection Director advised that City Corporation officers were looking into obtaining funding for a study on what type of remedial measures could be introduced to alleviate noise pollution for residents.

A Member commented that a TfL representative had invited Barbican residents to a meeting on 6 June to discuss this issue.

Impact of Brexit

The Director of Port Health and Public Protection explained that the Department was working closely with the Remembrancer on engaging with government; and a recent meeting had taken place with the Clerk to the Committee on Exiting the European Union. In response to a Member's request for reassurance that the City Corporation's plans are in line with the rest of the UK, the Director of Port Health and Public Protection noted that the Department continues to liaise with the Port of Rotterdam to ensure plans are co-ordinated with them and the City Corporation were hosting meetings of the Government's Cross Borders Delivery Group. It was added that a physical presence could be required for food inspection at the borders, as opposed to simply using technology. A full report would be coming to Committee in July 2018 as previously noted.

Electric Vehicle Charging Points

The Director of Transportation and Public Realm confirmed that the installation of the taxi charging points remained on target for both Noble Street in June 2018 and at Baynard House at the end of the calendar year and TfL were now more engaged with the process. In response to a Member's query, it was confirmed that the charging points at both sites were intended to be used solely by taxis.

Members asked that consideration be given to those driving through the Square Mile who may need to charge their cars and perhaps a charging point could be provided at an additional location. Discussion took place as to whether a charging point could be installed within Liverpool Street Station.

In response to the points raised, the Director of Transportation and Public Realm confirmed that the provision of charging points would be considered as part of the Transport Strategy which would be out for consultation this year and adopted in Spring 2019. It was noted that Members would like action on this matter sooner, however the Director explained that charging points were expensive and were funded by TfL, furthermore the Strategy would need to strike a balance between reducing congestion whilst providing opportunities for drivers to charge their vehicles.

In response to a Member's query, the Director of Markets and Consumer Protection confirmed that those using the charging points could pay by card and the fee for the charge of a full battery would be around £3 to £5 which was cheaper than a full tank of fuel.

S101 Agreements

The Chairman advised that the S.101 Agreements with LB Southwark had been signed and sealed by the City Corporation and the Comptroller and City Solicitor's Department were awaiting confirmation from Southwark once they had also signed and sealed the documents.

8. **LOW EMISSION NEIGHBOURHOOD (LEN): PROPOSALS FOR AN ULTRA-LOW EMISSION STREET IN MOOR LANE & BEECH STREET**

The Committee considered a joint report of the Director of Built Environment and Director of Markets and Consumer Protection which updated the Committee on progress to date on delivering an Ultra-Low Emission Vehicle (ULEV) Only scheme in Moor Lane and Beech Street and asked for support on proposals to deliver Moor Lane as the ULEV Only scheme and to reduce traffic in Beech Street. The Director of Port Health and Public Protection explained that it was intended to use Moor Lane as a pilot scheme which would inform the proposals for Beech Street.

A Member noted that London Wall Place and offices within this area would use Moor Lane for deliveries which would create pollution and asked whether this issue had been given consideration. The Director of Markets and Consumer Protection explained that officers had been working with business within the area, citing City Point and Linklaters as examples, to measure the number of deliveries and solutions included the installation of vehicle charging points at Linklaters, encouraging suppliers to use electric vehicles, and conducting feasibility studies on traffic routing. In response, a Member commented that this would not address the issue of air quality for the residential properties near London Wall Place.

Members noted their disappointment on the lack of proposals to address air pollution at Beech Street until 2021 and asked that timelines be re-considered, particularly since the Committee had previously rejected the recommendations contained within the report before Members. The Director of Transportation and Public Realm explained that whilst officers could not deliver Beech Street as part of the LEN project, discussions were taking place with neighbouring authorities and reports were being prepared for the Streets and Walkways Sub-Committee, Projects Sub-Committee and Policy and Resources addressing issues including traffic restrictions in Beech Street, the future of the Exhibition Halls, and waterproofing issues with the Barbican Estate.

A Member commented there were issues with idling eastbound traffic at Beech Street and queried why the proposed solutions permitted westbound traffic. In response the Director of Transportation and Public Realm explained that based on the modelling carried out, this was the most viable option.

Members asked that a briefing session be arranged to cover the results from the recent OpenFest event and to report on the traffic modelling that had taken place. The Director of Transportation and Public Realm agreed to provide a briefing session for members of this Committee and the Streets and Walkways Sub-Committee, and all Members would be invited. It was also agreed that an update report would be presented to the Committee in July 2018 to include information on Beech Street.

RESOLVED – That the Committee:

- a) agree that a Moor Lane ULEV Only scheme be delivered by April 2019 using LEN funding;

- b) agree that a further report should be presented back to Committee setting out the findings of the Moor Lane trial scheme following 12 months of its operation; and
- c) support in principle the proposals set out for reducing traffic in Beech Street and improving the air quality.

9. **FINAL DEPARTMENTAL BUSINESS PLAN 2018/19 - OPEN SPACES**

The Committee considered the final high-level business plan for the Open Spaces Department for 2018/19.

RESOLVED – That the Committee:

- a) approve the Open Spaces Department’s Business Plan 2018-19; and
- b) note the 2018/19 performance measures and Cemetery and Crematorium risk register.

10. **FINAL DEPARTMENTAL BUSINESS PLAN 2018/19 - MARKETS AND CONSUMER PROTECTION**

The Committee considered a report of the Director of Markets and Consumer Protection which sought approval for the Department of Markets and Consumer Protection’s final high-level business plan for 2018/19.

In response to the Deputy Chairman’s request that enforcement activity relating to illegal street trading be included within the plan, the Port Health and Public Protection Director agreed that the plan would be amended to include this within the service deliverables section.

RESOLVED – That the Committee approve the final 2018/19 high-level business plan for the Department of Markets and Consumer Protection, with the addition of an item relating to illegal street trading in the deliverables section.

11. **DEPARTMENT OF THE BUILT ENVIRONMENT (CLEANSING SERVICES) BUSINESS PLAN PROGRESS REPORT FOR PERIOD 3 (DECEMBER 2017 TO MARCH 2018)**

The Committee received the Department of the Built Environment’s Business Plan Progress Report for December 2017 to March 2018 for Cleansing Services.

In response to a Member’s query on the reported rise in debt within Cleansing Services, the Director of Transportation and Public Realm confirmed that the debt was owed from five local authorities and payment was expected later in the year.

A Member noted that the City Corporation had not achieved the target of 47% for household waste recycling and queried what further action had been taken. The Director of Transportation and Public Realm explained that this target had been set as required by the Mayor of London’s strategy, which a number of local authorities had failed to achieve. The Director confirmed that the current contractor’s contract was due to finish in April 2019, and as part of the

retendering process ways were being considered in which recycling rates could be improved. The Director added that the lack of green waste was a contributing factor in the low recycling figures when compared to those local authorities that composted green garden waste. Members asked that a local target for recycling figures be included next year if it seemed likely that the Mayor's target could not be achieved.

Members thanked the Department for the garden waste trial being conducted at the Barbican Estate and asked whether further information on the service could be made available to residents.

RESOLVED – That the Committee note the report and appendices.

12. **TOWARDS A SUSTAINABLE FUTURE: THE CITY OF LONDON CORPORATION'S RESPONSIBLE BUSINESS STRATEGY, 2018-23**

The Committee received a joint report of the Chamberlain and Chief Grants Officers which presented a current draft version of 'Towards a Sustainable Future: The City of London Corporation's Responsible Business Strategy, 2018-23' and outlined the process by which the strategy was being developed.

Members welcomed the initiatives set out within the report noting that implementation would play a key role for this Strategy and asked for an opportunity to remain involved perhaps through a breakfast briefing.

In response to a query on timelines, the Town Clerk confirmed that the first meeting of the Responsible Business Implementation Group would take place on 12 June 2018 to develop detailed action plans and the Strategy would launch in September 2018. Members commented that the Strategy should remain in line with the Corporate Plan objectives.

RESOLVED – That the Committee commented on and provided feedback on the report.

13. **APPROVAL OF THE 2018-2019 FOOD SERVICE ENFORCEMENT PLANS FOR THE CITY AND THE LONDON PORT HEALTH AUTHORITY**

The Committee considered a report of the Director of Markets and Consumer Protection which sought approval for two Food Services Enforcement Plans; one for the City of London and one for the London Port Health Authority.

RESOLVED – That the Committee approve:

- a) the City Food Service Enforcement Plan 2018-19; and
- b) the London Port Health Authority Food Service Enforcement Plan 2018-19.

14. **APPROVAL OF THE HEALTH & SAFETY INTERVENTION PLAN 2018-2019**

The Committee considered a report of the Director of Markets and Consumer Protection which sought approval for the Health and Safety Intervention Plan 2018-19.

RESOLVED – That the Committee approve the key work areas outlined within the Health and Safety Intervention Plan 2018-19.

15. **MARKETS AND CONSUMER PROTECTION BUSINESS PLAN 2017-2020: PROGRESS REPORT (PERIOD 3)**

The Committee received a report of the Director of Markets and Consumer Protection which provided an update on progress against the operational performance indicators as outlined within the Departmental Business Plan.

During discussion Members raised the following points:

- Why the Port of Tilbury had achieved better results than the Port at London Gateway when conducting checks of food products.
- Some food products were sent to labs in Germany for checks and could a UK facility do this instead to reduce turnaround times.
- That the air quality target remained at red and would consideration be given to other solutions.
- Why had there been an increase in sickness absence.
- Why had there been a reduction in debts being settled within 90 days.

In response to the points raised, the Director of Port Health and Public Protection explained that:

- There was greater throughput at London Gateway and due to enhanced checks on meat from Brazil, there were greater waiting times.
- The City Corporation had raised the point with the Food Standards Agency expressing concern at the lack of UK based laboratory testing facilities. This had also been highlighted by the International Meat Traders Association and would be considered at the next major ports forum which is hosted by the City Corporation.
- A refresh of the Air Quality Strategy 2015-2020 would take place to reflect changes in circumstances and progress made to date. In response to a request that the refresh of the Strategy be considered before March 2019, the Director agreed to provide an update in July 2018.
- There had been some long-term sickness within the Department, and this was being managed in line with the City Corporation's policy with close scrutiny by the Chief Officer and Director.
- Work had been taking place to improve the debt target and an update would be provided at Item 24.

The Chairman advised that a final draft of the Mayor of London's Environmental Strategy had recently been published and this provided details of what City Hall were seeking from Central Government with regards to cleaner air, including proposals for new legislation. The Director of Port Health and Public Protection explained that the team were working with the Remembrancer's Department on what might be included in a City Bill. The City Corporation would support additional legislative controls set out within the Strategy, but a City Bill would focus on the relevant local activities such as pollution from construction sites. The Director also confirmed that work was taking place through lobbying to support a potential new Clean Air Act.

RESOLVED – That the Committee note the report and its appendices.

16. DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - PERIODIC REPORT

The Committee received a report of the Director of the Built Environment which sought to provide assurance that satisfactory risk management procedures are in place within the Department and meet the requirements of the corporate Risk Management Framework.

RESOLVED – That the Committee note the report and the actions taken within the Department of the Built Environment to monitor and effectively manage risks arising from the Department's operations.

17. OPERATION GUMDROP UPDATE

The Director of Transportation and Public Realm provided an oral update in relation to chewing gum receptacles. It was explained that Westminster Council had engaged in a trial with Hubbub on the recycling of gum via chewing gum receptacles and an update would be provided to Committee once the trial had concluded. It was noted that the receptacles were bright pink and consideration would need to be given as to whether this would be in keeping with the look and feel of the City's Public Realm

RESOLVED – That the Committee note the update.

18. PLASTIC FREE CITY UPDATE

The Committee considered a report of the Director of the Built Environment which detailed progress thus far on developing the project with the aim to reduce single use plastics within the Corporation and across the City.

The Director of the Built Environment explained that the work streams had the following aims:

- Developing a refill culture through encouraging people to use drinking fountains and refill points across the Square Mile.
- Businesses, workers and residents would be encouraged to sign up to pledges to eliminate using single use plastics.
- The City Corporation would be looking at ways to eliminate litter and one initiative would be encouraging volunteers to take part in litter picking with Thames 21.

Members noted the importance of communications as part of this project and suggested that an app be created to advertise the nearest water bottle refill points. In response to a Member's request that drinking fountains be provided, the Chairman noted that four refill points were already available with the aim of installing ten drinking points overall.

In response to a query on the level of funding for the project, the Director of the Built Environment advised that costs were estimated at £50-70k overall for the drinking fountains and £100k for the campaign, the Director added that the aim was to encourage behaviour change around the use of single use plastics.

RESOLVED – That the Committee note the report.

19. **FUNDING FOR ENFORCEMENT OFFICER FOR CITY'S BRIDGES**

The Committee received a report in relation to funding for an Enforcement Officer for City's Bridges.

Discussion took place on the painted chewing gum on Millennium Bridge and whether this practice should be allowed with Members offering differing views.

A Member raised the point that many of the street traders on the bridges were part of the same network which included pickpocketing and begging, and their activities were not solely limited to street trading but were part of a wider syndicate of organised crime. It was noted that begging had been taking place outside the College of Arms, the City of London School and on Bow Lane, and the question was asked whether the Enforcement Officer would have scope to remove individuals engaged in this activity from those areas.

In response the Director of Port Health and Public Protection explained that the focus was to use the additional funding to take enforcement action against those trading on the bridges, but action would also be taken in other areas using existing resources. The Director added that an ice cream van had recently been seized and a prosecution would follow.

RESOLVED – That the Committee note the report.

20. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

There were no questions.

21. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

The Chairman noted there were two items of urgent business.

Senior Officer Recruitment

The Committee received a report of the Director of the Built Environment informing the committee of the retirement of the District Surveyor and upcoming retirement of the Transportation and Public Realm Director and the proposal to recruit to both posts.

RESOLVED – That the Committee note the report.

Grand Court of Wardmote

The Committee received the following resolution of the 15 May 2018 Grand Court of Wardmote which had been referred to the Committee from the 17 May 2018 Court of Common Council:

Ward of Aldersgate – 20th March 2018

- (i) "That the citizens of Tudor Rose Court in Aldersgate are sorely troubled by being bitten by mosquitoes. These creatures are a health hazard,

as well as a serious nuisance. They have been identified as Culex Pipiens, and possibly the sub-type Culex Pipiens Molestus, commonly known as the London Underground mosquito. What action is the City of London Corporation taking to determine the sub-type of these mosquitoes, which will help determine the source of these pests, and what action is the City taking to ensure these pests are eliminated?”

The Director of Port Health and Public Protection advised that an investigation to identify the sources of the mosquitoes had been carried out in early 2018 which had not yielded results, but with the arrival of the warmer months, further work would again be undertaken to investigate the problem.

Port Health and Environmental Services Committee events

The Chairman advised Members of the following events:

The Annual River Inspection would take place on 20 June 2018 and the Committee would visit London Gateway Port.

The Fishing Experiment would take place on 22 September 2018 and participants were welcome.

The Chairman reminded Members that the next meeting of the Committee would be taking place on 16 July 2018 at 13.45.

22. EXCLUSION OF THE PUBLIC

RESOLVED – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

23,24	3,5,7
25,26	3

23. NON-PUBLIC MINUTES

RESOLVED – That the non-public minutes of the meeting held on 6 March 2018 be approved as correct record.

24. DEBT ARREARS - PORT HEALTH AND ENVIRONMENTAL SERVICES PERIOD ENDING 31 MARCH 2018

The Committee received a joint report of the Director of the Built Environment, Director of Markets and Consumer Protection, and the Director of Open Spaces which informed Members of arrears of invoiced income outstanding at 31 March 2018.

25. PLANNING AND REGULATORY SERVICES CASEWORK MANAGEMENT SYSTEM (PRSCMS) PROJECT - GATEWAY 3/4 OPTIONS APPRAISAL

The Committee considered a joint report of the Director of the Built Environment, and Director of Markets and Consumer Protection which sought

procurement approval in relation to the Planning and Regulatory Services Casework Management Project.

26. UPDATE ON THE WASTE COLLECTION, STREET CLEANSING AND ANCILLARY SERVICES CONTRACT PROCUREMENT.

The Committee received a report of the Director of the Built Environment which provided an update on progress of the Waste Collection, Street Cleansing and Ancillary Services contract.

27. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

There were no questions.

28. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERED URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There was no other business.

The meeting ended at 12.46 pm

Chairman

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Port Health & Environmental Services Committee – Outstanding Actions

Item	Date	Action	Officer(s) responsible	To be completed/ progressed to next stage	Progress Update
1.	23 May 2016	Noise Pollution from the London Underground	Director of Port Health and Public Protection	Ongoing	<p>In response to a Member's request for continued pressure on TfL, there had been an exchange of letters in December 2017 and in March 2018, officers asked that residents continue to report issues.</p> <p>A meeting with TFL and Barbican residents took place on 6 June 2018 to discuss issues and a letter was submitted to Mr Wild, the Managing Director of the London Underground by the Chairman of the Committee in July 2018</p>
2.	4 July 2017	Impact of Brexit	Director of Port Health and Public Protection	July 2018	A report setting out contingency plans would be provided to the Committee in July 2018.
3.	19 September 2017	Electric Vehicle Charging	Director of Transportation and Public Realm	July 2018	<p>The installation of a charging point in Noble Street was programmed for June 2018. There have been some further delays due to questions on legal and formal notice issues with TfL, who are paying for the work. The procurement process will take approximately 6 weeks so currently anticipated for August 'live' date.</p> <p>Charge points in Baynard House (a hub 8-10) are under detailed feasibility appraisal with TfL. The complexity of the site requires further work, as this is one of the first large hub sites proposed. TfL project board are still supporting the</p>

					proposal and a workshop is being set up.
4.	16 January 2018	Heathrow Airport Animal Reception Centre	Director of Port Health and Public Protection	TBC	Officers were looking at the feasibility of expanding the services offered at Heathrow to other airports and an update would be brought before the Committee in July 2018.
5.	6 March 2018	Lower Emissions Neighbourhood (LEN)	Director of Transportation and Public Realm	July 2018 and TBC 2019	<p>Following the proposed decision to substitute Moor Lane for Beech Street as the ultra-low emission street which Members of the Committee strongly disagreed with. A resolution of the discussion was submitted to the P&R and P&T Committees, and officers were asked to look at a full range of options to reduce pollution in Beech Street.</p> <p>At the May 2018 Committee an update was provided on the position of the Year 3 LEN funding with TfL.</p> <p>It was agreed that an update report would be presented to the Committee in July 2018 to include information on Beech Street and a further report should be presented back to Committee setting out the findings of the Moor Lane trial following 12 months of its operation.</p>
6.	6 March 2018	Gumdrop	Director of the Built Environment	TBC 2018	An initiative to recycle gum known as Gumdrop was brought to officers' attention at Committee and officers agreed to consider whether this could be adopted within the City. An update was provided in May 2018 where officers explained that Westminster Council had engaged in a trial with Hubbub on the recycling of gum via chewing gum receptacles and an update would be provided to Committee once the trial had concluded.
7.	21 November 2017	S.101 Agreements	Director of Port Health and Public Protection	Ongoing	To combat illegal street trading, the Committee gave authorisation for the City of London Corporation to enter into a S.101 Agreement with the London Borough of Southwark. Members further agreed that officers could enter into a S.101 Agreement with Tower Hamlets if a

					<p>successful agreement was negotiated.</p> <p>In March 2018, the Court of Common Council authorised the City of London Corporation entering into S.101 Agreements with Tower Hamlets and Southwark. Members were informed via email in June 2018 that an agreement had been reached and signed with Southwark and discussions were ongoing with Tower Hamlets.</p>
8.	22 May 2018	Wardmote – mosquitoes	Director of Port Health and Public Protection	July 2018	<p>The Committee received the following resolution of the 15 May 2018 Grand Court of Wardmote which had been referred to the Committee from the 17 May 2018 Court of Common Council with regards to the issue of mosquitoes in the Ward of Aldersgate.</p> <p>The Director of Port Health and Public Protection advised that an investigation to identify the sources of the mosquitoes had been carried out in early 2018 which had not yielded results, but with the arrival of the warmer months, further work would again be undertaken to investigate the problem.</p>

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Committee Port Health and Environmental Services	Dated: 16 July 2018
Subject: Draft Clean Air Strategy Consultation	Public
Report of: Director of Markets and Consumer Protection	For Decision
Report author: Kyri Eleftheriou-Vaus, Air Quality Officer	

Summary

Defra has published a draft Clean Air Strategy for consultation. The document sets out actions that government intends to take to improve air quality by reducing pollution from a wide range of sources. The report is consulting on the following themes:

- Understanding the Problem
- Protecting the Nation's Health
- Protecting the Environment
- Securing Clean Growth and Innovation
- Action to Reduce Emissions from Transport
- Action to Reduce Emissions at Home
- Action to Reduce Emissions from Industry
- Leadership at all Levels

The pollutants addressed are fine particulate matter (PM_{2.5}), ammonia (NH₃), nitrogen oxides (NO_x), sulphur dioxide (SO₂) and non-methane volatile organic compounds (NMVOCs). The consultation is intended to inform the final Clean Air Strategy and detailed National Air Pollution Control Programme, to be published by March 2019. The draft City of London Corporation response is appended to this report.

Recommendation

Members are asked to:

- approve the draft response to the Clean Air Strategy, subject to comments received within two weeks of the committee meeting.

Main Report

Background

1. Defra has launched a consultation on the draft Air Quality Strategy. The consultation closes on 14th August 2018. The consultation can be found at <https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>

2. This draft document is the latest in a series of national air quality strategies. The first Air Quality Strategy was adopted in 1997, and subsequently replaced by two further strategies, the second in 2000. The most recent, The Air Quality Strategy for England, Scotland, Wales and Northern Ireland was published in 2007. These strategies have all addressed ambient air quality in the outdoor environment.
3. The draft Strategy proposes a range of promising, and in some cases ambitious ideas, though it lacks detail and doesn't include timescales for delivery. It addresses many of the points raised by the City Corporation in its response to previous consultations on national air quality policy.

The Consultation

4. Views are being sought on the actions being proposed to reduce air pollution generally from a range of sources, its effects, and for further suggestions.
5. The most notable omission in the Clean Air Strategy a detailed coverage of measures to tackle road transport, which contributes approximately 57% of NO_x, 56% of PM₁₀ and 69% of PM_{2.5} emissions in the City of London. The draft strategy instead refers to the Clean Growth and Industrial Strategies and more relevantly a forthcoming 'Road to Zero' Strategy for dealing with emissions from road transport, along with its NO₂ plan 'Tackling nitrogen dioxide in our towns and cities'. However, the later document was heavily criticised for the absence of concrete proposals, and its lack of recognition of the important role that national government has in delivering improvements.
6. The draft Clean Air Strategy includes proposals to:
 - Create new legal powers for local government to deal with non-transport sources of pollution.
 - Implement regulations to improve existing powers to deal with prohibited cheat devices for road vehicles.
 - Compel manufacturers to recall vehicles and machinery for any failures in their emissions control system and make tampering with an emissions control system a legal offence.
 - Tackle fine particulate matter (PM_{2.5}), by halving the number of people exposed to levels greater than 10µg/m³.
 - Create a new statutory framework for Clean Air Zones (CAZ) to simplify current arrangements regarding Air Quality Management Areas, CAZs and Smoke Control Areas.
 - Tackle wood burning by prohibiting the sale of the 'most polluting' fuels and introduce cleaner stoves.

- Examine the use of non-road 'red' diesel.
- Work with the devolved administrations to develop a detailed National Air Pollution Control Programme as required under the National Emissions Ceilings Directive for publication in 2019.

Consultation

7. The following Departments have been consulted in the development of this draft response:

- Remembrancers
- Built Environment
- Open Spaces
- Children and Community Services

Corporate & Strategic Implications

8. The draft Clean Air Strategy supports the aims and objectives of the City of London Air Quality Strategy 2015–2020, in addition to many other corporate policies and strategies. It also goes towards addressing air quality, which has been identified as a corporate risk.

9. It supports two key Corporate Plan outcomes:
- a. 'People enjoy good health and wellbeing'
 - b. 'We have clean air, land and water.....'

Conclusion

10. Defra has published a draft Clean Air Strategy to tackle a range of pollutants from different sources. The Strategy proposes a range of promising, and in some cases ambitious ideas. However, overall the measures are not detailed and mainly in the form of pledges, with limited timescales included. The draft response to the strategy is appended to this report.

Appendices

Appendix 1: Draft Clean Air Strategy consultation response

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Appendix 1

Draft Clean Air Strategy consultation June 2018

1. Consultation Document:

Clean Air Strategy

2. Issued by:

Department for Environment, Food and Rural Affairs

3. Web site link:

<https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation>

4. Date Issued:

22 May 2018

5. Consultation response date:

14 Aug 2018

6. Summary of consultation:

The draft Clean Air Strategy 2018 sets out the actions that government intends to take to improve air quality by reducing pollution from a wide range of sources. The report is consulting on the following themes:

- Understanding the Problem
- Protecting the Nation's Health
- Protecting the Environment
- Securing Clean Growth and Innovation
- Action to Reduce Emissions from Transport
- Action to Reduce Emissions at Home
- Action to Reduce Emissions from Industry
- Leadership at all Levels

The pollutants addressed are fine particulate matter (PM_{2.5}), ammonia (NH₃), nitrogen oxides (NO_x), sulphur dioxide (SO₂) and non-methane volatile organic compounds (NMVOCs). The consultation is intended to inform the final Clean Air Strategy and detailed National Air Pollution Control Programme, to be published by March 2019.

General comments

While the Strategy proposes a range of promising, and in some cases ambitious ideas, overall the measures are not detailed, mainly in the form of pledges, with limited timescales included.

The most notable omission in the Clean Air Strategy is any detailed discussion of road transport, which contributes approximately 57% of NO_x, 56% of PM₁₀ and 69% of PM_{2.5} emissions in the City of London. Though some measures to reduce emissions from transport are included, they are not covered in any detail within the report. The draft strategy instead refers to the Clean Growth and Industrial Strategies and more relevantly a forthcoming 'Road to Zero' Strategy for dealing with emissions from Road Transport along

with its NO₂ plan 'Tackling nitrogen dioxide in our towns and cities'. However, the later document was heavily criticised for the absence of concrete proposals, and its lack of recognition of the important role that national government has in delivering improvements.

Significantly, the draft strategy proposes new legal powers for local government to deal with non-transport sources of pollution. It also proposes regulations to improve existing powers to deal with prohibited cheat devices for road vehicles. The government also promises to compel manufacturers to recall vehicles and machinery for any failures in their emissions control system and make tampering with an emissions control system a legal offence.

Other key proposals of the draft strategy are:

- To tackle fine particulate matter (PM_{2.5}), by halving the number of people exposed to levels greater than 10µg/m³.
- To create a new statutory framework for Clean Air Zones (CAZ) to simplify current arrangements regarding AQMAs, CAZs and Smoke Control Areas
- To tackle wood burning by prohibiting the sale of the 'most polluting' fuels and introduce cleaner stoves
- Examine the use of non-road 'red' diesel;
- Working with the devolved administrations to develop a detailed National Air Pollution Control Programme as required under the National Emissions Ceilings Directive for publication in 2019.

Annex A: Clean air strategy consultation questions

1. Understanding the problem

Q1. What do you think about the actions put forward in the understanding the problem chapter? Please provide evidence in support of your answer if possible.

The information included within this section of the report is very general in nature. The source apportionment data included describes emission sources in broad categories nationally, without quantifying the contribution that each source makes to areas exceeding air quality standards, or the extent of the impact on health. Overall the sources are inadequately described and the document down plays the role of road transport. For example, data included for primary PM_{2.5} indicates that 38% is from domestic wood and coal burning, while 'industrial' combustion accounts for 16%. No further details are provided. These estimates are considerably different to the London Atmospheric Emissions Inventory (LAEI) figures for London as a whole, with approximately 2% arising from coal, solid fuels and oil from commercial and domestic fuels, with a far greater contribution of 59% from road transport. While methodology will account for some differences, there is concern that the data is not helpful in contributing to an understanding of the problem.

Increased transparency by bringing local and national monitoring in one location is welcome. The validity of good quality local data collected by local authorities must be recognised.

Q2. How can we improve the accessibility of evidence on air quality, so that it meets the wide-ranging needs of the public, the science community, and other interested parties?

The City Corporation is consulting with its communities on how they would like to receive information about air quality. This could be undertaken nationally via a similar survey on the Defra web site. National campaigns can also contribute to a greater understanding of the issue, as well as promoting actions that individuals can make, not only to limit exposure but also reduce air pollution. The promised 'Green Great Britain Week' in autumn 2018, to engage the public on air quality and climate change could be an opportunity to do this.

2. Protecting the nation's health

Q3. What do you think of the package of actions put forward in the health chapter? Please provide evidence in support of your answer if possible.

Tackling fine particulate matter (PM_{2.5}), by halving the number of people exposed to levels greater than 10µg/m³ is welcome as a significant measure to improve health. However, this should be more ambitious by adopting the level as a standard.

The delivery of a personal air quality messaging system for the public, particularly people vulnerable to air pollution about air quality and providing clearer health advice during episodes is welcome. This should be developed based on existing apps and texting services such as the City of London free smart phone App: CityAir.

A comprehensive set of new powers designed to enable targeted local action is also welcome, for example the ability to set emission limits for combustion plant together with appropriate funding for enforcement. It is noted that no timescales have been proposed, nor details of additional funding to enable the effective use of any such powers.

Q4. How can we improve the way we communicate with the public about poor air quality and what people can do?

Producing appraisal tools that enable the health impacts of air pollution to be considered in relevant policy decisions is crucially important. Ensuring that these assessments are undertaken and follow a consistent approach, whilst considering the full costs and benefits, is essential. However, how would this be prescribed and enforced?

The comment, stating that air quality is almost always more polluted indoors compared to outside, without any explanation or qualification, is misleading and a gross generalisation. Indoor air quality is dependent on the indoor (and outdoor) sources of pollution i.e. the combustion appliances, cleaning products, and new furnishings present, or in use and will therefore be dependent on the specific circumstances in each location. Therefore, ensuring appropriate and accurate information is provided is critically important.

3. Protecting the environment

Q5. What do you think of the actions put forward in the environment chapter? Please provide evidence in support of your answer if possible.

In response to the proposal of monitoring habitats, we urge that a wide range of habitats and sufficient duplicate habitat types are monitored to provide meaningful data. Another piece of work that is required is the identification of thresholds of criteria that indicate detrimental change in habitats that can be relatively easily identified in the field. When any **one** threshold is reached any additional planning applications would have to demonstrate a zero impact on the site. The criteria should not try to ascribe the effects to one particular pollutant, but to take the change itself as sufficient evidence that environmental factors are driving this change, even if it is likely to be climate change, to which pollution is a contributor. Therefore, it is critical that the habitat monitoring data is shared with Natural England regional officers dealing with planning.

Habitat monitoring is already carried out for Sites of Special Scientific Interest. This data should be easily available to local authority planning officers especially in a mapped format so that the information is used in regional planning and development decision making. It would also be useful to encourage councils to incorporate favourable condition monitoring into natural capital and natural asset mapping.

Q6. What further action do you think can be taken to reduce the impact of air pollution on the natural environment? Where possible, please include evidence of the potential effectiveness of suggestions.

Whilst the emissions of ammonia from road transport are declining with the increase of lower emitting catalytic converters in the fleet, it is still important for the requirement to predict ammonia emissions as part of the evaluation of a new road infrastructure scheme, as part of the methodology in the Design Manual for Roads and Bridges. This is especially important where traffic idling is anticipated because the highly reactive chemical nature of ammonia contributes to high deposition rates of nitrogen at the roadside per $\mu\text{g m}^{-3}$ of concentration in air compared to NO_2 (Gadsdon et al. 2009 Quantifying local traffic contributions to NO_2 and NH_3 concentrations in natural habitats, Environmental Pollution 157, 2845-2852) and Plant Life has highlighted the importance of road verges for plant biodiversity and the threats they face <https://www.plantlife.org.uk/uk/about-us/news/road-verge-marauders>

4. Securing clean growth and innovation

Q.7. What do you think of the package of actions put forward in the clean growth and innovation chapter? Please provide evidence in support of your answer if possible.

Recognising the need for new technology and innovation is important. However, supporting existing clean technologies has been lacking and inconsistent in the past. Other than referring to electric vehicles, energy efficient products, and abatement technologies, little detail is provided on these current technologies and their promotion. The focus of this section appears to be on securing future improvements with insufficient emphasis on dealing with existing problems such as energy and heat generation using Combined Heat and Power (CHP) plant and biomass in urban areas, especially in light of the high proportion of $\text{PM}_{2.5}$ attributed, in part, to wood burning. Non-combustion technologies should be promoted (heat pumps, photovoltaic and solar panels).

Better links to the Clean Growth Strategy is important and, although the section recognises some of the conflicts created in the past, the issue is insufficiently addressed. Measures such as those previously cited to reduce carbon have set back air quality improvements and in localised areas have made air quality worse. For example, the strategy only now proposes to consult on the exclusion of biomass from the Renewable Heat Incentive in urban areas that are on the gas grid (with the focus appearing to relate to particle pollution only and not NO_x emissions too).

The strategy does, however, also propose a cross-departmental review into the role of biomass in future policy for low carbon electricity and heat, focusing on the air quality impacts. This review alongside an approach where both carbon and air pollutant emission reduction are considered together is welcome.

The strategy does not refer to the air quality impacts of past policies that encouraged CHP plant and electricity generation in urban areas. Nor does it consider the impact of the continuing growth of this sector, or the use of emergency diesel generators for electricity generation. Further innovation is required across a spectrum of heat and energy provision, especially to discourage the use of diesel and oil fuels in this way.

The government promises to review whether the existing fuel duty rates for alternatives to petrol and diesel are appropriate and has launched a call for evidence on non-road mobile machinery usage particularly on the use of red diesel and the update of cleaner technologies. This is welcome.

Q8. In what areas of the air quality industry is there potential for UK leadership?

Zero emission vehicle technology and infrastructure. The City Corporation is currently trialling an all-electric refuse collection vehicle built in the UK. Zero emission refrigeration units. Zero emission energy generation plant.

Q9. In your view, what are the barriers to the take-up of existing technologies which can help tackle air pollution? How can these barriers be overcome?

Additional costs can be a barrier to the take-up of existing technologies to tackle air pollution, as can uncertainty about performance of these technologies and availability of alternative fuel sources.

National planning guidance is required which promotes non-combustion technologies in new development. Demonstration projects to demonstrate how such technology works should also be promoted and more incentives provided.

Q10. In your view, are the priorities identified for innovation funding the right ones?

Yes, we support the priorities identified for innovation funding, specifically:

- particulate matter from tyre, brake and road wear
- zero and ultra-low emission heavy goods vehicles
- low and zero emission options for non-road mobile machinery, which we are currently looking in to.

5. Action to reduce emissions from transport

Q11. What do you think of the package of actions put forward in the transport chapter? Please provide evidence in support of your answer if possible.

This section does not detail many of the measures it intends to take but references the Clean Growth Strategy published in 2017 which sets out a range of policies and proposals including measures which will accelerate the shift to low carbon transport whilst promoting industrial opportunity and cleaner air. It also promises the publication of 'Road to Zero' a strategy for reducing vehicle emissions.

A number of actions proposed in this strategy such as the new Regulations to enhance powers to deal with vehicles that have a defeat device are considered essential.

The strategy would benefit from outlining timescales for this. This should include powers for dealing with diesel vehicles that are driven without the additive AdBlue which renders the emission control system redundant, and diesel vehicles driven without an appropriate particle trap.

The proposal to work with international partners to develop new international regulations for dealing with particle emissions from tyre and break wear is welcome.

Measures to tackle maritime emissions are also welcome. This includes a consultation by March 2019 with options for extending current Emissions Control Areas to UK waters.

The draft strategy proposes that English Ports will be required to produce Air Quality Strategies. The City Corporation has worked with the Port of London Authority in the development of their strategy. A council will also be set up to drive uptake of cleaner technologies which is very welcome.

The section on modal shift refers to freight mode-shift grants currently available and states the government's support for industry research into gaining a better understanding of the impact of shifting more freight from road to rail. This should also include an examination of making greater use of cleaner low emission river transport.

We welcome the transition to low emission public transport and measures to encourage active travel which achieves a shift to walking and cycling for short journeys.

Q12. Do you feel that the approaches proposed for reducing emissions from Non-Road Mobile Machinery (NRMM) are appropriate or not? Why?

Measures include granting powers to impose minimum emission standards on NRMM, together with the introduction of compliance checks. Both are welcome. This should support the emission standards devised by the Mayor of London and enforced by London Boroughs and the City of London Corporation. Overall the approach proposed appears appropriate.

6. Action to reduce emissions at home

Q13. What do you think of the package of actions put forward to reduce the impact of domestic combustion? Please provide evidence in support of your answer if possible.

There has been a lack of information and a strategy for tackling indoor air quality nationally, so this is a welcome acknowledgement of the problem however there is no mention of the NICE Guidance: Indoor air quality at home, which is currently expected to be published in September 2019. The guidance is intended for a wide range of users including members of the public, local authorities, landlords, health and social care professionals. This guidance should be brought forward as soon as possible

In describing emissions in the home, the section omits reference to NO_x emissions, citing only particulate matter, Non Methane Volatile Organic Compounds (NMVOCs) and sulphur dioxide (SO₂). Combustion activities in the home, for example, gas cooking, gas heating appliances; wood stoves and open fires can also lead to high NO_x levels without adequate ventilation.

Actions to reduce the impact of domestic combustion, such as prohibiting the sale of polluting fuels is welcome, however 'most polluting' needs to be defined clearly. The proposal appears to consist of extending the 2% sulphur limit currently applied to fuels for sale in Smoke Control Areas to of all solid domestic fuels. Further improvements should be sought. It is also proposed that only the cleanest stoves will be available for sale by 2022. However, these are based on Ecodesign standards for particulate matter and carbon monoxide. Whilst this is a significant improvement on the existing system of limiting dark

smoke, new standards should also place limits on NO_x and SO₂ emissions. Consideration should also be given to prohibiting the use of stoves in cases of poorly sited flues, with inadequate dispersion located in Air Quality Management Areas, Clean Air Zones or densely occupied and built up areas. Building Regulation requirements for minimum distances should be amended to deal with the considerable local problems caused by ill-sited flues. More needs to be done to provide education on the correct use of appliances and ensuring that stoves and appliances are serviced according to manufacturer's instructions.

New powers for Local Authorities are essential and long overdue to replace outdated ineffective legislation. However, no timescale has been proposed, which is a concern.

The City of London Corporation is considering options for local legislation to tackle emissions from a range of combustion plant including Boilers, CHP, NRMM, biomass, solid fuel and generators. In addition, the Clean Air Bill a Private Member's Bill (which requires the Secretary of State to set, measure, enforce and report on air quality targets and to mitigate air pollution) was first presented to Parliament in November 2017 and is expected to have its second reading shortly. A further Bill, Clean Air (Human Rights) Bill had its first reading in the House of Lords on 5 July 2018.

A further problem which needs to be addressed is the growth of wood burning stoves and barbeque grills in restaurant premises which produce smoke.

Q14. Which of the following measures to provide information on a product's non-methane volatile organic compound content would you find most helpful for informing your choice of household and personal care products, and please would you briefly explain your answer?

- "A B C" label on product packaging (a categorised product rating for relevant domestic products, similar to other labels such as food traffic light labels)
- information on manufacturer website
- leaflet at the point of sale
- inclusion in advertising campaigns
- other option

Prominent, very simple product labels should be used to make it clear what chemicals are generated to enable shoppers to make informed decisions about their purchases; this could be supplemented with further information in the form of leaflets at point of sale and or on manufacturers websites. A simple traffic light type system could be very effective.

Q15. What further actions do you think can be taken to reduce human exposure from indoor air pollution?

Reduce the range of chemicals, particularly those with the most harmful effects, in products intended for household use.

7. Action to reduce emissions from farming

Q16. What do you think of the package of actions put forward in the farming chapter? Please provide evidence in support of your answer if possible.

The City Corporation does not have any specific comments on this although we welcome actions that will reduce emissions to atmosphere and best practice techniques should be required.

Q17. What are your preferences in relation to the 3 regulatory approaches outlined and the timeframe for their implementation: (1) introduction of nitrogen (or fertiliser) limits; (2) extension of permitting to large dairy farms; (3) rules on specific emissions-reducing practices? Please provide evidence in support of your views if possible.

The City Corporation does not have any specific comments on this although we welcome actions that will reduce emissions to atmosphere and best practice techniques should be required.

Q18. Should future anaerobic digestion (AD) supported by government schemes be required to use best practice low emissions spreading techniques through certification? If not, what other short-term strategies to reduce ammonia emissions from AD should be implemented?

Please provide any evidence you have to support your suggestions.

The City Corporation does not have any specific comments on this although we welcome actions that will reduce emissions to atmosphere and best practice techniques should be required.

8. Action to reduce emissions from industry

Q19. What do you think of the package of actions put forward in the industry chapter? Please provide evidence in support of your answer if possible.

There appears to be no new proposals for larger industrial facilities only a reiteration of existing framework, Best Available Techniques, (BAT) and a promise to consult and review the framework, including BAT.

We welcome an ongoing review of emission standards for the recently introduced legislation transposing the Medium Combustion Plant Directive covering combustion plant and generators between 1-50 MWth (Mega Watts Thermal). Unfortunately, the long-time scales involved with tackling such combustion plant will delay improvements in emissions from this sector which is an increasing problem in urban areas.

There is also a plan to close the regulatory gap of plant between 500kW-1MW. This is very welcome for the City of London, which has a large number of plant of this size.

Q20. We have committed to applying Best Available Techniques to drive continuous improvement in reducing emissions from industrial sites. What other actions would be effective in promoting industrial emission reductions?

A move away from biomass as a source of fuel for electricity generation and support for the trial of zero emission technology, particularly zero emission energy generation.

Q21. Is there scope to strengthen the current regulatory framework in a proportionate manner for smaller industrial sites to further reduce emissions? If so, how?

Continuous improvement should be sought by supporting and encouraging innovation in smaller industries and plant that help to reduce emissions. Greater clarification

is required and dealing with emissions from smaller sites were overlapping regulatory arrangements exist.

Q22. What further action, if any, should government take to tackle emissions from medium plants and generators? Please provide evidence in support of your suggestions where possible.

All new plant should be required to meet a specified emission limit with a certificate of compliance from the local authority. For example:

- Gas boilers > 400kW : NOx emission limit of 40 mg/kWh
- Naturally-aspirated (stoichiometric) Combined Heat and Power plant (≤500 kWe): NOx emission limit 50 mg/Nm³
- Turbocharged CHP (>500 kWe): NOx emission limit 25 mg/Nm³.

The City Corporation is currently investigating options for controlling emissions from all combustion plant in the Square Mile.

Q23. How should we tackle emissions from combustion plants in the 500kW-1MW thermal input range? Please provide evidence you might have to support your proposals if possible.

See answer to Q22.

Q24. Do you agree or disagree with the proposal to exempt generators used for research and development from emission controls? Please provide evidence where possible.

We would need further details on this in order to provide an appropriate comment.

9. Leadership at all levels (local to international)

Q25. What do you think of the package of actions put forward in the leadership chapter? Please provide evidence in support of your answer if possible.

The City Corporation is very pleased to see a proposal for new legal powers for local authorities for improving air quality. We have been asking for this for some time. The proposal should include timescales and an offer of financial support to deliver the additional work. We also welcome a single designation for Air Quality Management Areas, Clean Air Zones and Smoke Control Areas. You may wish to consider Air Quality Improvement Area.

Q26. What are your views on the England-wide legislative package set out in section 9.2.2? Please explain, with evidence where possible.

A more coherent legislative framework is essential to bring about improvements in emissions. Appropriate resources must also be provided to local authorities and other regulatory bodies to ensure these powers can be adopted.

Compelling manufacturers to recall vehicles and machinery for failures in their emission control system is welcome, as is making tampering with an emission control system a legal offence.

Proposals for biomass installations are to consider tighter emission standards. However, the use of wood for generating electricity and heat should be discouraged due to its contribution to national emissions of particulate matter. Applying tighter emission standards for biomass plant, along with regulation of combustion plant between 500KW – 1MWth, and improved emission standards for diesel powered NRMM, are essential.

Q27. Are there gaps in the powers available to local government for tackling local air problems? If so, what are they?

A main area of concern is the Government's intention to rely on local government to tackle nitrogen dioxide from roads as a local issue, rather than dealing with the problem with high emissions from diesel vehicles nationally.

Without national measures in place to tackle the wider issues of real world transport emissions, coupled with the disregard of vehicle manufacturers to reduce emissions effectively from diesel vehicles and also a lack of ambition to bring forward the availability of affordable low emission vehicles, measures such as Clean Air Zones will only have minimal impact or move the problem elsewhere.

Q28. What are the benefits of making changes to the balance of responsibility for clean local air between lower and upper tier authorities? What are the risks?

See answer to Q29

Q29. What improvements should be made to the Local Air Quality Management (LAQM) system? How can we minimise the bureaucracy and reporting burdens associated with LAQM?

The City of London Corporation is within the London Local Air Quality Management system which is overseen by the Mayor of London. The Mayor of London consults with London Boroughs and the City of London over any changes.

10. Progress against targets

Q30. What do you think of the package of actions in the strategy as a whole?

Many positive actions and legislative changes are proposed. Some of these are long overdue. Several of the issues are well documented and understood and therefore should have been tackled sooner. As the proposals are not detailed, and lack timescales, there is a concern that they could take many years to implement. The City Corporation would like to see timescales for implementation in the final version.

Q31. Do you have any specific suggestions for additional or alternative actions that you think should be considered to achieve our objectives? Please outline briefly, providing evidence of potential effectiveness where possible.

The strategy would benefit from proposals to develop and promote non-combustion alternatives for heat and electricity generation. It would also benefit from considering the air quality impacts of encouraging CHP in urban areas and the use of emergency diesel generators for electricity generation more widely.

DRAFT

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Committee(s)	Dated:
Port Health & Environmental Services	16 July 2018
Subject: Update on the impact of the UK leaving the EU (Brexit) on Port Health & Public Protection	Public
Report of: Director of Markets & Consumer Protection	For Decision
Report author: Jon Avern, Port Health & Public Protection Director	

Summary

The UK is due to leave the European Union on 29 March 2019, although it is anticipated that there will be an implementation period before final withdrawal.

Whilst negotiations are underway between the UK and EU concerning the terms of the UK's departure, the outcome remains unclear in relation to the functions undertaken by the Port Health & Public Protection Division (PH&PP), particularly at the borders.

This report outlines the current position relating to Brexit, and the representations made by PH&PP in line with the key principles previously agreed by your Committee for negotiation with Government and relevant agencies.

A further key principle is proposed, and a consultant has been engaged to support officers in promoting your Committee's interests. Further work will be undertaken to highlight the potential impact of Brexit on PH&PP, particularly by collaboration with other interested organisations to promote, and lobby for, common policies.

Recommendation(s)

Members are asked to:

- Note the report and support endorse the proposals in paragraphs 12 -15.

Main Report

Background

1. Following the outcome of the referendum held in June 2016 in which the UK voted to leave the European Union, on 29 March 2017 the UK triggered of Article 50 of the Treaty of Lisbon. This gave formal notice of withdrawal from the EU, which is due to take place on 29 March 2019. It is likely that there will be an implementation period until December 2020.
2. An independent report was commissioned by PH&PP to identify areas of concern regarding the current level of control and the operational implications of potential

post-Brexit changes on the work of the Division, particularly in relation to border controls it undertakes at London's ports and at Heathrow Animal Reception Centre (HARC). A summary of the review and its recommendations were reported to your Committee in September 2017.

3. Your Committee has previously agreed that the following key principles should form the basis of the City Corporation's negotiations with government and relevant agencies concerning the functions undertaken by PH&PP:
 - a. The same, or an improved, level of consumer protection should be sought for public, animal and environmental health in terms of any proposed changes to regulatory controls after the UK leaves the EU.
 - b. Any changes to the current legislation should be commensurate with the risk posed by different activities and trades, as it is recognised that some enforcement requirements could be streamlined.
 - c. The UK should continue to recognise EU controls in order to avoid resourcing implications at the UK border; and this would **best** be done as part of a reciprocal agreement with mutual recognition, as this would be more sustainable politically, promote regulatory alignment, and facilitate UK-EU trade.
 - d. Full cost recovery for local authorities and port health authorities to enforce relevant legislation is essential, and this should be extended to include those areas not already covered, particularly if they have to undertake additional controls as a result of Brexit.
 - e. The current checks at UK and EU borders on third country imports should be maintained to facilitate free movement of goods within the EU, and between the EU and the UK, and the UK should maintain access to existing IT and rapid alert arrangements.
4. A further briefing note concerning communications and Brexit was circulated to your Committee on 17 November 2017, and a report was provided to your Committee in March 2018 when it was agreed that the potential for further collaboration should be explored.
5. The purpose of this report is to update your Committee on the most recent action taken to promote the above principles and to obtain approval for future plans to represent PH&PP interests in discussions with Government.

Current Position

6. Since my last report there has been very little progress at Government/EU level on the deal for the UK, and how it will impact on PH&PP, particularly in its work relating to border controls. The Ireland/Northern Ireland border arrangements have not been finalised, and the outcome will impact on controls at other borders in the UK. The Food Standards Agency's plans to ensure that food in the UK

continues to be safe do not envisage a scenario where border controls are introduced on the island of Ireland.

7. Officers have continued to meet with Government representatives, attend working parties and engage with trade and industry bodies. A meeting was held with the Clerk to the House of Commons Committee on Exiting the EU where the City Corporation's position on major issues, including border controls, was outlined.
8. The Lords EU Sub-Committee inquiry on Brexit and food prices published its report on 10 May and there were specific references to the written evidence submitted by the City Corporation.
9. The City Corporation continues to host the Government's Port Health Authorities' Border Planning Group. This involves all port health authorities and local authorities that have a port or airport in their area, as well as relevant Government agencies. Its purpose is to plan for a worst-case scenario where there is no deal or implementation period.
10. The Port Health Service is investing for the future with a 15% increase in staffing including Official Veterinarians, Port Health Officers, apprentices, graduate trainees, a career progression scheme and building management capacity. The costs will be met in the first instance from increased income at London Gateway due to a higher throughput of goods for which fees can be charged.
11. A consultant has been engaged to promote your Committee's interests and to assist PH&PP to approach partner organisations and develop a coordinated lobbying campaign with the City Corporation, so as to influence government effectively.

Proposals

i. Key principle

12. One option that has been mentioned in discussions about the need to alleviate the potential pressure and delays at ports is to undertake checks inland. However, this defeats the object of controls at the border, and could jeopardise public health and animal health, particularly from high risk consignments. I therefore propose that your Committee endorses the following key principle, which will be in addition to those in paragraph 3:
 - To control public and animal health risks effectively, and to prevent the potential spread of zoonoses, monitoring, checks and controls on high risk food, feed and animals should be undertaken at the first point of entry into the UK., i.e. at its borders.
Rationale: The border is the most logical and appropriate location to control imports, as there is greater potential to evade checks once consignments have left the port/airport, and the approach is in line with EU and Third Country systems. This approach minimises additional transportation costs and utilises existing expertise at ports, albeit that additional staffing and training may be required.

ii. Collaboration

13. As agreed at the March meeting of your Committee further collaboration is required with relevant organisations, and those identified to date:

- the Chartered Institute of Environmental Health;
- British Veterinary Association;
- Chartered Trading Standards Institute;
- Local Government Association;
- Association of Port Health Authorities;
- Association of Public Service Excellence;
- London Councils;
- British Ports Association;
- Chamber of Shipping;
- International Meat Traders Association;
- Seafish;
- Which Consumer Group;
- National Farmers Union
- Dogs Trust.

14. Additionally, to build on the work already undertaken, the Remembrancer has recommended the following actions:

- Submissions to inquiries
 - Commons CLG: Brexit and Local Government
 - Lords EU Energy and Environment: Brexit and food
- Letters to/meetings with Committee Chairs
 - International Trade
 - Environment Food and Rural Affairs
 - Brexit
 - Lords EU Energy and Environment
- Roundtable/briefing session with Committee members/clerks (joint with wider industry organisations)

All Party Parliamentary Groups

- Letters/emails to Group Chairs outlining City Corporation priorities
- Offer to meet Chair/members/Group
- Possible Groups to engage with (list not exhaustive):
 - Maritime and ports
 - Animal welfare
 - Food and health
 - Farming
 - International Trade
 - Science and technology in agriculture

Constituencies

- Letters/emails to MPs with port health constituency interests
- Collective briefing session for MPs (joint with wider industry organisations)
- Letters/emails and briefings for MEPs

Parliamentary debates and questions

Contribute as appropriate.

The Contractor will be expected to compile a delivery plan, communications strategy and deliver a final report on action taken, together with outcomes.

iii. Next report

15. Once further information is available concerning the outcome of negotiations between the UK & the EU, and the actions outlined above have been undertaken, a further report will be presented to your Committee.

Corporate & Strategic Implications

16. The action taken to date and the above proposals are in accordance with previous decisions taken by your Committee, the PH&PP Business Plan and the Departmental Risk Register.
17. The Government's Brexit related legislation is being monitored by the Remembrancer who will continue to facilitate appropriate representations being made and support PH&PP where possible.

Implications

18. A bid has been submitted for funding of £25,000 (£15,000 in 2018/19) from the Priorities Investment Pot to pay for the costs of the consultant referred to above and also to fund additional costs for PH&PP managers to liaise with their counterparts at other UK ports and airports, as well as those in northern Europe. The bid was successful at the Resource and Allocation Sub Committee meeting on 5 July.
19. The Food Standards Agency is expected to provide funding, (subject to an application process) for work associated with Brexit. This could cover costs incurred by officers and for hosting meetings, with other activities to be confirmed.

Conclusion

20. There are a range of potential impacts on PH&PP resulting from the UK leaving the EU, particularly for Animal Health & Port Health. There has already been considerable engagement with MPs, Government departments and agencies. This work will continue in collaboration with other interested parties in a more focussed manner.

Appendices

- None

Background Papers

- Impact of the UK leaving the EU (Brexit) on Port Health & Public Protection – report to Port Health & Environmental Services Committee, 19 September 2017.
- Update on the impact of the UK leaving the EU (Brexit) on Port Health & Public Protection – report to the Port Health & Environmental Services Committee, 6 March 2018

Jon Averbs

Port Health & Public Protection Director

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Committee Port Health and Environmental Services	Dated: 16 th July 2018
Subject: Air quality annual status report 2017	Public
Report of: Director of Markets and Consumer Protection	For Information
Report author: Stefanie Hughes, Air Quality Officer	

Summary

The City of London Corporation's Air Quality Strategy 2015 – 2020 was approved by the Port Health and Environmental Services Committee in July 2015.

The strategy fulfils the City Corporation's statutory obligation to assist the Government and Mayor of London to meet European limit values for nitrogen dioxide and fine particles (PM₁₀). It also assists with the City Corporation's obligations under the Health and Social Care Act 2012 to improve the public health of its population.

The City Corporation is required to produce a statutory annual status report to demonstrate progress with actions contained within the strategy. This report summarises the progress being made. A copy of the full report is in the Members' Reading Room. The graphs detailing air quality data are attached as Appendix 1. The amount of air quality monitoring taking place in the City has significantly increased in recent years. This is due to the increased interest in air quality in the City.

The City Corporation has been awarded Cleaner Air Borough status by the Mayor of London as a result of its commitment to improve air quality.

Overall air quality is gradually improving in the City of London. This is set to continue with the work being implemented by the City Corporation and the Mayor of London's proposals to improve air quality.

Recommendation

Members are asked to:-

- note the report

Main Report

Background

1. The City Corporation has a statutory duty to assist the Mayor of London and the UK government in taking action to reduce levels of air pollution so that concentrations of pollutants do not exceed set limits. The City Corporation also has a responsibility to improve public health.
2. The City of London Air Quality Strategy 2015 – 2020 outlines action that will be taken to fulfil the City Corporation's statutory responsibility for Local Air Quality Management, and for reducing the health impact of air pollution on residents and workers.
3. The City Corporation has a statutory obligation to submit an annual status report to the Mayor of London and the government. The report must outline progress with actions within the strategy and provide details of any air quality monitoring undertaken. A copy of the full report, which was submitted in May 2018, is in the Members' Reading Room. Graphs detailing air quality data are attached as Appendix 1.

Air quality data

4. The amount of air quality monitoring taking place in the City has significantly increased in recent years. This is due to the increased interest on air quality in the City.
5. Over the past few years, annual average levels of nitrogen dioxide at background sites, which are areas away from busy roads, have been decreasing year on year across the City. Nitrogen dioxide concentrations in 2017 were either lower, or the same, as in 2016. The one exception to this trend is at St. Bartholomew's hospital where nitrogen dioxide concentrations have risen from 38 $\mu\text{g}/\text{m}^3$ in 2015, which was below the air quality limit value, to 49 $\mu\text{g}/\text{m}^3$ in 2016 and have risen again further to 63 $\mu\text{g}/\text{m}^3$ in 2017. This is a significant increase and is consequently being investigated. Levels of nitrogen dioxide in the rear playground of Sir John Cass Foundation Primary School are, for the first time since monitoring began, below the limit value at 38 $\mu\text{g}/\text{m}^3$.
6. Roadside concentrations of nitrogen dioxide are more variable than background due to localised traffic changes. There was a further reduction of concentrations at the Beech Street monitoring site. Concentrations in Upper Thames Street remain high and showed no reduction in 2017. Both sites still have levels of nitrogen dioxide twice the limit value or over.
7. Nitrogen dioxide data has continued to be collected in and around Bank Junction to assess the impact of the Bank on Safety traffic management scheme. The majority of monitoring sites experienced a decrease in concentrations from the 2016 baseline to 2017, however this is in line with the general trend of decreasing

concentrations across the city therefore care must be taken over the interpretation of these results.

8. Nitrogen dioxide levels were also measured around the Low Emissions Neighbourhood project area from late 2016 to assess the impacts of the project.
9. Annual average concentrations of fine particles, PM₁₀ across the City's monitoring network have been below the limit value since 2010, with the exception of 2015, when it is thought that the breach along Upper Thames Street was associated with local construction activity and Cycle Super Highway work. All three monitoring sites experienced a slight decrease in concentrations in 2017. The PM10 24-hour mean was breached in 2017 in Upper Thames Street. This is typical for this site.
10. Levels of PM_{2.5} in Farringdon Street and Sir John Cass School continue to be well below the annual average limit value.

Progress with actions

11. The annual status report details progress with actions in the City Corporation Air Quality Strategy. Actions of note include:
 - Through the Low Emissions Neighbourhood Project (LEN), air quality champions grants were awarded to 14 different projects across 9 different organisations in the City.
 - The LEN project has also funded and installed secure cycle parking across the Barbican estate and Barbican Centre for residents and visitors.
 - The City has commissioned research to look at the evidence base for options for introducing local legislation to deal with pollution from combustion plant. This will inform options for local legislation.
 - Idling engine action days project continues to expand with 16 London Boroughs involved in 2017, this is set to increase to 19 for 2018.
 - Additional resources have been provided with two new members of the Air Quality Team in 2017, an Air Quality and Communications Assistant and an additional Air Quality Officer.
 - Focussed action around Sir John Cass School has led to the nitrogen dioxide levels in the playground being below the legal objective for the first time since monitoring began 15 years ago.
 - A Supplementary Planning Document for air quality was published in June 2017.
 - The City Corporation purchased 8 electric vehicles in 2017 and is trialling an electric refuse vehicle.
 - The City Air app has been well promoted and has over 26,000 users. The relative amounts of pollution on three routes are available so the user can make a more informed judgement about which route to take.
12. The City Corporation Air Quality Strategy will be refreshed later this year with an updated action plan to reflect the revised London Plan, the new London Environment Strategy and the draft National Clean Air Strategy.

Corporate & Strategic Implications

13. The work on air quality supports several outcomes from the new Corporate Plan 2018 to 2023. Outcome 11 'We have clean air, land and water and a thriving and sustainable natural environment'; Outcome 2 'People enjoy good health and wellbeing'. Outcome 5 'Businesses are trusted and are socially and environmentally responsible' is supported through the CityAir business engagement work.

Conclusion

14. The City Corporation has submitted its statutory annual air quality status report to the Mayor of London and government, and has been awarded Clean Air Borough Status for its action to improve air quality.

15. Overall, air quality is improving in the City of London. This is set to continue with the work being implemented by the City Corporation, the update of the Air Quality Strategy and the Mayor of London's new proposals to improve air quality.

Appendices

Appendix 1: Graphs detailing air quality data

Background Papers: City of London Air Quality Strategy 2015 - 2020

Stefanie Hughes

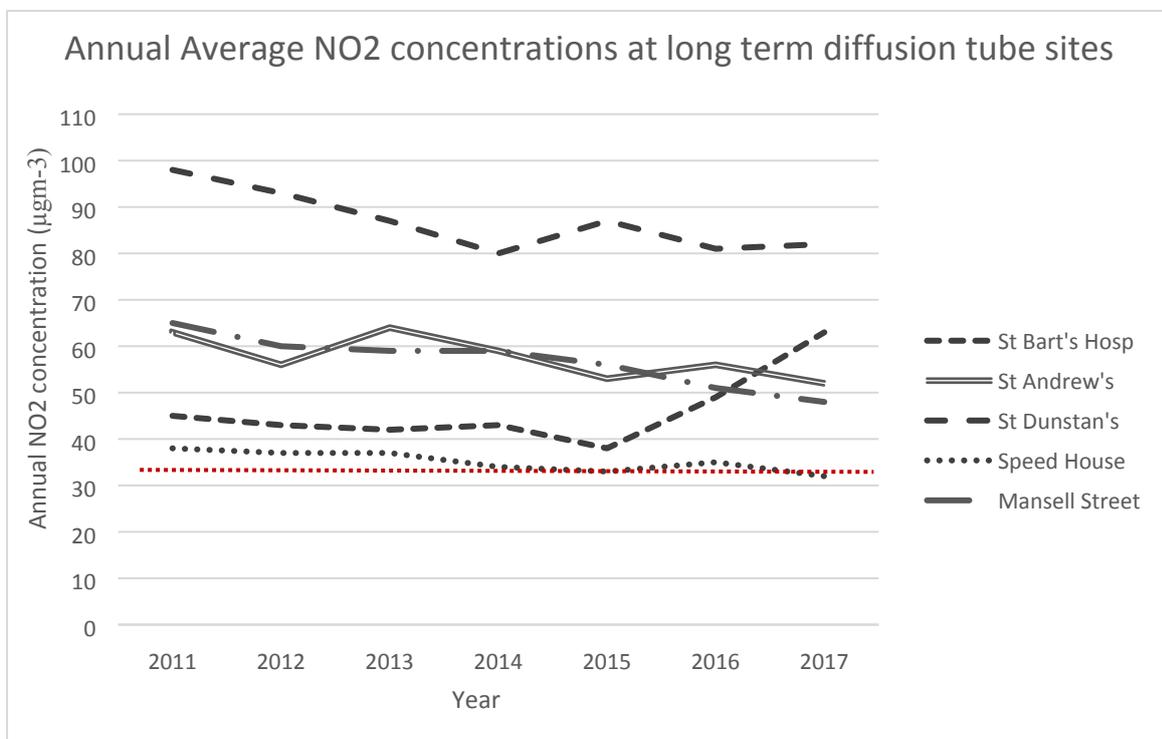
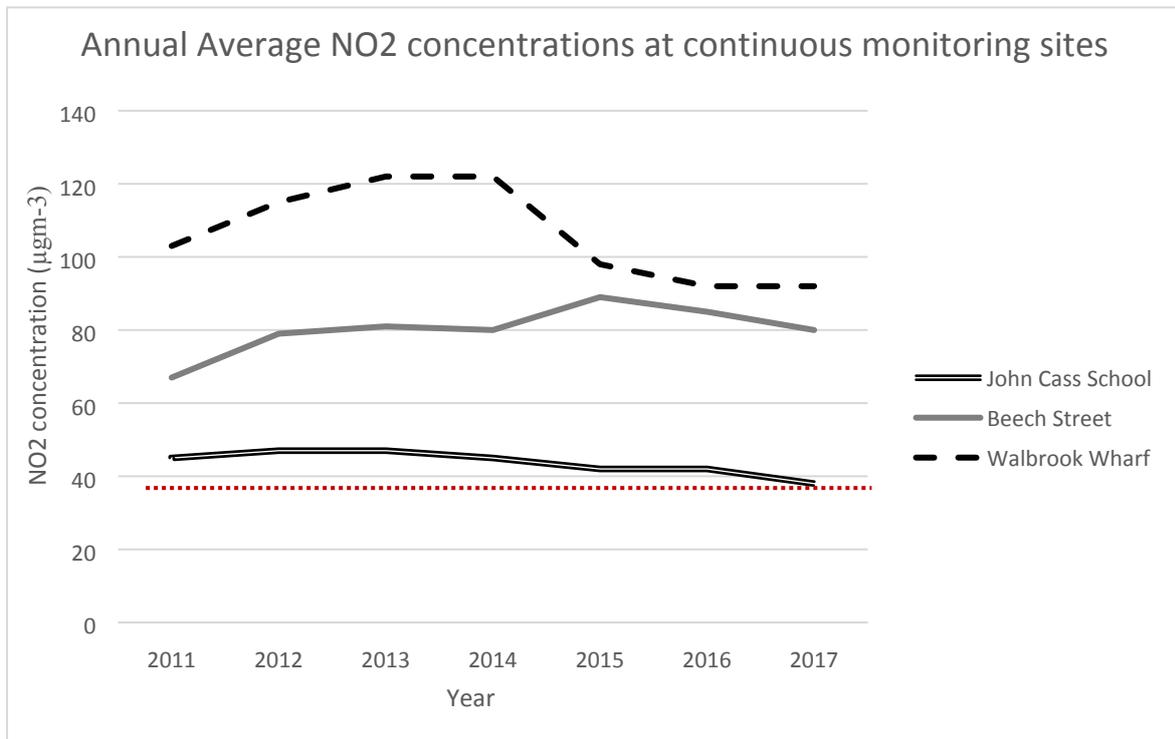
Air Quality Officer

T: 020 7332 3541

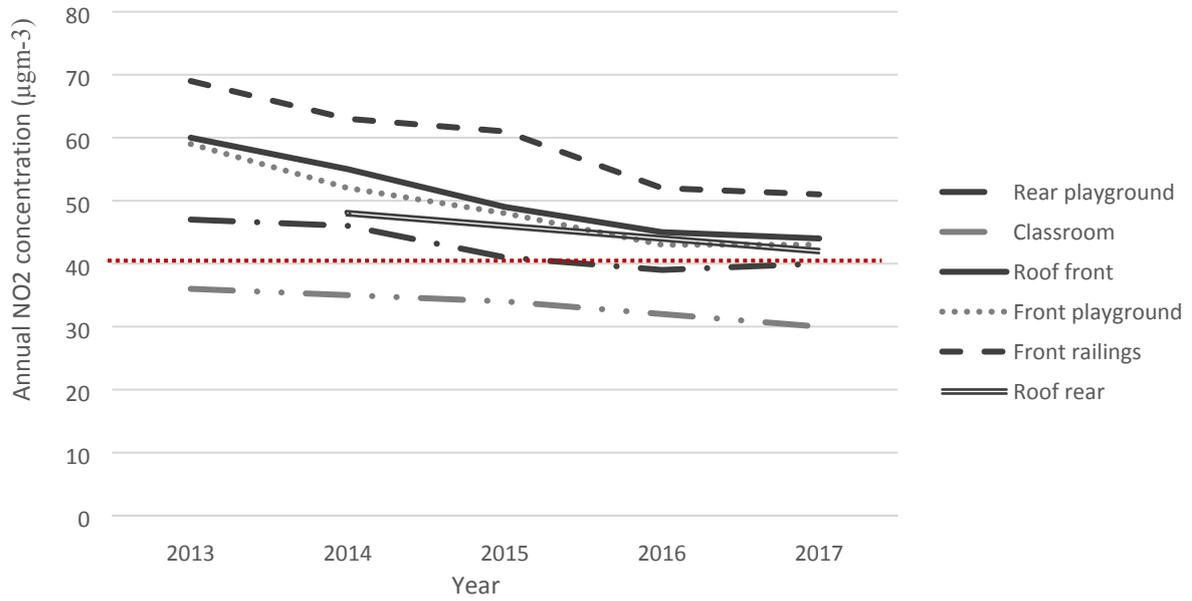
E: stefanie.hughes@cityoflondon.gov.uk

Appendix 1: Graphs detailing air quality data

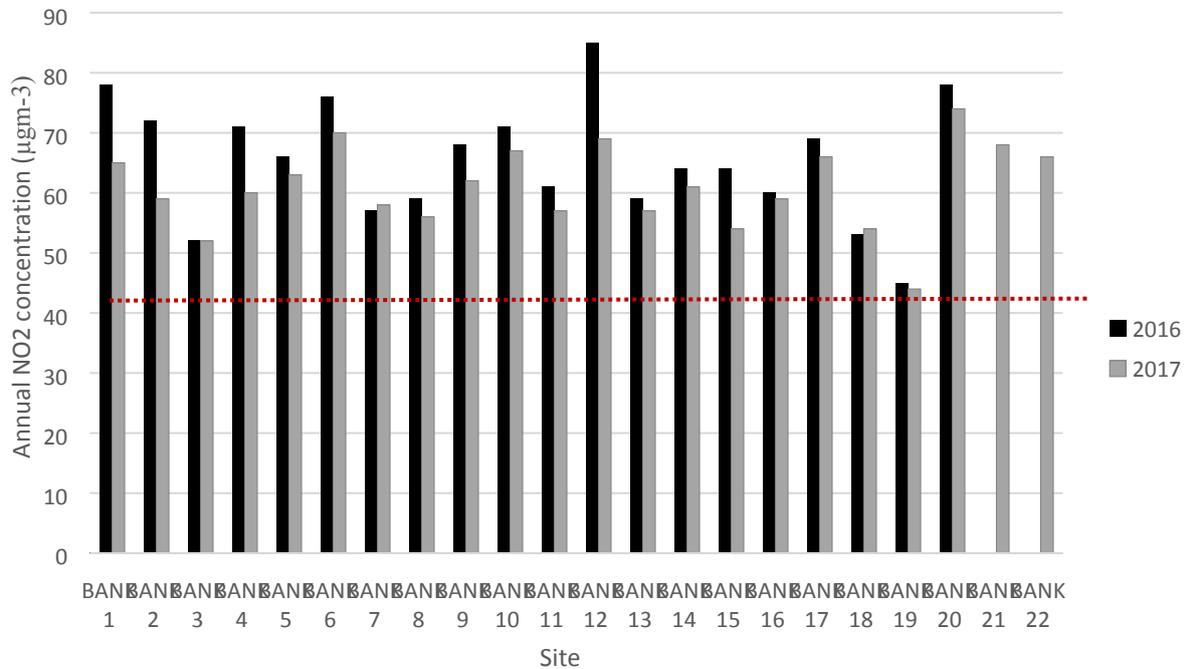
The horizontal line on each graph equates to the air quality limit value

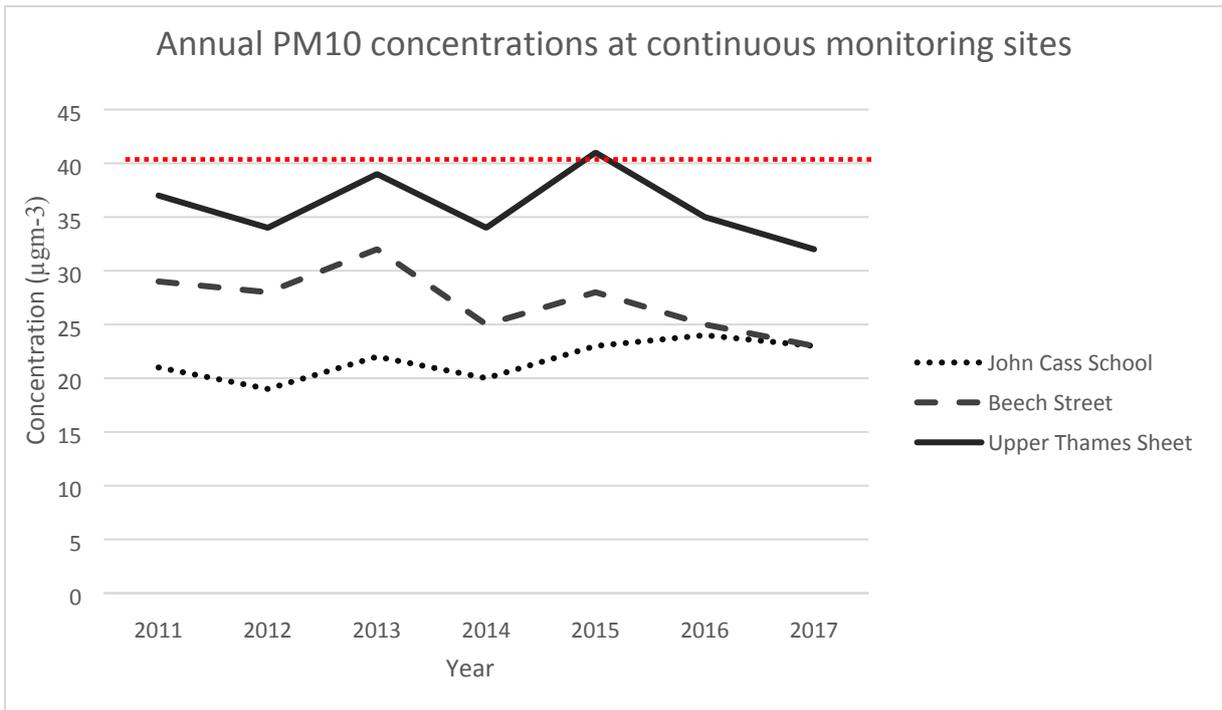
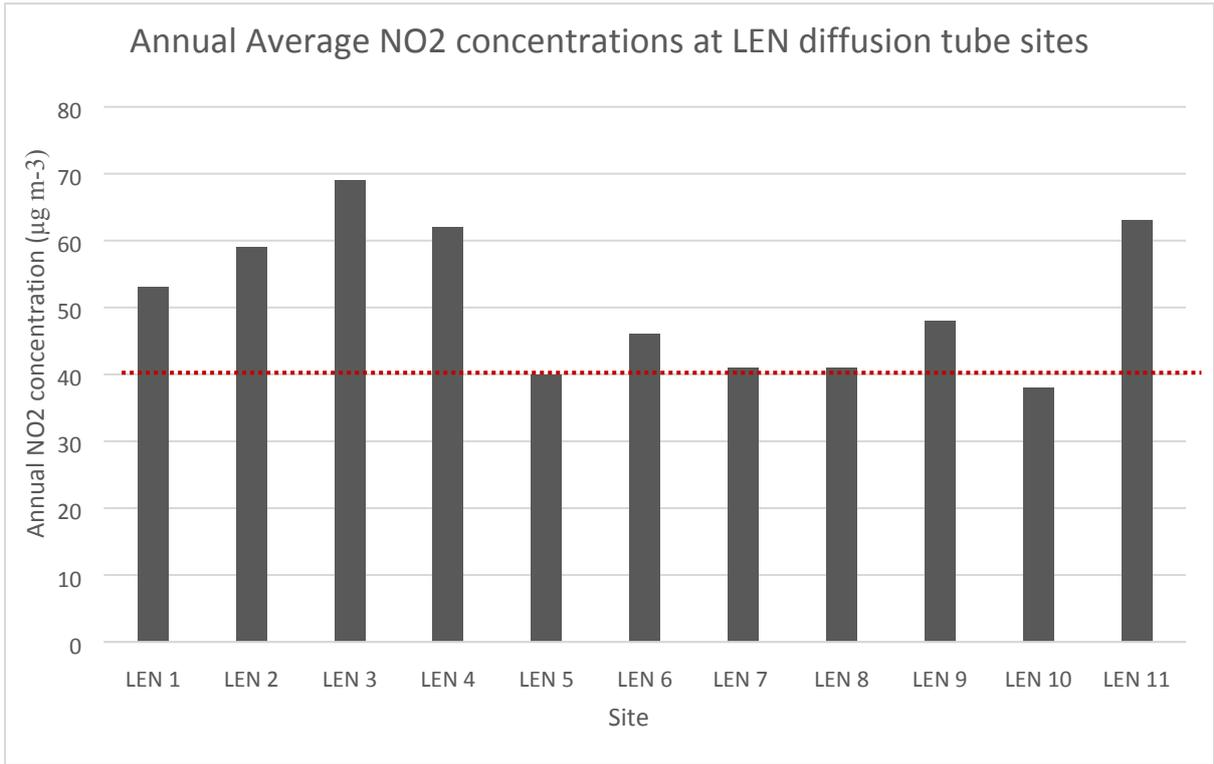


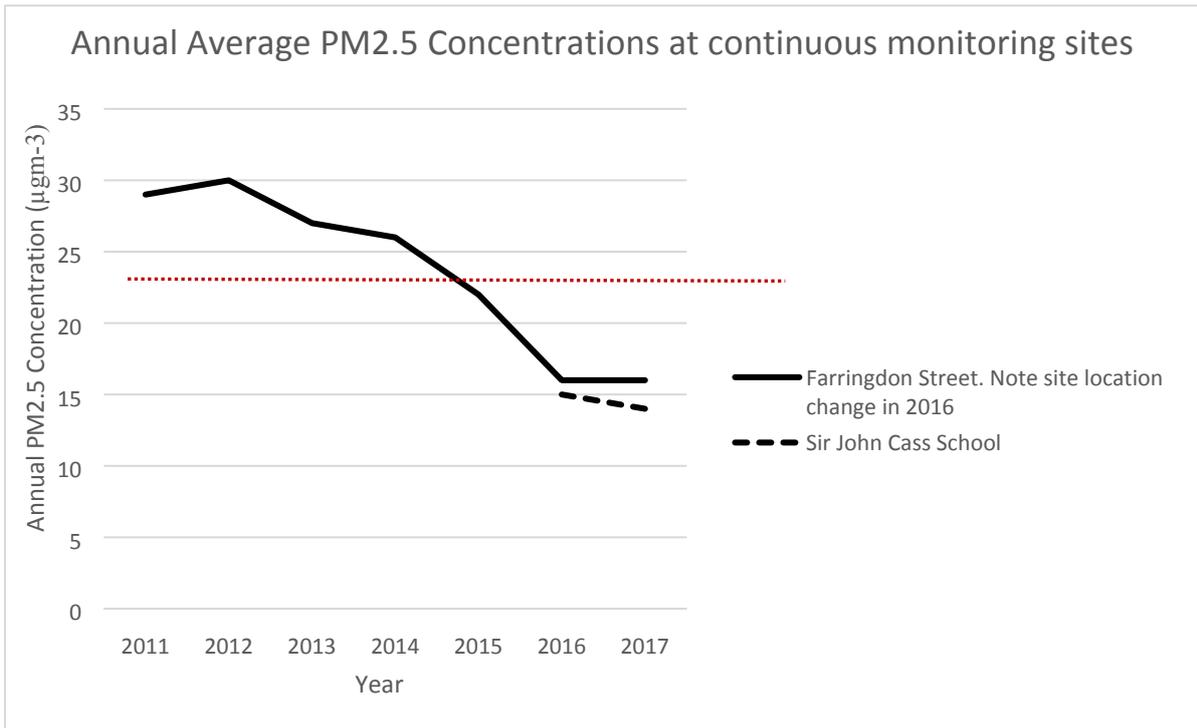
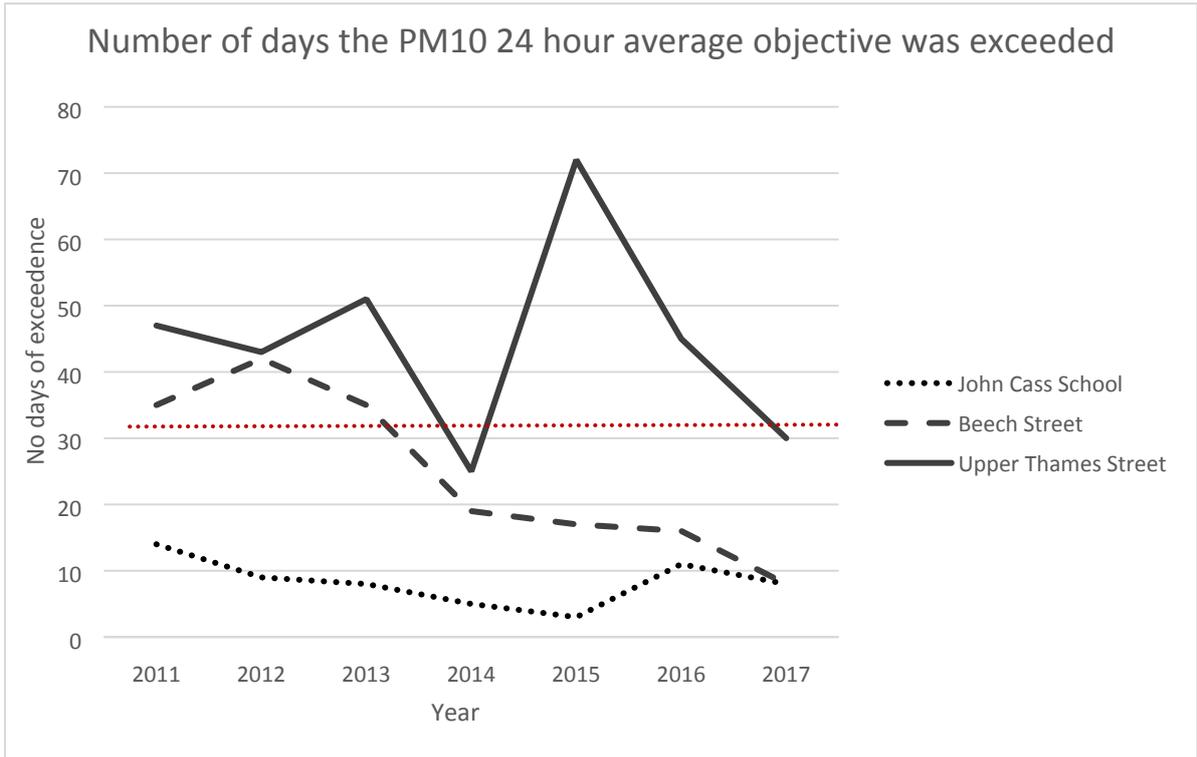
Annual NO2 concentrations at Sir John Cass School diffusion tube sites



Annual NO2 concentrations at Bank diffusion tube sites







Committee(s):	Date(s):
Port Health & Environmental Services Committee	16 July 2018
Subject: Mosquito Problems at Tudor Rose Court	Public
Report of: Director of Markets & Consumer Protection	For Information
Author: Tony Macklin, Assistant Director (Public Protection)	
Summary	
<p>Residents of Tudor Rose Court in Fann Street approached the City Corporation in 2017 with concerns about being bitten by mosquitos. Public Health England suggested that they were potentially a specific sub-species, <i>Culex pipiens form molestus</i> (the so-called “London Underground mosquito”) which breeds all year long.</p> <p>A survey of the block by Hanover Housing Association did not find any potential underground breeding sites and given that it was now November, it was felt extremely unlikely that any mosquitos were breeding above ground.</p> <p>The matter was raised at an Aldersgate Wardmote in March 2018 so officers investigated again and believe that recent pressure washing out of drains in the basement lightwells of the block will have removed any potential breeding harbourage.</p> <p>A mosquito trap has recently been installed to monitor any activity around the block and adjacent to the wildlife garden beside Tudor Rose Court, and the results are awaited to see if any traces of <i>Culex pipiens form molestus</i> remain before considering what if any, further steps can be taken.</p> <p>Recommendation</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Note the contents of this report 	

Main Report

Background

1. Residents of Tudor Rose Court in Fann Street originally approached the City Corporation in May and again in November 2017 with concerns that they were being bitten by mosquitos.

2. Samples of the insects had also been sent by residents to Public Health England's Medical Entomology & Zoonoses Ecology Emergency Response Department (MEZE) at Porton Down.
3. Given the time of year it, MEZE suggested problems were potentially due to a specific sub-species, *Culex pipiens form molestus* (the so-called "London Underground mosquito") which breeds all year in dark, underground spaces:-

"Molestus and pipiens s.s. are, for the most part, behavioural, rather than physical biotypes of each other. Molestus predominantly lives underground or in areas linked with the Underground and bites people, whereas pipiens lives above ground and feeds almost exclusively on birds. As far as the scientific community have determined, there are no categorical differences in the way they look, so without further molecular work (with which we are ill-equipped) we would not be able to identify your specimens past Culex pipiens".

4. Initial discussions with the landlords, Hanover Housing Association, and a survey of the premises by their Building Manager did not find any potential sites there. Given the time of year and the weather conditions, officers felt it was extremely unlikely that mosquitos generally were breeding above ground in either of the two ponds in the Barbican Wildlife Garden nor in open 'ponding' of stagnant water on the roof of a nearby building.
5. Furthermore, at the time they did not identify any potential London Underground shafts or vents in the area where *Culex pipiens form molestus* could be breeding.
6. Residents continued to complain that they were still being bitten and at an Aldersgate Wardmote in March, the following resolution was passed:-

"That the citizens of Tudor Rose Court in Aldersgate are sorely troubled by being bitten by mosquitoes. These creatures are a health hazard, as well as a serious nuisance. They have been identified as Culex pipiens, and possibly the sub-type Culex pipiens molestus, commonly known as the London Underground mosquito. What action is the City of London Corporation taking to determine the sub-type of these mosquitoes, which will help determine the source of these pests, and what action is the City taking to ensure these pests are eliminated?"

and this was sent back by the Grand Court of Wardmote to your Committee for action by my department.

Current Position

7. Officers have investigated the block again recently and noted that the drainage systems around the outside light wells in Tudor Rose Court have just been jet washed out which has dealt with the blocked drainage points that were a cause for concern as potential harbourage for this form of mosquito.
8. The only remaining concern is the Barbican Wildlife Garden beside Tudor Rose Court, which has two ponds for wildlife. As a wildlife garden it has been

allowed to grow naturally and although not common, it is thought that there may be sufficient foliage cover over some areas of stagnant water to provide a breeding site for *Culex pipiens form molestus*.

9. The investigating officer has taken this up with City Gardens and a mosquito trap has recently been installed to monitor any activity around Tudor Rose Court and adjacent to the wildlife garden.

Proposals

10. To wait for the results of the monitoring see if any traces of *Culex pipiens form molestus* remain before considering what if any, further steps can be taken.

Corporate & Strategic Implications

11. None

Implications

12. None

Conclusion

13. We now await the results of the monitoring to see if evidence but believe that the recent pressure washing of the block's basement lightwell drains may well have removed any potential breeding harbourage for this type of mosquito.

Appendices

None

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Committee(s) Port Health & Environmental Services	Dated: 16 July 2018
Subject: Cemetery & Crematorium Performance 2017/18	Public
Report of: Director of Open Spaces	For Information
Report author: Gerry Kiefer, Business Manager	

Summary

The Cemetery & Crematorium has performed strongly over the last year and exceeded its local risk income target and has therefore been able to place £174k into its reserves. Several key pieces of work have been delivered and customer satisfaction levels remain high.

Recommendation

Members are asked to note this report

Main Report

Background

1. The Open Space's Departmental Business Plan for 2017-18 was approved by your Committee on 9 May 2017. The Business Plan reflected the departmental vision which was to "Protect our treasured green spaces for people and wildlife and ensure our outstanding heritage assets are protected, accessible and welcoming".
2. To achieve our objectives the Business Plan identified a number of performance measures of which four were specific to the Cemetery and Crematorium and for a number of others, the Cemetery and Crematorium contributes to the overall Departmental Measure. See appendix 1 for details of the performance measures which are relevant to the Cemetery and Crematorium.
3. The vision for this service is to provide the City of London Cemetery and Crematorium as a model cemetery and crematorium constituting both a site of excellence in bereavement services, a forerunner in cemetery conservation and the greatest choice of burial and cremation facilities in the UK. This together with the Department's vision and objectives inform and direct the work of the service.

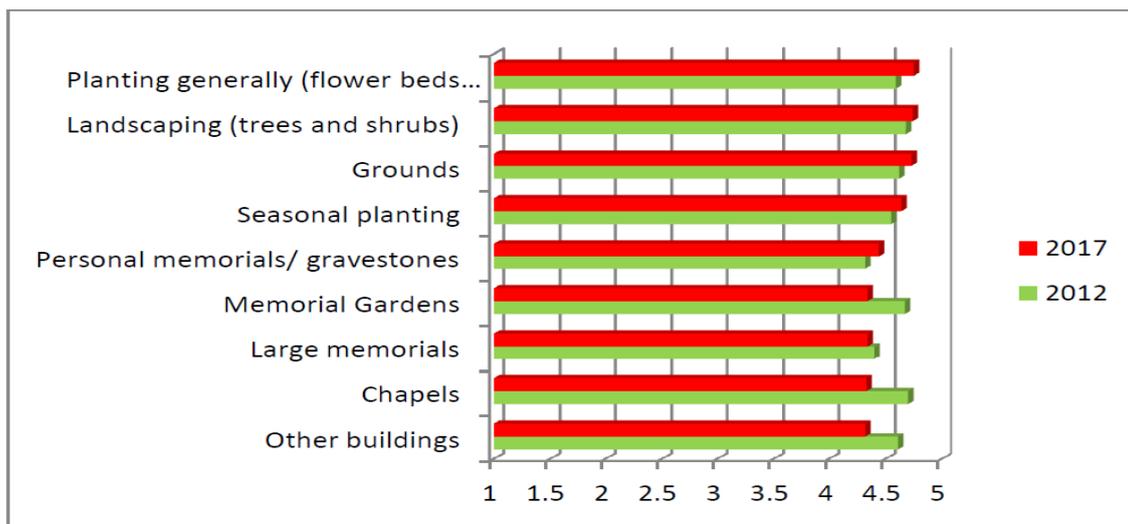
Key achievements in 2017/18:

4. The Cemetery & Crematorium has performed well during 2017/18 and some of the key achievements are listed below.
 - There were 840 burials and 2,491 cremations, resulting in gross income of £5,297,836.
 - 87% of 400 visitors questioned in an independent survey at the Cemetery and Crematorium rated the features and facilities as 'very good' or 'good'
 - Completed the Conservation Management Plan and an action plan has been developed for implementation from 2018/19

- Progressing through the COL's Gateway process to replace the ageing cremators with new, energy efficient and less polluting ones.
- Planting of a perimeter hedge has been completed and the Shoot and topping up and levelling in the northern end of the site has continued.
- The reuse of graves has continued, and this option is now becoming more accepted by the local communities
- Appointed two apprentices in the role of landscape horticulture
- Developed a volunteering trainee role in liaison with colleagues within the Department of Communities and Children's Services to support a young man with special needs. This link takes you to a short video: <https://youtu.be/kIYgv43L79U>

Visitor Survey

5. A survey involving 400 face to face interviews with visitors was carried out between 25 November and 9 December 2017. The survey was based on that undertaken in 2012 to enable comparison. The key findings were that 87% of 400 visitors at the Cemetery and Crematorium rated the features and facilities as 'very good' or 'good'.
6. The chart below illustrates the responses to the question about different elements of the Cemetery and crematoriums features and facilities for 2017 and 2012. A mean score has been applied to the results, giving a score of 5 for 'Very good' and 1 for 'Very poor'.



7. The results showed that there were five areas where the mean score had improved and four areas where the mean score had decreased. Analysis shows that the largest dip in positive feedback was for the memorial gardens and chapels.
8. The survey also asked respondents to rate the staff and services under the following headings: Chapel attendants/ burial staff, Grounds/ maintenance, Administration, Café, Florist, Mini bus, Vehicle access, Information Staff. Across the Board the mean score for these areas was slightly lower than in 2012 but it should be noted that these are still extremely positive ratings. The area which had the greatest drop was Mini Bus service and as a result of these findings the management team have: re-introduced fixed mini-bus times at the weekends, organised staff training regarding the agreed route of the bus, implemented use of the cemetery shelters as pick-up and drop-off points.

9. The final survey question that was asked during the survey was ‘*If there is one thing that you would like to change about the way that the cemetery and crematorium is operated/managed, what would it be?*’ Nearly 70% of the participants stated that they saw no need for any change and were happy with the way things are. The comments and suggestions for improvement were very varied and no specific areas for improvement were identified.
10. Survey participants were positive about their visit to the cemetery and crematorium. The management team will focus on maintenance levels of the memorial gardens and service chapels in the first instance and will be looking at all areas of the service to see where minor improvements can be made.

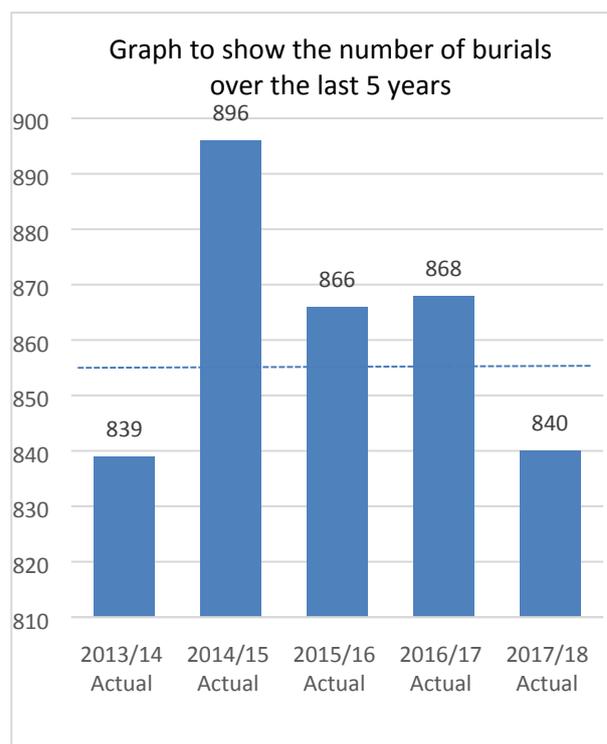
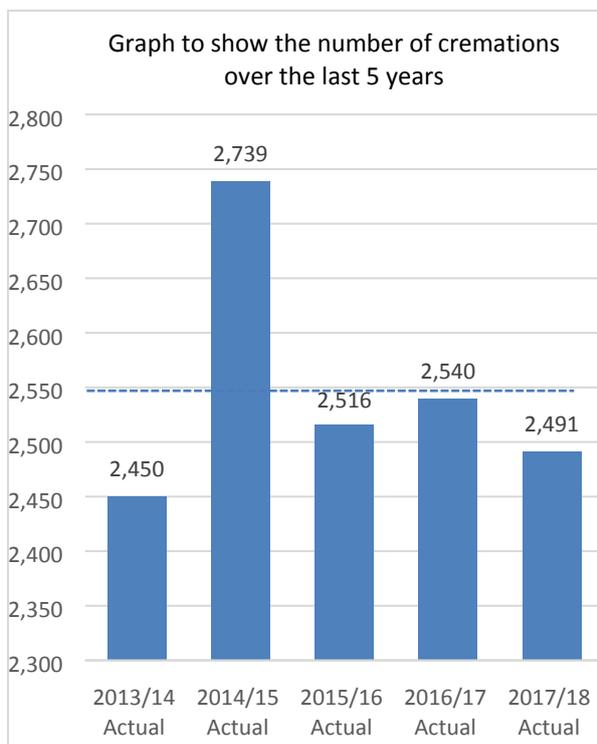
Performance Measures

11. The business plan included numerous performance measures of which 18 were Departmental and therefore the Cemetery and Crematorium contributed to the overall performance. Particularly the Cemetery and Crematorium retained its Green Flag (achieving the highest category score of 80+) and Green Heritage Award. The performance measures are shown in appendix 1 together with information on performance in 2016/17 and 2017/18.
12. The Business Plan identified four specific indicators for the Cemetery and Crematorium and performance against targets are shown in the table below:

Performance Measure	2017/18 Target	2017/18 Actual
Increase our market share of burials in relation to the Cemetery and Crematorium’s seven neighbouring Borough’s	7.6%	7.3 Target missed by 0.3%
Increase the number of burials	890	840 Target missed by 50 burials
Increase the number of cremations	2,578	2,491 Target missed by 87 cremations
As a minimum, achieve local risk Cem & Crem income target	£4,701,000	£5,297,836 Target overachieved by £596,836

13. Although it is always appropriate to set stretching targets, the management team at the Cemetery and Crematorium have limited control over the choices made by the bereaved. The table and graphs below show performance over the last five years and there is no clear pattern or take up or numbers.

Performance Measure	2013/14 Actual	2014/15 Actual	2015/16 Actual	2016/17 Actual	2017/18 Actual
Increase our market share of burials in relation to the Cemetery and Crematorium’s seven neighbouring Borough’s	7.4%	7.4%	6.9%	7.1%	7.3%



Finance

14. Members will note the continued strong financial performance of the Cemetery and Crematorium. Close budget management enabled the required SBR saving of £51k to be achieved. Local risk income was closely managed with an aim to overachieve the income target so that money could be transferred to the reserve to help fund future liabilities. The local risk income target was overachieved by £597k. Consequently, once all other charges and recharges are applied, the division was in a breakeven plus position which enabled £174,274.58 to be transferred to reserves. The current balance of the reserve fund is now £481,327.43. Due to this careful income management over the last few years, the reserve is only £57,549 lower than its position before the 'shoot' project was funded from it.

15. As expenditure costs rise and fluctuations in burial and cremation numbers are a constant challenge, the Superintendent continues to carefully manage his income and expenditure budgets across the Cemetery and Crematorium to ensure a high quality service is maintained. This will be particularly challenging for 2018/19 onwards as the 2% efficiency savings come into effect.

Corporate & Strategic Implications

16. The 2017/18 Business Plan report (May 2017) showed how the Department contributed to the previous Corporate Plan; particularly in relation to strategic objectives:

- SA2: To provide modern, efficiency and high qualities local services, including policing, within the Square Mile for workers, residents & visitors
- SA3: To provide valued services, such as education, employment, culture and leisure to London and the nation

17. The Cemetery and Crematorium particularly helps to achieve the 2018-2023 Corporate Plan's aims to:

- Contribute to a flourishing society and
- Shape outstanding environments.

Implications

18. The Cemetery & Crematorium continues to provide an important service to the local community. Performance has been strong although targets in three of the four measures have just been missed.

Conclusion

19. The Cemetery & Crematorium is almost meeting the targets agreed by your Committee. The Superintendent will continue to progress works related to the replacement of the cremators, and this will be the subject of further reports to your Committee.

Appendices

- Appendix 1 – Cemetery & Crematorium and Departmental Performance measures
- Appendix 2 – Finance

Background Papers

Open Spaces Business Plan 2017/18 – PHES Committee, 9 May 2017

City of London Cemetery Visitor Research Report – January 2018

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Appendix 1 – Business Plan Performance Measures

CEMETERY & CREMATORIUM	2016/17 Actual (annuals)	2017/18 Performance Target	2017/18 Actual (annual)
Increase our market share of burials in relation to the Cemetery and Crematorium's seven neighbouring Borough's	ACHIEVED 7.1%	2016/17 performance plus 0.5% = 7.6%	Missed 7.3
Increase the number of burials	MISSED 868	2016/17 performance plus 2.5% = 890	Missed 840
Increase the number of cremations	MISSED 2,540	2016/17 performance plus 1.5% = 2,578	Missed 2,491
As a minimum, achieve local risk Cem & Crem income target	ACHIEVED Over achievement of income £452,787	£4,701,000	ACHIEVED £5,297,836
DEPARTMENTAL	2016/17 Actual (annuals)	2017/18 Performance Target	2017/18 Actual (annual)
Retain 15 Green Flags and improve the overall band score achieved across our Green Flag sites by 2018/2019	ACHIEVED 15 green flag sites overall band scores 53% = 80+ 27% = 75 – 79 20% = 70 - 74	15 green flag sites overall band scores 46% = 80+ 27% = 75 – 79 27% = 70 - 74	ACHIEVED 15 green flag sites overall band scores 60% = 80+ 33% = 75 – 79 7% = 70 - 74
Retain 12 green heritage awards and increase this to 13 sites by 2018/19	ACHIEVED 12 Green Heritage Awards	12 Green Heritage Awards	ACHIEVED 13 Green Heritage Awards
Achieve our Departmental net local risk budget.	£ 9,578,718	£10,543,000	ACHIEVED £9,657,760
Reduce utility consumption (electric)	MISSED 1815781 (+5.7%)	2.5% reduction on 2016/17 performance = 1,770,386	Awaiting Q4 data
Reduce utility consumption (gas)	ACHIEVED 3439608 (-8%)	2.5% reduction on 2016/17 performance = 3,353,617	Awaiting Q4 data
Reduce fuel consumption (white & red diesel)	MISSED 67931 (+10.8%)	5% reduction on 2016/17 performance = 64,534	Awaiting Q4 data
Reduce fuel consumption (petrol)	MISSED 2064 (+3.5%)	5% reduction on 2016/17 performance = 1,960	Awaiting Q4 data
Reduce fuel consumption (small fuels)	MISSED 14201 (+4.2%)	5% reduction on 2016/17 performance = 13,490	Awaiting Q4 data
Increase electricity generation	MISSED 44861 (-12.2%)	A further two additional buildings generating 50KWH each	Awaiting Q4 data
Increase the amount of directly supervised volunteer work hours	Directly and indirectly combined: 43,140	2016/17 performance plus 5% = 45,297	MISSED 36,526
Increase the amount of indirectly supervised volunteer work hours	Establish Baseline		7670.5
Increase the amount of unsupervised volunteer work hours	Establish Baseline 16,401	2016/17 performance plus 5% = 17,221	ACHIEVED 19,896.52
Increase the percentage of customers surveyed as part of the 60 second survey or similar that stated the 'overall rating' of the open space as 'very good or excellent'.	ACHIEVED 88%	2016/17 performance plus 5% = 93%	Missed 91%

DEPARTMENTAL	2016/17 Actual (annuals)	2017/18 Performance Target	2017/18 Actual (annual)
Increase the number of 'visitors' to the Open spaces webpages.	MISSED 558,2592	2016/17 performance plus 10% = 614,451	ACHIEVED 767,076
Increase the percentage of H&S accidents that are investigated within 14 days.	MISSED 62%	83%	MISSED 78%
Reduce the average number of Full Time Employee (FTE) working days lost per FTE due to short term sickness absence.	ACHIEVED Feb 2016-Jan 2017 = 3.2 FTE Working Days Lost per FTE	3.3 days FTE Working Days Lost per FTE	ACHIEVED 3.18 FTE Working Days Lost per FTE
Reduce the average number of FTE working days lost per FTE due to long term sickness absence.	MISSEDFeb 2016 to Jan 2017 = 2.68 days Long-Term FTE Working Days Lost per FTE	2.35 days FTE Working Days Lost per FTE	Missed 3.13 FTE Working Days Lost per FTE
Increase the percentage of Open Space's staff who state they are at least satisfied with their workplace in the annual staff wellbeing survey.	Survey not undertaken	94%	Survey not undertaken

Appendix 2 – Finance

Department of Port Health & Environmental Services Local Risk Revenue Budget - 1st April 2017 - 31st March 2018
(Income and favourable variances are shown in brackets)

-	Final Approved Budget 2017/18 £'000	Budget year to date (Apr-Mar)			Actual year to date (Apr-Mar)			Variance Apr-Mar £'000	Note
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000		
Open Spaces (City Fund) City of London Cemetery and Crematorium	(1,684)	3,017	(4,701)	(1,684)	3,117	(5,298)	(2,181)	(497)	1
TOTAL PORT HEALTH AND ENVIRONMENTAL SERVICES COMMITTEE LOCAL RISK	(1,684)	3,017	(4,701)	(1,684)	3,117	(5,298)	(2,181)	(497)	

Notes:

1. Net income is 30% above target for the Cemetery as a result of the service being closely managed with an aim to overachieve the income target so that money could be transferred to the reserve to help fund future liabilities. The local risk income target was overachieved by £597k as a result of increases in income from cremations, burials, sales of graves and memorial dedications of £575,000 and backdated rent arrears being paid by two of the tenants of £22,000. Consequently, once all other charges and recharges are applied, the division was in a breakeven plus position which enabled £174,274.58 to be transferred to reserves.

Committee	Dated:
Port Health and Environmental Services	16 July 2018
Subject: Revenue Outturn 2017/18	Public
Report of: Chamberlain Director of the Built Environment Director of Markets and Consumer Protection Director of Open Spaces	For Information
Report author: Jenny Pitcairn, Chamberlain's Department	

Summary

This report compares the revenue outturn for the services overseen by your Committee in 2017/18 with the final budget for the year. Overall total net expenditure for the year was £13.905m, whereas the total agreed budget was £14.427m, representing an underspend of £522k as set out below:

Summary Comparison of 2017/18 Revenue Outturn with Final Budget			
	Final Budget	Revenue Outturn	Variation (Increase)/ Reduction
	£'000	£'000	£'000
Direct Net Expenditure			
Director of the Built Environment	(6,755)	(6,581)	174
Director of Markets & Consumer Protection	(2,603)	(2,435)	168
Director of Open Spaces	1,684	2,181	497
City Surveyor	(945)	(952)	(7)
Total Direct Net Expenditure	(8,619)	(7,787)	832
Capital and Support Services	(5,755)	(6,072)	(317)
Overall Total	(14,427)	(13,905)	522

Chief Officers submitted requests to carry forward underspendings, and these have been considered by the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee. The following carry forward sums have been agreed:

- Director of the Built Environment £65,000
- Director of Markets and Consumer Protection £246,000
- Director of Open Spaces £130,000

Recommendation(s)

Members are asked to:

- Note the report and the proposed carry forward of local risk underspendings to 2018/19.

Main Report

Revenue Outturn for 2017/18

1. Actual net expenditure for your Committee's services during 2017/18 totalled £13.905m, an underspend of £522k compared to the final budget of £14.427m net expenditure. A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, figures in brackets indicate expenditure, increases in expenditure or decreases in income.

Summary Comparison of 2017/18 Revenue Outturn with Final Budget				
	Final Budget	Revenue Outturn	Variation (Increase)/Reduction	Variation (Increase)/Reduction
	£000	£000	£000	%
Local Risk				
Director of the Built Environment	(6,755)	(6,581)	174	3
Director of Markets & Consumer Protection	(2,603)	(2,435)	168	6
Director of Open Spaces	1,684	2,181	497	30
City Surveyor	(945)	(952)	(7)	(1)
Total Local Risk	(8,619)	(7,787)	832	10
Central Risk				
Director of the Built Environment	0	7	7	100
Director of Markets & Consumer Protection	(48)	(48)	0	0
Director of Open Spaces	(5)	(5)	0	0
Total Central Risk	(53)	46	7	13
Capital and Support Services	(5,755)	(6,072)	(317)	(6)
Overall Total	(14,427)	(13,905)	522	4

2. The main local risk variations comprise:

- **Director of the Built Environment (£174,000 underspend)**
 - additional income from waste collection services, £78,000;
 - a reduction in street cleansing contract costs, £77,000;
- **Director of Markets and Consumer Protection (£168,000 underspend)**
 - a reduction in employee costs as a result of vacancies, employees not in the pension scheme, and reduced use of overtime and casual workers, £267,000;
 - an underspend on rates due to changes in rateable value for the London Gateway Border Control Post, £111,000;
 - additional income of £155,000 due to an increased volume of chargeable checks on imported food and feed;

- additional grants income of £71,000 from the Food Standards Agency for animal feed sampling;
 - a transfer to the Products of Animal Origin Reserve of £475,000
 - **Director of Open Spaces (£497,000 additional income)**
 - an increase in income from cremations, burials, sales of graves, and memorial dedications £575,000;
 - a transfer to reserves of £174,000.
3. The £7,000 underspend on central risk is due to a rates refund following changes to the rating valuation of public conveniences.
 4. The £317,000 overspend on capital and support services is due mainly to increases in cost and changes in time allocations of central departments, the most significant of which are:
 - Chamberlain (including IT, City Procurement) - £162,000 increase;
 - Comptroller and City Solicitor - £78,000 increase
 5. Appendix 1 provides a more detailed comparison of the local risk outturn against the final budget, including explanation of significant variations. Appendix 2 shows the gross local risk expenditure and income against budget for each Division of Service.
 6. Appendix 3 shows the movement from the 2017/18 original budget and the latest approved budget (as reported to your Committee in November 2017) to the final budget.

Local Risk Carry Forward to 2018/19

7. The Director of the Built Environment had a local risk underspending of £174,000 on the activities overseen by your Committee. The Director also had net local risk overspendings totalling £55,000 on activities overseen by other Committees, providing a net local risk underspend position of £119,000 of which £65,000 was eligible for carry forward to 2018/19. Agreement has been reached with the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee that the maximum eligible sum be carried forward, none of which relates to activities overseen by your Committee.
8. The Director of Markets and Consumer Protection had a local risk underspending of £168,000 on the activities overseen by your Committee. The Director also had local risk underspending totalling £159,000 on activities overseen by other Committees, providing a net local risk underspend position of £327,000 of which £307,000 was eligible for carry forward to 2018/19. Agreement has been reached with the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee that a total of £246,000 be carried forward for all the services within his remit, of which £127,000 relates to services overseen by your Committee for the following purposes:
 - To develop a number of Air Quality initiatives – £45,000:

- Research into emission limits for proposed City legislation;
 - Raising awareness of the Ultra Low Emission Zone;
 - Events for National Clean Air Day 2018.
- To purchase an electric van to replace an end-of-life diesel vehicle at the Heathrow Animal Reception Centre – £50,000
 - To carry out specialist investigations into the public health effects of operational rail noise from LUL lines affecting the residents of the Barbican Estate – £12,000
 - To employ a project manager to support the procurement process for the new Project & Regulatory Services Casework Management System – £20,000
9. The Director of Open Spaces had a local risk underspending of £497,000 on the activities overseen by your Committee. The Director also had local risk underspending totalling £461,000 on activities overseen by other Committees, providing a net local risk underspend of £958,000 of which £500,000 was eligible for carry forward to 2018/19. Agreement has been reached with the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee that a total of £130,000 be carried forward, none of which relates to activities overseen by your Committee.

Appendices

- Appendix 1 – Port Health and Environmental Services Committee Comparison of 2017/18 Revenue Outturn with Final Budget
- Appendix 2 – Port Health and Environmental Services Committee Analysis of Local Risk Revenue Outturn 2017/18 by Service
- Appendix 3 – Port Health and Environmental Services Committee Analysis of Movements 2017/18 Latest Approved Budget to Final Budget.

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Port Health and Environmental Services Committee
Comparison of 2017/18 Local Risk Revenue Outturn with Final Budget

	Final Budget	Revenue Outturn	Variation (Increase)/ Decrease	Variation (Increase)/ Decrease	Notes
	£'000	£'000	£'000	%	
LOCAL RISK					
Director of the Built Environment City Fund					
Public Conveniences	(508)	(584)	(76)	(15)	1
Waste Collection	(92)	11	103	112	2
Street Cleansing	(3,766)	(3,720)	46	1	3
Waste Disposal	(709)	(666)	43	6	
Transport Organisation	(157)	(156)	1	1	
Cleansing Services Management	(499)	(459)	40	8	
Built Environment Directorate	(1,024)	(1,007)	17	2	
Total City Fund	(6,755)	(6,581)	174	3	
Director of Markets & Consumer Protection City Fund					
Coroner	(116)	(143)	(27)	(23)	4
City Environmental Health	(1,997)	(1,886)	111	6	5
Animal Health Services	914	987	73	8	6
Trading Standards	(368)	(359)	9	2	
Port & Launches	(1,036)	(1,034)	2	0	7
Total City Fund	(2,603)	(2,435)	168	6	
Director of Open Spaces City Fund					
Cemetery & Crematorium	1,684	2,181	497	30	8
Total City Fund	1,684	2,181	497	30	
City Surveyor	(945)	(952)	(7)	(1)	
TOTAL LOCAL RISK	(8,619)	(7,787)	832	10	

Reasons for Significant Variations

Note that only variances of at least £50,000 or 10% of budget for a service are explained below.

1. **Public Conveniences** – an increase of £58,000 in employee costs mainly for agency staff, together with a shortfall in income of £29,000 from barrier conveniences.
2. **Waste Collection** – a reduction in materials costs of £32,000 for waste bags, together with additional income of £78,000.
3. **Street Cleansing** – a reduction in contract costs of £77,000 due mainly to performance deductions.
4. **Coroner** – an increase of £14,000 in employee costs for agency staff due to the high volume of work.
5. **City Environmental Health** – a reduction in employee costs of £136,000 due to vacancies.
6. **Animal Health Services** – this underspend is primarily due to:
 - a reduction of £45,000 in employee costs as a result of vacancies and reduced use of casual workers;
 - an underspend of £40,000 for consultancy fees due to provision that was not required.
7. **Port and Launches** – whilst the overall position is close to the budget, there are a number of significant but offsetting underlying variances:
 - a reduction in employee costs of £88,000 due mainly to vacancies and reduced use of overtime;
 - an underspend of £111,000 on rates due mainly to successful appeals in respect of the rateable value for London Gateway Border Control Post;
 - a reduction of £54,000 in IT costs due to slippage in achieving connectivity at the Tilbury Border Inspection Post;
 - a reduction of £38,000 in the cost of contributions to provisions due to the improved debt position for the service;
 - additional income of £71,000 from grants from the FSA to enable participation in the National Feed Sampling Programme;
 - additional income of £155,000 due to the increase in chargeable enhanced checks on Brazilian meat products;
 - an increase in sampling costs of £70,000 due to changes in trade and the testing regime, particularly in respect of Brazilian meat products;
 - a transfer to the POAO Reserve of £475,000.
8. **Cemetery & Crematorium** – this significant generation of income above budget comprises:
 - careful management of expenditure, particularly in relation to supplies and services;

- a managed over-production of income of £575,000 (12.4%) to cover internal recharges and to enable an optimal transfer to reserves. Burial and cremation numbers continue to fluctuate monthly and annually and income management is challenging, for example the cold weather associated with the 'beast from the east' led to a higher death rate resulting briefly in weekly income levels of approx. £130k;
- a transfer to reserves of the net surplus (after central risk and recharges) of £174,000 will help replenish the reserve following its use to fund the 'Shoot' project. There are a range of other projects in the pipeline for which the reserve will be identified as a potential funding source.

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Port Health and Environmental Services Committee
Analysis of Local Risk Revenue Outturn 2017/18 by Service

	Final Budget			Revenue Outturn			Variance (Increase) / Decrease
	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	£'000
Director of the Built Environment							
Public Conveniences	(945)	437	(508)	(992)	408	(584)	(76)
Waste Collection	(1,045)	953	(92)	(1,023)	1,034	11	103
Street Cleansing	(4,250)	484	(3,766)	(4,250)	530	(3,720)	46
Waste Disposal	(1,382)	673	(709)	(1,368)	702	(666)	43
Transport Organisation	(287)	130	(157)	(266)	110	(156)	1
Cleansing Management	(499)	0	(499)	(459)	0	(459)	40
Director and Support	(1,038)	14	(1,024)	(1,021)	14	(1,007)	17
Total Director of the Built Environment	(9,446)	2,691	(6,755)	(9,379)	2,798	(6,581)	174
Director of Markets & Consumer Protection							
Coroner	(116)	0	(116)	(143)	0	(143)	(27)
City Environmental Health	(2,796)	799	(1,997)	(2,632)	746	(1,886)	111
Animal Health Services	(2,396)	3,310	914	(2,299)	3,286	987	73
Trading Standards	(387)	19	(368)	(380)	21	(359)	9
Port & Launches	(3,433)	2,397	(1,036)	(3,657)	2,623	(1,034)	2
Total Director of Markets & Consumer Protection	(9,128)	6,525	(2,603)	(9,111)	6,676	(2,435)	168
Director of Open Spaces							
Cemetery and Crematorium	(3,017)	4,701	1,684	(3,117)	5,298	2,181	497
Total Director of Open Spaces	(3,017)	4,701	1,684	(3,117)	5,298	2,181	497
City Surveyor							
Public Conveniences	(43)	0	(43)	(46)	0	(46)	(3)
Street Cleansing	0	0	0	(2)	0	(2)	(2)
City Environmental Health	0	0	0	0	0	0	0
Animal Health Services	(170)	0	(170)	(249)	0	(249)	(79)
Port & Launches	(24)	0	(24)	(23)	0	(23)	1
Cemetery and Crematorium	(708)	0	(708)	(632)	0	(632)	76
Total City Surveyor	(945)	0	(945)	(952)	0	(952)	(7)
TOTAL PORT HEALTH & ENV SRV COMMITTEE	(22,536)	13,917	(8,619)	(22,559)	14,772	(7,787)	832

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**Port Health and Environmental Services Committee Analysis of Movements
2017/18 Latest Approved Budget to Final Budget**

Analysis by Service Managed	Original Budget 2017/18 £'000	Latest Approved Budget* 2017/18 £'000	Final Budget 2017/18 £'000	Movement LAB to Final Budget £'000	Notes
City Fund					
Public Conveniences	(911)	(878)	(886)	(8)	1
Waste Collection	(829)	(838)	(866)	(28)	1
Street Cleansing	(5,910)	(5,909)	(5,934)	(25)	1
Waste Disposal	(1,359)	(1,392)	(1,403)	(11)	1
Transport Organisation	0	0	0	0	
Cleansing Services Mgt	0	0	0	0	2
Built Environment Directorate	0	0	0	0	2
Coroner	(108)	(168)	(168)	0	
City Environm'l Health	(2,307)	(2,551)	(2,550)	1	3
Animal Health Services	298	176	173	(3)	3,4
Trading Standards	(379)	(457)	(457)	0	
Port & Launches	(1,517)	(1,672)	(1,682)	(10)	3,4
Cemetery & Crematorium	(539)	(635)	(654)	(19)	3,5
Total	(13,561)	(14,324)	(14,427)	103	6

* Latest Approved Budget as reported to your Committee in November 2017

Notes

1. An increase of £65,000 in recharges within committee as a result of:
2. Virements of £105,000 from the Director of the Built Environment's contingency in Planning and Transportation Committee to meet known increases in costs, fully offset by an increase of £105,000 in recharge income budgets.
3. Approved corrections to budgets for centrally funded apprenticeships (£24,000 reduction).
4. Agreed budget of £40,000 allocated from the Transformation Fund for consultancy support on income maximisation.
5. Approved Supplementary Revenue Project funding of £5,000
6. The balance of movement in budgets, a £17,000 increase, is due to changes in recharges (capital charges).

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