



## Port Health & Environmental Services Committee

**Date:** TUESDAY, 26 NOVEMBER 2019  
**Time:** 11.30 am  
**Venue:** COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

**Members:**

Jeremy Simons (Chairman)	Deputy Jamie Ingham Clark
Deputy Keith Bottomley (Deputy Chairman)	Shravan Joshi
Deputy John Absalom	Vivienne Littlechild
Caroline Addy	Andrien Meyers
Alexander Barr	Deputy Brian Mooney
Adrian Bastow	Deputy Joyce Nash
Deputy John Bennett	Henrika Priest
Peter Bennett	Jason Pritchard
Tijs Broeke	Deputy Richard Regan
John Chapman	Deputy Elizabeth Rogula
Peter Dunphy	Mark Wheatley
Mary Durcan	Rehana Ameer
Deputy Kevin Everett	Sophie Anne Fernandes
Anne Fairweather	Alderman Sir Roger Gifford
Christopher Hill	Alderman Gregory Jones QC
Deputy Wendy Hyde	John Edwards

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**Lunch will be served at the rising of the Committee.**  
**N.B. 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 Tuesday, 24 September 2019.  
**For Decision**  
(Pages 1 - 8)
4. **OUTSTANDING ACTIONS**  
Report of the Town Clerk.  
**For Information**  
(Pages 9 - 12)
5. **UPDATE ON THE IMPACT OF THE UK LEAVING THE EU (BREXIT) ON PORT HEALTH & PUBLIC PROTECTION**  
Report of the Director of Consumer Protection and Markets Operations.  
**For Information**  
(Pages 13 - 18)
6. **DEPARTMENT OF THE BUILT ENVIRONMENT - BREXIT UPDATE**  
Report of the Director of the Built Environment.  
**For Information**  
(Pages 19 - 20)
7. **49TH CITY OF LONDON THAMES FISHERY RESEARCH EXPERIMENT**  
Report of the Director of Markets and Consumer Protection  
**For Decision**  
(Pages 21 - 26)
8. **THE WALBROOK WHARF OFFICES 78 - 83 UPPER THAMES STREET - 4TH & 5TH FLOORS TO BE DECLARED SURPLUS**  
Report of the Director of Markets and Consumer Protection.  
**For Decision**  
(Pages 27 - 28)
9. **UPDATE ON CLEANSING AND WASTE ELECTRIC VEHICLES**  
Report of the Director of the Built Environment.  
**For Information**  
(Pages 29 - 32)

10. **AIR QUALITY UPDATE**  
The Air Quality Manager to be heard.  
**For Information**
11. **ANNUAL PROGRESS REVIEW - LOCAL GOVERNMENT DECLARATION ON SUGAR REDUCTION AND HEALTHIER FOOD**  
Report of the Director of Community & Children's Services.  
**For Information**  
(Pages 33 - 54)
12. **CLIMATE ACTION BRIEFING IMPLEMENTATION**  
Joint report of the Director of Innovation & Growth and the Director of the Built Environment.  
**For Information**  
(Pages 55 - 78)
13. **ELECTRIC VEHICLE CHARGING PLAN - INTERIM UPDATE**  
Report of the Director of the Built Environment.  
**For Information**  
(Pages 79 - 84)
14. **SEEKING A PUBLIC SPACE PROTECTION ORDER - LONDON MARATHON RELATED DISORDER**  
Report of the Head of Community Safety.  
**For Information**  
(Pages 85 - 94)
15. **UPDATE ON THE STREET TRADING AND ENFORCEMENT**  
The Assistant Director Public Protection to be heard.  
**For Information**
16. **CLEANSING CONTACTORS PERFORMANCE AT THE LORD MAYORS SHOW**  
Report of the Director of the Built Environment.  
**For Information**  
(Pages 95 - 100)
17. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
18. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
19. **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**

20. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on Tuesday, 24 September 2019.

**For Decision**  
(Pages 101 - 102)

21. **PORT HEALTH AND ENVIRONMENTAL SERVICES DEBTORS - PERIOD ENDING 30 SEPTEMBER 2019**

Joint report of the Director of the Built Environment, the Director of Markets and Consumer Protection and the Director of Open Spaces.

**For Information**  
(Pages 103 - 114)

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

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

## **PORT HEALTH & ENVIRONMENTAL SERVICES COMMITTEE**

**Tuesday, 24 September 2019**

**Minutes of the meeting of the Port Health & Environmental Services Committee held at the Guildhall EC2 at 11.30 am**

### **Present:**

### **Members:**

Jeremy Simons (Chairman)	Deputy Wendy Hyde
Deputy Keith Bottomley (Deputy Chairman)	Shravan Joshi
Deputy John Absalom	Vivienne Littlechild
Caroline Addy	Andrien Meyers
Peter Bennett	Deputy Joyce Nash
John Chapman	Henrika Priest
Mary Durcan	Deputy Richard Regan
Christopher Hill	Rehana Ameer
John Edwards	Alderman Sir Roger Gifford

### **Officers:**

Rofikul Islam	- Town Clerk's Department
Carl Locsin	- Town Clerk's Department
Carolyn Dwyer	- Department of the Built Environment
Paul Double	- Office of the Remembrancer
Jenny Pitcairn	- Chamberlain's Department
Paul Chadha	- Comptroller & City Solicitor's Department
Rachel Pye	- Department of Markets & Consumer Protections
Gavin Stedman	- Department of Markets & Consumer Protections
Jon Averbs	- Department of Markets & Consumer Protections
Ruth Calderwood	- Department Markets & Consumer Protections
Gary Burks	- Open Spaces Department
Paul Double	- Office of the Remembrancer
Richard Steel	- Department of the Built Environment
Thomas Parker	- Department of the Built Environment
Gerry Kiefer	- Open Spaces Department
Gary Burks	- Open Spaces Department

### **1. APOLOGIES**

Apologies were received from Adrian Bastow, Deputy Jamie Ingham Clark, John Chapman, Peter Dunphy, Mark Wheatly, Sophie Fernandes, Alderman Gregory Jones, Tijs Broeke and Tom Hoffman.

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

In respect to item 12 of the agenda, Deputy Joyce Nash declared that she is a resident of Defoe House, at the Barbican Estate.

3. **MINUTES**

**RESOLVED** – That the public minutes of the meeting held on 23 July 2019 be approved as a correct record.

**Matters Arising**

**Electrical Vehicle Charging**

Officers advised the Committee that the delivery dates for the new refuse vehicles had changed once again but there is an ongoing dialogue to ensure a smooth and timely delivery. The vehicles require a special approval, which is the cause behind the delay.

The Committee was assured that the City of London hopes to have the vehicles delivered by November 2019.

**Garden Waste Recycling**

The Middlesex Street's Garden Waste Recycling trial will start in the summer of 2020.

**Measurement and mitigation options for operational rail noise from London Underground affecting the Barbican Estate**

A detailed update will be provided at agenda item 12.

**Emissions Reduction Bill Update**

The City's Remembrancer informed the Committee the City of London's Emissions Reduction Bill will be presented to Parliament once the Houses reconvenes. Thereafter the Examiners of Petitions for Private Bills will advise Members of the House of Lords on the Bill.

The Committee was further advised that as soon as Parliament reconvenes, the Bill will go through a ballot process. At the start of each new parliamentary year, all backbench MPs are invited to enter a ballot. Ballot Bills take priority over other Private Members' Bills when time is allocated for debates and so have a better chance of becoming law.

4. **OUTSTANDING ACTIONS**

**Electrical Vehicle Charging**

A report is to be tabled to the Committee at its next meeting on November 2019.

**Water Refill Point**

A Member commented that a church from her ward had made an application for two water refill points, but had its application rejected, even though a charity had agreed to cover the costs of the refill points for the first two years in operation.

Officers informed the Member and the Committee that a number of factors were considered with the application when it was rejected, including level of use, feasibility

and the water connection to the mains. Additionally, Members were informed that the City of London's own guidelines state that maintenance fees for the full life cycle of the fountain, which is 20 years, should be met.

The Member in question asked the Department to reconsider the requirement for maintenance fees for 20 years. Officers were assured further dialogue with the stakeholders would take place.

The Chairman noted he had received a number of questions from Members about the possibility of bringing historic fountains and pumps back into use; he asked if this could be looked into.

### **Garden Waste**

An update to be provided to the Committee in November 2019.

#### **5. UPDATE ON THE IMPACT OF THE UK LEAVING THE EU (BREXIT) ON THE PORT HEALTH AND PUBLIC PROTECTION**

The Committee received the report of the Port Health & Public Protection Director on the update on the impact of the UK leaving the EU (Brexit) on Port Health & Public Protection.

Members were advised that appendices 2 and 3 will be discussed in the private session.

The UK is due to leave the European Union on 31 October 2019. Whilst negotiations continue within Government concerning the terms of the UK's departure, members were informed that Port Health & Public Protection will continue to check goods coming from third countries and is preparing itself as much as possible for Brexit.

Furthermore, the Committee was informed that Heathrow Animal Reception Centre has been very busy of late. The Port Health & Public Protection Department has received additional funding from the Food Standards Agency, which has allowed the City of London to recruit additional staff to assist with the preparedness for the Brexit.

**RESOLVED** – Members are asked to note the report.

#### **6. DEPARTMENT OF THE BUILT ENVIRONMENT - BREXIT UPDATE**

The Committee received the report of Director of the Built Environment.

**RESOLVED** – Note this report and that further update reports will be made to subsequent meetings of the Committee.

#### **7. MOOR LANE ULTRA LOW EMISSION VEHICLE ONLY PILOT (LOW EMISSION NEIGHBOURHOOD PROJECT)**

The Committee considered the report of Director of Markets and Consumer Protection on the Moor Lane Ultra Low Emission Vehicle only pilot (Low Emission Neighbourhood project).

The report sought the closure of the Moor Lane Ultra Low Emission Vehicle only pilot (Low Emission Neighbourhood project) and asked that remaining funds to be

reallocated to Beech Street. A Gateway 4/5 report for the Beech Street zero-emission street will be brought to the Committee in autumn 2019.

**RESOLVED** – Members agreed that;

1. The Moor Lane ULEV pilot project be closed and superseded by the Beech Street Transport and Public Realm Improvement project. UPI 10847;
2. Note the expenditure of £58,986.04. £19,000 was spent on the feasibility study, which will inform Beech Street; £490.04 on materials for the consultation, which is abortive. The remainder was spent on the Department of Built Environment Project Management costs, some of the work undertaken for this project by the Project Manager will inform Beech Street and
3. The remaining funding from the Mayor of London (£91,000) is reallocated to the Beech Street zero-emission project. This would be subject to committee approval of a Gateway 4/5 report, due Autumn 2019.

8. **REDUCTION AND RECYCLING PLAN**

The Committee considered the report of the Director of Built Environment on the Reduction and Recycling Plan.

There was a discussion around the City of London achieving its own ambitious recycling targets and the way it engages and educates the local community. Officers assured Members that the City is working towards achieving its target, despite the hurdles and difficulties it faces. One of the examples which was provided was that the City's Cleansing team have no direct contacts with residents in comparison to other London Boroughs, as nearly all of the City's collections are communal rather than door to door. Furthermore, within the City of London, 29 private companies collect business waste, over whom the City has no jurisdiction.

Officers agreed that the targets set are achievable, as the City of London continues to be on a par with some of the top-performing boroughs.

In terms of educating and empowering residents to recycle, the City's Cleansing team had sent educational materials to residents, which was received very positively and the team will seek to continue engaging with the residents in the future too.

**RESOLVED** – Members agreed to approve the Reduction and Recycling Plan.

9. **CITY AIRPORT MASTERPLAN 2020-35 CONSULTATION RESPONSE**

The Committee received the report of the Director of Built Environment on the City Airport Masterplan 2020-35 consultation response.

The report provided the Committee with the City of London's response to the draft City Airport Masterplan 2020-35.

**RESOLVED** – Members are asked to note the contents of the report.

10. **AIR QUALITY AT ST BARTHOLOMEW'S HOSPITAL**

The Committee received oral update from the City of London's Air Quality Manager on the Air Quality at St Bartholomew's Hospital.

In July 2019, Officers presented a report to the Committee providing an update on levels of air pollution at the St Bartholomew's Hospital site which was associated with a large energy centre. Following the City's intervention, Barts has made some modifications to the CCHP plant in May 2019 and since then lower levels of nitrogen dioxide have been measured in the courtyard and surrounding areas.

The data suggests the City's intervention has made a positive impact but it's difficult to tell how much at the moment as nitrogen dioxide levels in the City are seasonal and much lower levels are measured in summer than winter. In addition to that, Officers have also seeing a general drop in levels of nitrogen dioxide across the City as a whole following the introduction of the Mayor of London's ULEZ, together with an ongoing increase in electric vehicles in the Square Mile.

Additionally, Officers have met several Barts representatives on-site over the summer who are keen to resolve the problem. The City of London is working with Barts to get some hourly measurements of nitrogen dioxide, which will give a better picture of what is going on.

Representatives from Barts Health NHS Trust have been invited to the October Health and Social Care Scrutiny Committee.

**RESOLVED** – Members are asked to note the content of the oral update.

11. **AIR QUALITY ANNUAL STATUS REPORT**

The Committee received the report of the Director of Markets and Consumer Protection. As part of its statutory duties for London Local Air Quality Management, the City of London Corporation is required to produce an Annual Status Report.

Members were informed that overall, air quality is improving in the Square Mile.

**RESOLVED** – that the Committee note the content of the 2018 Air Quality Annual Status Report.

12. **UPDATE ON THE ISSUE OF OPERATIONAL RAIL NOISE FROM LONDON UNDERGROUND AFFECTING THE BARBICAN ESTATE**

The Committee received the report of the Director of Markets and Consumer Protection on the update on the issue of operational rail noise from London Underground affecting the Barbican Estate.

The Committee was informed that the Public Protection team is still waiting to hear from Duncan Weir, Head of Track at TfL. It was agreed that communication and engagement has improved. Positive steps have been taken with ballast track renewal, ballast packing and tamping and the Committee was further informed that a target date for the signalling upgrade has been confirmed for 2021 and subsequent to this the rail crossovers between Moorgate and Barbican will be removed as they will no longer be required.

However, additional longer-term noise and vibration monitoring has confirmed that Brandon Mews is still affected by noise from the points and crossings.

A Member mentioned that there have been further complaints from their constituents of increased noise levels in Brandon Mews and asked if the City explore with TfL a temporary speed restriction to deal with the problem.

The City of London will continue to work closely with TfL, monitoring the result of actions and reporting back to committee.

**RESOLVED** – that the Committee note the content of this report.

**13. MARKETS AND CONSUMER PROTECTION BUSINESS PLAN 2019/2020: PROGRESS REPORT (PERIOD 1)**

The Committee received the report of the Director of Markets and Consumer Protection on the Markets and Consumer Protection Business Plan 2019/2020: Progress Report (Period 1).

The Committee was informed that the Department of Markets and Consumer Protection's High-Level Business Plan 2019/20 sets out several top-level service delivery objectives which the department will work towards during the coming years.

Additionally, the Committee was informed that the Heathrow Animal Reception Centre had experienced its busiest July on record and had assisted with care of a serval animals which were seized from a residential home as the owner did not have Dangerous Wild Animals Licence.

The department's work around food hygiene standards continues to see improvements.

**RESOLVED** – that the Committee note the content of this report and its appendices.

**14. PORT HEALTH & PUBLIC PROTECTION RISKS**

The Committee received the report of the Director of Markets and Consumer Protection on the Port Health & Public Protection Risks.

The Committee was informed that the Department of Markets and Consumer Protection department has identified a number of departmental risks; of the risks, the most significant risks for the Committee to consider were the Air Quality and Brexit risks, which are both at an amber level.

In terms of the Brexit risk, the Committee was informed that staff are fully trained to deal with matters and are prepared.

**RESOLVED** – that the Committee notes the report and the actions taken in the Department of Markets and Consumer Protection to monitor and manage effectively risks arising from our operations.

15. **CEMETERY & CREMATORIUM BUSINESS PLAN PERFORMANCE AND RISK MANAGEMENT UPDATE PERIOD 1 (APRIL - JULY 2019)**

The Committee received the report of the Director of Open Spaces on the Period 1 (April – July 2019) Cemetery & Crematorium Business Plan Performance and Risk Management update.

**RESOLVED** – that the Committee notes the performance of and management of risk at the Cemetery and Crematorium during this reporting period.

16. **DEPARTMENT OF THE BUILT ENVIRONMENT (CLEANSING SERVICES) BUSINESS PLAN PROGRESS REPORT FOR PERIOD 1 (APRIL - JULY), 2019/20**

The Committee received the report of Director of the Built Environment on the Department of the Built Environment (Cleansing Services) Business Plan Progress Report for Period 1 (April - July), 2019/20.

The Committee was advised that with the changes of suppliers and providers the City of London continues to achieve its targets.

**RESOLVED** – that the Committee notes the content of this report and the appendices.

17. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - PERIODIC REPORT**

The Committee received the report of Director of the Built Environment on the Department of the Built Environment Risk Management– Periodic Report.

The Committee was informed that there was an issue with the Department's data, which had resulted in significant change in data handling underlying the reporting of the Department's Key Risk. The Department became aware that the Driver Check Completion Report (generated from City Learning) includes a large number of records related to individuals who were no longer either agency, contract staff or volunteers of City of London.

**RESOLVED** – that the Committee notes the report and the actions taken in the Department of the built environment to monitor and manage effectively risks arising from the department's operations.

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

A Member raised the issue of the streets and footways smelling of sewage due to problems in the sewers and drains system and suggested that the City power washes its street and footways.

The Committee was informed that the new contract does not have power washes included in its terms and conditions, but flash wash does takes place. Officer agreed to look into the matter in the hope to address the concern raised.

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

The Chairman announced that the City of London was awarded the European Parking Award, presented by the European Parking Association, which reaffirms the value of Emissions Based Parking Charges and its role in improving air quality. The award

demonstrates the City of London's continuous drive to create a cleaner and healthier environment.

The Chairman also took the opportunity to remind the Committee and extend his invitation to all the Members of the Committee to the 47<sup>th</sup> City of London Thames Fishery Research Experiment, which is taking place on Saturday 12 October 2019.

## **20. EXCLUSION OF THE PUBLIC**

**The meeting closed at 13.02**

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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.	19 September 2017	<b>Electric Vehicle Charging</b>	Director of Transportation and Public Realm	February 2020	<p>Work to install a charging hub at Baynard House is progressing in partnership with TfL. This is expected to be delivered by March 2020.</p> <p>An update report on the action plan for electric vehicle charging will come to committee in November 2019. The final action plan will be completed by March 2020.</p>
Page 9	16 July 2018	<b>Water Refill Points</b>	Director of Transportation and Public Realm	October 2019	<p>The programmed installation of water refill points currently has eight installed and operational and one in progress and on track, due to be delivered as part of a wider street scene improvement scheme completing in March 2020.</p> <p>There are a further seven refill points which are in progress but delayed. City of London officers and contractors have completed all necessary works at these sites to enable the required inspection and sign off by Thames Water as per our agreed schedule and new dates for these activities to be undertaken have not yet been provided by Thames Water. Officers have found Thames Water to be unhelpful and, at times, obstructive. Officers have escalated the issue of these delays to senior management at Thames Water but, as yet, without success.</p> <p>Further escalation of the Corporation's complaint is to be</p>

					<p>discussed with the Chief Officer of the Department of the Built Environment and the Chairman and Deputy Chairman of Port Health and Environmental Services Committee.</p> <p>Notwithstanding this issue, the remaining water refill units will be physically installed by the City's term contractor by the end of November without the presence of Thames Water staff. A suitable notice will be provided on the units informing the public that these units are not operational during the winter months.</p> <p>There is one further refill point for which an alternative location is being sought due to an unsuitable water supply.</p>
3. Page 10	27 November 2018	<b>Garden Waste Recycling</b>	Director of the Built Environment	May 2020	<p>The Garden waste trial will commence in March 2020 and run until November for residents of the Barbican There will be an article about the trial in Decembers Barbican life with further communications in the form of letters being sent to residents in January 2020.</p> <p>Residents will initially be asked to register their interest in participating, those residents who register an interest will receive a reusable bag to transport their garden waste to collections points on the estates. There will be a further Committee report outlining further details of the trial for Information at the March 2020 committee.</p>
4.	15 January 2019	<b>Measurement and mitigation options for operational rail noise from London Underground affecting the Barbican Estate</b>	Director of Markets and Consumer Protection	July 2019	<p>LUL have proposed a Temporary Speed Restriction trial to take place under Brandon Mews for the 8<sup>th</sup> November.</p> <p>The results of the trial will be disseminated once known.</p>

5.	8 November 2019	<b>Historic drinking fountains and pumps</b>	Joint responsibilities of the Director of Transportation and Public Realm and Head of Corporate Development Management (Heritage Estate)	March 2020	To investigate the possibilities of brining historic drinking fountains and pumps back into use.
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<b>Committee(s)</b> Port Health and Environmental Services Committee	<b>Date(s):</b> 26/11/2019
<b>Subject:</b> Update on the impact of the UK leaving the EU (Brexit) on Port Health & Public Protection	<b>Public</b>
<b>Report of:</b> Jon Avern, Director of Consumer Protection and Markets Operations	<b>For Information</b>
<b>Report author:</b> Gavin Stedman, Port Health & Public Protection Director	

## Summary

The UK is due to leave the European Union on 31 January 2020. Until Parliament agrees a deal (or not), the final outcome remains unknown in relation to the functions undertaken by the Port Health & Public Protection Division (PH&PP), particularly at the borders.

All appropriate actions have been taken to reduce the risks associated with Brexit from red to amber. This risk is unlikely to change until the Brexit position is clearer.

The Port Health Service has now received sufficient funding from the Food Standards Agency (FSA) to cover all its Brexit related expenditure until 31 March 2020. In addition, the Animal Health Service has generated sufficient income to cover all its Brexit preparations.

## Recommendation(s)

Members are asked to:

- Note the report.

## Main Report

### Background

1. Following the outcome of the referendum held in June 2016 in which the UK voted to leave the EU, on 29 March 2017 the UK triggered Article 50 of the Treaty of Lisbon. This gave formal notice of withdrawal from the EU, which was planned for the 31 October 2019. However, the date has been now pushed back until the 31 January 2020 unless the Withdrawal Agreement Bill has been enacted and parliament agrees an earlier exit date.

2. The other significant event is that a General Election has now been agreed for the 12th December 2019. This has meant that the Government entered in to the period known as purdah on the 7 November the effect of which is that, by convention, the Government will not announce anything “new” so no new contracts, big decisions or announcements can be made during this period. This also affects communications with Government agencies (Defra, FSA etc.) that PH&PP have worked closely with when preparing for Brexit.
3. This is the sixth report to your Committee on this issue and you have previously agreed six key principles that form the basis of the approach officers have been taking when representing the City Corporation in discussions with Government and its agencies. (Appendix 1: City Corporation - Six Key Brexit Principles)
4. Brexit is on the Departmental Risk Register and more recently has been classified as a Corporate Risk. The latter includes the ‘impact of Brexit on the movement of goods through the Port Health Authority/functions’. The Department have now taken all appropriate actions to reduce the risk associated with Brexit from red to amber. This risk is unlikely to change until the Brexit position is clearer.
5. The Port Health Service has now received sufficient funding from the FSA to cover all its Brexit related expenditure until 31 March 2020. The Animal Health Service has generated sufficient income to cover all its Brexit preparations.
6. In the last Parliament, the Remembrancer’s Office through Mark Field (the then MP for the City), tabled a series of written parliamentary questions to Ministers to enable a better understanding of the Government’s approach towards import controls in the event of no-deal, funding for ports, and the movements of pets in a no-deal scenario.
7. Since the UK voted to exit the EU PH&PP officers have and continue to engage closely with Government and its agencies as well as with other interested organisations.

## **Current Position**

### Withdrawal Agreement & Political Declaration

8. Boris Johnson's Government negotiated a new 'deal' with the European Union in October 2019, which is formed of a Political Declaration and a Withdrawal Agreement.
9. The main differences between Boris Johnson’s and Theresa May’s (November 2018) Withdrawal Agreement relates to the Protocol on Ireland/Northern Ireland. The new ‘deal’ will mean that the UK will no longer be in a single customs territory or union with the EU. In addition, the UK will no longer be legally bound to continue with level playing field commitments at the end of the transition period.

10. The revised Political Declaration on the future EU-UK relationship agreed in October 2019 changed the previous version agreed in November 2018 in several ways. Among the revisions in the new declaration, references to building on provisions in the November 2018 Withdrawal Agreement relating to the envisaged UK-EU single customs territory and the level playing field provisions that came with it (common standards in employment, environmental, state aid and competition policy) have been removed. These provisions are also no longer in the Withdrawal Agreement. References to close UK alignment with EU rules and to a trading relationship that is “as close as possible” are also removed.
11. The concern is that moving provisions from the Withdrawal Agreement to the Political Declaration, which is not binding, could bring about divergence between EU and UK legislation earlier, and a potential relaxation in standards. However, it is important to note that both the Withdrawal Agreement and Political Declaration could see another change depending on the outcome of the General Election

### Port Health

12. Currently food and feed imported into the UK from a third country is subject to Official Controls relevant to the risk that the food or feed represents; risk includes the type of product, country of origin, volume imported and previous history. These products must be imported through a Border Control Post, which is within the Customs Boundary. EU Products are not currently subject to Official Controls, but this may change depending on the outcome of the Brexit negotiations.
13. The ability for the UK to reach an agreement over its withdrawal from the EU is still uncertain. If an agreement can be reached, the impact on LPHA is likely to be minimal. However, we may still leave the EU with ‘no deal’ and the Port Health service is preparing for this. As part of the preparations we have carried out a Change Impact Assessment based on a 10%, 25% and 50% increase in work/drop in efficiency as new systems and processes settle in.
14. The Port Health service has been robust in its negotiations and has secured further funding (£116.5k) from the FSA to support its ‘no deal’ Brexit preparations in 19/20. The service has already received £146k for 2018/19 and £400k for 2019/20. The funding has been used to increase staff resource to meet future demands.
15. As the service operates on a cost recovery basis, it is important that it secures appropriate funding for 2020/21 to ensure that it does not pick up any staffing legacy costs, as it is uncertain whether trade will be displaced post Brexit to LPHA ports from other UK ports that do not have the capacity or facilities to undertake official control on high risk food and feed.

## Animal Health

16. The issues with live animal imports are not as serious as those over imported food and feed, however the key concerns, which have been raised previously at this Committee include:
  - a. The Pet Travel Scheme
  - b. Companies displaced from the UK to the EU
  - c. The Convention of the International Trade in Endangered Species (CITES)
  - d. Transit animals
  - e. Increased Customs clearance times
17. As it is still unclear as to whether there will be an increase or decrease in resources required at HARC, a number of fixed term contract employees have been recruited and depending on the outcome, their contracts could be terminated or extended. In the shorter term, an increase in throughput is anticipated post Brexit.

## **Corporate & Strategic Implications**

18. The actions taken to date and the above proposals are in accordance with previous decisions taken by your Committee, the PH&PP Business Plan, the Departmental/Corporate Risk Registers.
19. 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**

20. Sufficient funding has been received from Government departments to cover the costs of additional staffing and undertaking a range of functions to support Imported Food and Feed Controls at the borders. The Department will continue to identify and make a case for further funding to support Brexit related work.

## **Conclusion**

21. Officers continue to represent the interests of your Committee to protect City Corporation interests in relation to the implications of Brexit. Plans and preparations have been made to cover a no deal scenario.

## **Appendices**

- Appendix 1: City Corporation - Six Key Brexit Principles

## **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 Port Health & Environmental Services Committee, 6 March 2018.
- Update on the impact of the UK leaving the EU (Brexit) on Port Health & Public Protection – report to Port Health & Environmental Services Committee, 16 July 2018.
- Update on the impact of the UK leaving the EU (Brexit) on Port Health & Public Protection – report to Port Health & Environmental Services Committee, 27 November 2018.
- Update on the impact of the UK leaving the EU (Brexit) on Port Health & Public Protection – report to Port Health & Environmental Services Committee, 24 September 2019.

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## Appendix 1: City Corporation - Six Key Brexit Principles

The City Corporation has agreed and is promoting the following principles in relation to biosecurity and Brexit:

- 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.
- 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.
- 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.
- 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.
- 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.
- To control public health and animal health risks effectively, and to prevent the potential spread of zoonosis, monitoring, checks and controls on high risk food, feed and animals should be undertaken at first point of entry into the UK, i.e. at its borders.

<b>Committee(s)</b>	<b>Dated:</b>
Port Health & Environmental Services Committee – For information	26 November 2019
<b>Subject:</b> Department of the Built Environment: 'Brexit' Update	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Richard Steele, DBE	

## Summary

This short report updates Members on the potential implications of Brexit for the Department of the Built Environment.

The report notes that risks are also being considered corporately and focusses on those issues which have a particular relevance for the Department. A key consideration is to ensure that the plans, strategies, projects and services being delivered by the Department can still be delivered during and after Brexit. The Department's role in 'shaping' the future City will remain important to ensure that it remains a 'vibrant and thriving City, supporting a diverse and sustainable London within a globally-successful UK', as set out in the Corporate Plan.

## Recommendation(s)

Members are recommended to:

- Note this report and that further update reports will be made to subsequent meetings of the Committee.

## Main Report

### Background

1. The UK Government's commitment to the withdrawal of the UK from the EU will have wide ranging implications for the country, the City, the City Corporation and the Department of the Built Environment. It will create opportunities to be seized and risks to be mitigated. The opportunities and risks will depend on the detailed withdrawal arrangements which are yet to be agreed. Meanwhile a priority is to ensure that foreseeable risks have been mitigated where practical and that the service remains resilient in uncertain times.

## **Risks**

2. Risks which apply to all parts of the organisation are being addressed corporately, but these will still need to be mitigated to some extent at departmental level to ensure that the Department remains in a position to implement its business plan. Examples include the potential short-term and longer-term impacts on supply chains, staff retention, income streams and the demand for services. Such risks could affect delivery of the Department's projects and services if they were to constrain availability of staff and materials. They could also affect the Department's income streams and the demand for its services if Brexit were to lead to significant changes in behaviour. These risks affect all departments and the Director of the Built Environment represents the Department at the corporate working group.
3. Brexit will have short-term and long-term effects on economic and employment growth, in the City and elsewhere, depending on the detailed arrangements to be agreed. Whatever those arrangements, London's strong underlying strengths as a global business centre will remain, meaning it is necessary to plan for sustainable long-term growth.

## **Conclusion**

4. At this stage the Department considers that it will be able to deliver its services and implement its business plan during and after Brexit. However the uncertain wider situation means that further updates will continue to be provided by the Director in spoken or written form to subsequent committee meetings as appropriate.

## **Richard Steele**

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<b>Committee(s)</b>	<b>Dated:</b>
Port Health and Environmental Services Committee	26 November 2019
<b>Subject:</b> 49 <sup>th</sup> City of London Thames Fishery Research Experiment	<b>Public</b>
<b>Report of:</b> Director of Markets and Consumer Protection	<b>For Decision</b>
<b>Report author:</b> Gavin Stedman, Port Health & Public Protection Director	

## Summary

The purpose of this report is to inform your Committee of the outcome of the 47<sup>th</sup> City of London Thames Fishery Research Experiment which took place on Saturday 12 October 2019 along the foreshore of the River Thames, downriver from the Port Health Lower Thames Office in Denton, Gravesend.

## Recommendation(s)

Members are asked to:

- Note the content of this report;
- Review and approve the grant of £5,460 from City's Cash to partially fund the 2020 event;
- Approve the 48<sup>th</sup> City of London Thames Fishery Research Experiment to take place in 2020 (date to be confirmed).

## Main Report

### Background

1. The Thames Fishery Research Experiment, which was first held in 1973, is an annual angling event held along the foreshore of the River Thames, one and a half miles downriver from the Port Health River Divisional Office in Denton, Gravesend.
2. Your Committee has a long association with this event which is organised in collaboration with the Thames Angling Preservation Society and the Environment Agency. Financial contributions were received this year from The Fishmongers' Company; the Port of London Authority (PLA) which supports the Schools' Trophy; Thames Water; and DP World Ltd. The Water Conservators' Company again donated a prize for the Biodiversity Award.
3. The objective of the Experiment is to establish the environmental condition of the Thames through the number and size of fish species in evidence. Judging is based on the greatest variety of fish caught and a scoring system which rates fish according to scarcity and significance in the context of a cleaner river.

4. The Experiment encourages sustainability and conservation through the rules of the competition which require young and undersize fish to be returned immediately to the river once recorded.
5. The results of the Experiment provide valuable data to the Environment Agency, Thames Angling Preservation Society and members of the river community. It has the unique advantage of linking the recreational angling sector with conservation and scientific study. The event also encourages young people to take part in angling and develop an awareness and interest in the environmental condition of our rivers.

### **Current Position**

6. On Saturday 12 October 2019, 64 adult anglers representing eight teams competed for the Lady Howard Trophy which was awarded to the team with the highest score. Additionally, school teams consisting of pupils from the City of London School for Girls and Gravesend Grammar School competed for the PLA-sponsored Schools' Trophy. Details of all the competing teams are shown in the summary of results provided in the Appendix to this report.
7. Prizes were also awarded for the largest/best fish and the best individual catch by an adult and by a member of a school team. In addition, the angler with the overall catch judged to most demonstrate the continuing health and improvement of the River Thames was presented with the Biodiversity Award, which is sponsored by the Worshipful Company of Water Conservators.
8. Fishing took place between 09:00 and 13:00 and was followed by judging of the largest/best fish by the Thames Angling Preservation Society and The Fishmongers' Company. Competitors and guests then gathered in a marquee for lunch and the presentation of awards by esteemed guests. Commemorative badges were presented to all newcomers by your Chairman.
9. The event was attended by:
  - Alderman Sir Andrew Parmley
  - Alderman and Sheriff Professor Michael Mainelli
  - Sheriff Christopher Hayward
  - Chairman of Policy and Resources Committee, Deputy Catherine McGuinness
  - Sir David and Lady Valerie Howard
  - The Mayor and Mayoress of Gravesham, Cllr Gurdip Ram Bungar and Mrs Nanjo Kaur Bungar
  - Mr Mark Lane, Master of the Worshipful Company of Water Conservators
  - Members of the Port Health and Environmental Services Committee

## Results

10. 375 fish of 7 species were caught this year, 320 more than the previous year's total of 55 fish. The number of species represented in the catch was also higher than last year's 6 species.
11. Details of the fish caught were recorded by stewards and points were awarded based on the recognised scoring system.

Number Caught	Species	Minimum Size		Maximum Size	
		cm	inches	cm	inches
187	Whiting	11	4.3	36	14.2
128	Pouting	12	4.7	33	13.0
35	Flounder	12	4.7	34	13.4
8	Eel	16	6.3	43	16.9
6	Bass	20	7.9	32	12.6
6	Sole	12	4.7	34	13.4
5	Crab	3	1.2	11	4.3

## Feedback from stakeholders

12. Representatives of the Institute of Fisheries Management and the recreational angling community have provided feedback on the Thames Fishery Research Experiment and its results. They acknowledge its importance in terms of providing valuable information about the environmental condition of the River Thames and in supporting river users.

### The Institute of Fisheries Management

13. In 1992, the Environment Agency devised the modern Thames estuary fish survey programme, which became the national role model to meet the requirements of the Water Framework Directive. Historic data sets are invaluable in the context of understanding how fish ecology functions in highly dynamic places such as estuaries.
14. Before that work began, the only historic data sets that existed in the Thames were from power station intakes, most now closed. The Thames Fishery Research Experiment, with its long and consistent history back to 1973, stood out as a best practice example.
15. The Institute promotes and encourages more sustainable fisheries management. This has to be based upon a sound evidence base. Estuaries are some of the most productive ecosystems on the planet, supporting major marine fish nursery grounds as well as acting as vital migration corridors for a broad range of life stages and species. However, they are also highly dynamic, with most fish moving continuously in response to rapidly changing flows, salinity, temperature and their own seasonal rhythms. Long term data sets are

vital to our growing understanding. The Thames Fishery Research Experiment remains a best practice example for others to follow.

### **The recreational angling community**

16. A well selected tide and no significant rain during the fishing times meant the experiment ran smoothly. Anglers were able to reach the water with a relatively short cast for the duration and the Environment Agency team greatly assisted by marking the fishing zones to allow plenty of space.
17. The dominant species was again Whiting but less so compared to previous years. Good numbers of Pouting between 17cm and 19cm were landed, measured and returned. These made up over one third of the total catch of 375 fish: a good sign from a species that has been low in numbers for some time. With the changeover from Summer to Winter species well underway, it was good to see Bass, Eels and Sole included in the seven species landed during the event.
18. There have been a few surprises thrown up by the river and across the estuary over the last 12 months. Apart from the well-publicised visits from Beluga and Pilot Whales, Anchovies were reported by anglers as a by-catch. A few Ballan Wrasse were reported from Southend Pier and we are now seeing Juvenile Squid, so tiny they must be spawning in the river.
19. There are a few sizable Plaice around and further out in the estuary, large female Tope to 60lb have been landed, tagged and released. Vast beds of King Ragworm have colonised the mud flats opposite Southchurch, something not seen since the 1980's.
20. The team from the City of London School for Girls team delivered a second consecutive win landing 19 fish and demonstrating how much they have learned from their volunteer coaches, year on year. Young people are key to the future of, not just angling, but also educating us as to the health of this great river. Some of the angling teams have offered to help coach and provide bait/tackle to an additional school team should a future opportunity arise.
21. Our policy of catching fish, improving handling skills, temporarily keeping them in a bucket and returning them gently to the water is paying off. Whiting, in particular, are a fragile fish. However, there has been a clear reduction in mortality rate since this policy was introduced and this gives a much improved perception of using angling as a method of recording fish life.

### **Financial summary**

22. Funding was provided through a grant of £5,460 from City's Cash, together with contributions of £750 from The Fishmongers' company; £225 from the Port of London Authority; £500 from Thames Water; and £350 from DP World Ltd.
23. The total cost of this year's event was £9,305 and the projected cost to my local risk budget is therefore £2,020. The cost this year was £1,169 less than in 2018;

this was largely due to additional expenditure in 2018 to replenish our stock of commemorative badges. These figures do not include staff costs or use of in-house resources.

## **Proposals**

24. The March 2016 Policy and Resources Committee agreed the transfer of funding commitments from Finance Grants Sub Committee to the relevant Committees for ongoing administration.
25. As a result of this transfer, your Committee is required to review and approve the annual grant from City's Cash (which will be £5,460 in 2020/21) to deliver the Thames Fishery Research Experiment.
26. I recommend that your Committee approves the continuation of funding from City's Cash towards this event, which provides valuable scientific information and supports the angling community, so that the 48<sup>th</sup> City of London Thames Fishery Research Experiment may take place in 2020 (date to be confirmed).

## **Corporate & Strategic Implications**

27. The City of London Thames Fishery Research Experiment encourages sustainability and conservation through the rules of the competition which require young and undersize fish to be returned immediately to the river once recorded. Eels are not permitted to be taken away from the riverside due to the low numbers in the Thames and, in accordance with Marine Management Organisation rules, each angler may retain only one bass.
28. The continued support of your Committee has demonstrated the City's commitment to supporting communities.

## **Conclusion**

29. The 2019 City of London Thames Fishery Research Experiment was a successful event which was well supported and received by Members and guests. It again provided valuable data and information to associated organisations and the recreational angling community.

## **Appendices**

- Appendix – Summary of Results

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## 47<sup>th</sup> City of London Thames Fishery Research Experiment Summary of Results

### Lady Howard Trophy

Place	Team	Fish Caught	Points
1	Essex County Angling Team	75	385
2	Kent Angling Team	67	355
3	Public Services Angling Team	52	310
4	Charles Stanley Angling Team	48	255
5	PLA Angling Team	37	235
6	Thamesiders Angling Team	32	160
7	City of London Invitation Angling Team	26	135
8	Port Health & Environmental Services Committee Team	9	33

### School's Trophy

Place	Team	Fish Caught	Points
1	City of London School for Girls	19	105
2	Gravesend Grammar School	10	47

### Adult Individual Competition

Place	Team	Fish Caught	Points
1	Essex County Angling Team	27	145
2	Kent Angling Team	17	95
3	Public Services Angling Team	18	90

### Student Individual Competition

Place	Team	Fish Caught	Points
1	City of London School for Girls	14	75
2	Gravesend Grammar School	6	27
3	City of London School for Girls	2	15

### Biodiversity Award

The catch, which in the judges' opinion, best demonstrated the continuing health and improvement of the River Thames was awarded to a member of the PLA Angling Team (3 Flounder, 3 Pouting, 2 Whiting, 1 Bass, 1 Sole and 1 Eel).

### The Fishmongers' Cup

The best single fish was judged to have been a 34cm Flounder caught by a member of the Kent Angling Team.

<b>Committee(s):</b> Port Health and Environmental Services Committee – For Decision	<b>Date(s):</b> 26 <sup>th</sup> November 2019
<b>Subject:</b> The Walbrook Wharf offices 78 – 83 Upper Thames Street – 4 <sup>th</sup> & 5 <sup>th</sup> floors to be declared surplus.	<b>Public</b>
<b>Report of:</b> Jon Avern, Director of Markets and Consumer Protection.	<b>For Decision</b>
<b>Report author:</b> Rachel Pye, Assistant Director Public Protection	

## Summary

The purpose of this report is to advise the Port Health and Environmental Services committee that Markets & Consumer Protection (M&CP) will be vacating the 4<sup>th</sup> & 5<sup>th</sup> floors of Walbrook Wharf, 78 – 83 Upper Thames Street, EC4R 3TD by February 2020 and to seek Committee authority to declare the 4<sup>th</sup> & 5<sup>th</sup> floors surplus to M&CP's operational requirements to take effect from the date of vacation.

This is subject to all the necessary alternative facilities being provided and refurbishment and associated works being completed at Guildhall and the Central Criminal Courts.

## Recommendation(s)

Port Health & Environmental Services Committee Members are asked to:

- Declare that the 4<sup>th</sup> & 5<sup>th</sup> floor offices at Walbrook Wharf, Upper Thames Street will be surplus to operational requirements when M&CP staff have vacated these floors to take effect from the date of vacation. This is subject to all the necessary alternative facilities being provided and refurbishment and associated works being completed at Guildhall and the Central Criminal Courts.

## Main Report

### Background

1. The Walbrook Wharf Asset Management Plan and Walbrook Wharf Medium Term Strategy objectives are to achieve vacant possession of the Upper Thames Street offices to allow for lettings to third parties for income generation. These objectives are further supported by the Corporate Asset Management Strategy 2017/2018 objectives of reducing operational asset running costs and creating added value revenue opportunities.

2. On 1 November 2018, Corporate Asset Sub Committee (CASC) approved the terms of a proposed letting of the 2nd – 5th floors for a lease expiring in March 2027.
3. On 5<sup>th</sup> March 2019, the PH&ES Committee approved the request to declare the 3<sup>rd</sup> floor surplus. In the same report this Committee were advised that a further report would be submitted in due course with a request to declare the 4<sup>th</sup> & 5<sup>th</sup> floors surplus to requirements to allow the proposed letting arrangements to be completed.

## **Current Position**

4. The Gateway 5, Authority to Start Work report titled 'Accommodation and Ways of Working (AWOW) vacation of Walbrook Wharf Project' has been approved by Corporate Asset Sub Committee, Projects Sub, Priorities Board, Finance Committee, Policy and Resources Committee and The Court of Common Council.
5. The project description is the 'Relocation of remaining 54 staff from 4th and 5th floors of Walbrook Wharf to Guildhall North Wing to allow the former to be leased to a tenant. To accommodate the move, the existing Guildhall North Wing layout on the basement, 3rd and 4th floors will be reconfigured and refreshed to meet the needs of the staff alongside the refurbishment of three rooms at the Central Criminal Courts to provide a new Coroners Court and offices.'
6. The AWOW project has been approved and is in progress. The anticipated date when M&CP staff will be moved from Walbrook Wharf to the Guildhall is February 2020.

## **Conclusion**

The M&CP staff occupying the 4<sup>th</sup> & 5<sup>th</sup> floor offices at Walbrook Wharf will move to the Guildhall and the Central Criminal Court as part of the AWOW Gateway 5 project, therefore the floors can be declared surplus to the Port Health and Environmental Services Committee operational requirements and will take effect when the M&CP staff have vacated these floors. This is subject to all the necessary alternative facilities being provided and refurbishment and associated works being completed at Guildhall and the Central Criminal Courts.

## **Appendices**

None

## **Background Papers**

None

## **Contact**

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<b>Committee:</b> Port Health and Environmental Services – For information	<b>Date:</b> 26 11 2019
<b>Subject:</b> Update on Cleansing and Waste Electric Vehicles	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Jim Graham, Assistant Director Cleansing	

## Summary

This report updates your Committee on the delivery of vehicles for the new Waste Collection, Street Cleansing and Ancillary Services contract. It advises the reasons received from Veolia for the delays to some of the new production electric vehicles and provides revised expected delivery dates. It also provides an update on the installation of sufficient electrical charging facilities at the Walbrook Wharf Depot.

## Recommendation

Members are asked to:

- Note the report.

## Main Report

## Background

1. The new Waste Collection, Street Cleansing and Ancillary Services contract was awarded to Veolia Environment Services in November 2018 and commenced on the 06 April 2019. Veolia's bid proposed the introduction of 39 new vehicles (comprising of 15 electric, 14 hybrid electric, and 10 low emission) including the provision of the UK's first fully electric 18 tonne refuse collection vehicles to be used on domestic waste services. A full list of these electric, hybrid electric, and low emission vehicles is shown at Appendix 1.
2. Due to the waiting times for electric vehicles from ordering to delivery, and the fact that some of these vehicles are the first production of their type, several of the vehicles were not due to be in operation at the start of the contract. The City Corporation was provided a schedule of when these vehicles were likely to be available for use over the first year of the contract, with interim low emission vehicles being hired in by Veolia to cover until delivery of the new fleet.
3. During the procurement process of the new contract concerns were identified regarding the adequacy of the power supply to provide sufficient charging capability. To adequately charge the proposed new fleet it was likely to be necessary for UKPN to provide a new substation. The City Surveyor initiated a new corporate project to establish and deliver what would be necessary to meet the power requirements of the fleet.

## **Current Position**

4. The charging infrastructure (alongside the power management system to ensure that charging demand does not exceed available supply) was installed and signed off by City Surveyors in September 2019. New charging points have been installed and are being used to charge vehicles. Additional points will be commissioned as and when the vehicles are delivered to site.
5. The 7.5 tonne Tipper Vehicle, 3.5T Small Electric Cage Vehicles, delivery and Flat Bed Vans, along with the Pedestrian Sweeper were delivered and operational from the start of the contract in April 2019.
6. The four Boschung Small Mechanical Electric Sweepers were received in August. The Mitsubishi Gritter Vehicles arrived in September in time for the start of the Winter Maintenance season.
7. The Electra Refuse Collection Vehicles were initially scheduled to be delivered in August 2019. However, the delivery schedule has slipped, and officers understand from Veolia that this was caused by a delay in the delivery to Electra of various components due to high industry demand. The vehicles are currently being built and will require Individual Vehicle Approval (IVA) from the Driver and Vehicle Licensing Authority. This process has added to the delay in delivery as these are the first production vehicle of their kind. Officers have expressed their disappointment at this delay and Veolia have assured the City Corporation that the first vehicle should be received from December 2019, with the remainder to follow at the start of 2020. Veolia's UK Fleet Director is corresponding with Electra directly to ensure this revised timetable is achieved.
8. The Johnston Large Mechanical Electric Sweepers were also scheduled for delivery in August 2019. These vehicles have been built but are also experiencing delays with the IVA process due to an issue regarding performance of the braking system. Veolia are unable to provide officers with a revised delivery date but will provide an update following remedial work to counter the issues faced.
9. Similar issues are faced by the Electric Gully Machine, in part as this is built on the same chassis as the Johnston Sweepers. The supplier is currently undertaking full IVA of the vehicle and this is due to be completed by the end of November 2019. Veolia have advised that this vehicle should be delivered in January 2020. The Carriageway Washer from the same supplier is still on track to be delivered in January 2020 as originally planned.

## **Corporate & Strategic Implications**

10. The introduction of this fleet is a key element of assisting in the City Corporation's air quality goals, as part of outcome 11 of the Corporate Plan.  
We have clean air, land and water and a thriving and sustainable natural environment:
  - a. Provide a clean environment and drive down the negative effects of our own activities.

- c. Provide environmental stewardship and advocacy, in use of resources, emissions, conservation, greening, biodiversity and access to nature.

11. The interim vehicles that have been hired by Veolia in order to provide the service until the new vehicles arrive are all Ultra Low Emission Zone compliant and therefore the effect on air quality is minimal as possible.

## **Implications**

12. There are no cost implications to the City Corporation by the delay in the vehicles and there are no implications for the service provision. Despite the delays the delivery by January 2020 will mean this is still the UK's first fully electric Refuse Collection Fleet providing the City Corporation with an excellent opportunity to publicise its efforts in leading by example in this area.

## **Conclusion**

13. The delay in the delivery of some of the electric fleet is being closely monitored by officers who are ensuring that Veolia are making all efforts to obtain the earliest delivery dates possible. The current revised schedule should see the entire fleet in operation by the end of January. Officers will provide a further update should this look likely to change.

## **Appendices**

- Appendix 1 – List of vehicles

## **Background Papers**

[Provide details of previous reports to Committee on this subject]

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<b>Vehicle</b>	<b>Manufacturer</b>	<b>Power Unit</b>	<b>Delivery Date</b>
Refuse Collection Vehicle 18T	Electra	Electric	December 2019
Refuse Collection Vehicle 18T	Electra	Electric	January 2020
Refuse Collection Vehicle 18T	Electra	Electric	January 2020
Refuse Collection Vehicle 18T	Electra	Electric	January 2020
Refuse Collection Vehicle 18T	Electra	Electric	January 2020
Refuse Collection Vehicle 18T	Electra	Electric	January 2020
Refuse Collection Vehicle 18T	Electra	Electric	January 2020
Gully Tanker 18T	Whale	Electric	January 2020
Large Mechanical Sweeper 18T	Johnston	Electric	TBC
Large Mechanical Sweeper 18T	Jonhston	Electric	TBC
Pedestrian Sweeper	Trafalgar	Electric	April 2019
Small Mechanical Sweeper 3.5T	Boschung	Electric	August 2019
Small Mechanical Sweeper 3.5T	Boschung	Electric	August 2019
Small Mechanical Sweeper 3.5T	Boschung	Electric	August 2019
Small Mechanical Sweeper3.5T	Boschung	Electric	August 2019
Cage Tipper Vehicle 7.5T	Mitsubishi	Hybrid	April 2019
Cage Tipper Vehicle 7.5T	Mitsubishi	Hybrid	April 2019
Cage Tipper Vehicle 7.5T	Mitsubishi	Hybrid	April 2019
Cage Tipper Vehicle 7.5T	Mitsubishi	Hybrid	April 2019
Cage Tipper Vehicle 7.5T	Mitsubishi	Hybrid	April 2019
Cage Tipper Vehicle 7.5T	Mitsubishi	Hybrid	April 2019
Cage Tipper Vehicle 7.5T	Mitsubishi	Hybrid	April 2019
Cage Tipper Vehicle 7.5T	Mitsubishi	Hybrid	April 2019
Delivery Van 7.5T	Mitsubishi	Hybrid	April 2019
Flat Bed Van 7.5T	Mitsubishi	Hybrid	April 2019
Small Electric Cage Vehicle 3.5T	Goupil	Electric	April 2019
Small Electric Cage Vehicle 3.5T	Goupil	Electric	April 2019
Small Electric Cage Vehicle 3.5T	Goupil	Electric	April 2019
Small Electric Cage Vehicle3.5T	Goupil	Electric	April 2019
Gritter Vehicle 7.5T	Mitsubishi	Low Emission	September 2019
Gritter Vehicle 7.5T	Mitsubishi	Low Emission	September 2019
Gritter Vehicle 7.5T	Mitsubishi	Low Emission	September 2019
Gritter Vehicle 7.5T	Mitsubishi	Low Emission	September 2019
Light Goods Van (Mobile Fitter)	Renault	Low Emission	April 2019
Clinical Collection Van	Ford	Low Emission	April 2019
Scrubber Dryer	Euromec	Low Emission	April 2019
Flushing Vehicle	Schmidt	Low Emission	April 2019
Hot Power Washing Vehicle	Mitsubishi	Low Emission	April 2019
Carriageway Washer	Whale	Low Emission	January 2020

<b>Committee:</b>  Health and Wellbeing Board – For Information (Update report)  Port Health & Environmental Services Committee – For Information	<b>Date:</b>  22 November 2019  26 November 2019
<b>Subject:</b> Annual progress review – Local Government Declaration on Sugar Reduction and Healthier Food	<b>Public</b>
<b>Report of:</b> Andrew Carter, Director of Community & Children’s Services, DCCS	<b>For Information</b>
<b>Report author:</b> Xenia Koumi, Public Health Specialist, DCCS	

## Summary

This report provides an annual progress review of the City of London Corporation’s pledges within the Declaration on Sugar Reduction and Healthier Food.

## Recommendation

Members are asked to:

- Note the report.
- Support ongoing efforts to ensure the Square Mile is an environment that is conducive to healthier choices.

## Main Report

### Background

1. In October 2018 the City of London Corporation signed the Local Government Declaration on Sugar Reduction and Healthier Food, following approval of the pledges by Summit Group.
2. In doing so, it committed to pledges against six key action areas, all aimed at ensuring that healthier food and drink choices are more available and accessible in the City of London, for its residents, workers, learners and visitors. The action areas and pledges can be found in Appendix 1.
3. This recognises the important role that the built environment plays in decision-making by individuals about the food and drink they consumer and how “obesogenic” environments have a significant influence on overweight and obesity among populations. This work is being conducted within the context of London-wide and national efforts to tackle the obesity epidemic currently being

experienced among adults and children in the UK, as outlined in the Mayor of London's Food Strategy and the Government's Green Paper on Prevention, for example.

4. The growing focus on behavioural science within Public Health to help inform and shape policies and initiatives, looks at how local government and its partners can “nudge” individuals towards making choices or adopting behaviours that have a positive influence on their health and wellbeing. Nudging individuals, through changing the default, incentivising and enhancing healthier options, can be more effective and viewed in a more positive manner than restricting choice and imposing restrictions.
5. The actions bring together and recognise efforts being made by departments and teams across the City Corporation, including Public Health, Environmental Health, Planning, Built Environment and Culture and Visitor Development, among others. This partnership approach aims to create a healthier environment in the City for its residents, workers, learners, rough sleepers and visitors, ensuring that “Health in All Policies” is business as usual for the City Corporation.

### **Current Position**

6. Since the Declaration was signed in October 2018, nine of the 11 actions are either marked as Green (in progress) or completed. The detailed action plan can be found in Appendix 2.
7. Key achievements include the introduction and roll-out of the Healthier Catering Commitment in October 2019, led by the Environmental Health team in Markets and Consumer Protection, and the introduction of key performance indicators (KPIs) specifically relating to healthier catering in the City Corporation's corporate catering contract, covering staff and public sites, as well as schools.
8. Additional actions have also been taken, including supporting St Bartholomew's Hospital with its on-site food and drink offer and conducting a review of the accessibility of healthy food in the Portsoken area. Through 2019/20, work will continue against each of the pledges to help to build on and maintain efforts to make healthier options easier and more accessible to the City's different populations and corporate sponsorship guidance is currently in development to support this.
9. The City Corporation's progress in this area has also been recognised in Sustain's “[Good Food for London](#)” league table for 2019. The City Corporation has made significant strides and now ranks 14<sup>th</sup> out of all London local authorities, where in 2017 and 2018 it ranked 22<sup>nd</sup>. This is despite Sustain noting that the City Corporation is a smaller local government area, with a unique infrastructure that can mean it “faces less opportunity to take action on good food”.

## **Proposals**

10. Members are asked to note the report and to support ongoing efforts to ensure the Square Mile is an environment that is conducive to healthier choices.

## **Corporate & Strategic Implications**

11. Prevention of overweight and obesity is a focus of the City Corporation's Joint Health and Wellbeing Strategy and also supports the Department of Community and Children's Services' Business Plan, which lists as a priority that "people of all ages enjoy good health and wellbeing".
12. The Declaration is supportive of the aims and outcomes set out in the Corporate Plan 2018-23, helping to 'contribute to a flourish society' by directly supporting the achievement of 'Outcome 2 – People enjoy good health and wellbeing'.
13. It also directly supports the City Corporation's Responsible Business Strategy, specifically Priority 1: "People's wellbeing" within Outcome 1: "Individuals and communities flourish". It also demonstrates how the City Corporation can embed responsible business practices into its works by using its convening power, 'to highlight and advocate for responsible practices across its networks and partnerships'.
14. Health features as a key area within the new Local Plan (City Plan 2036) currently in development.

## **Implications**

15. There are no associated implications.

## **Conclusion**

16. Good progress is being made against the actions committed to by the City of London Corporation against its Declaration on Sugar Reduction and Healthier Food and opportunities to expand these efforts are being sought.

## **Appendices**

- Appendix 1 – The City of London Corporation's pledges against the Local Government Declaration on Sugar Reduction and Healthier Food
- Appendix 2 - Healthy Eating and Sugar Reduction Action Plan, 2018-19 – October 2019 update

## **Background Papers**

The Local Government Declaration on Sugar Reduction and Healthier Food, 6 March 2018 (For Decision, Approved)

**Xenia Koumi**

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<b>ACTION AREA 1: Tackle advertising and sponsorship</b>						
<b>Action no.</b>	<b>Pledge</b>	<b>Action(s)</b>	<b>Dept/ teams responsible</b>	<b>Details</b>	<b>Deadline</b>	<b>RAG status</b>
1.1	Develop corporate sponsorship guidance to minimise local promotion of HFSS (high fat, salt and sugar) food and drink	Develop corporate sponsorship guidance	PH/ HWAG/ Chamberlain's	The guidance aims to bring about a coordinated approach within the CoL, regarding partnerships and lower-level contracts (those determined at a local level, rather than by Chamberlain's), establishing a ToR for officers and internal spend committees. It also offers an opportunity to share knowledge about corporate strategic objectives relating to healthy eating and the promotion of healthy behaviours. The guidance is in draft form and going through the approval process.	Oct-19	Green

<b>ACTION AREA 2: Improve the food controlled or influenced by the council and support the public and voluntary sectors to improve their food offer</b>						
<b>Action no.</b>	<b>Pledge</b>	<b>Action(s)</b>	<b>Dept/ teams responsible</b>	<b>Details</b>	<b>Deadline</b>	<b>RAG status</b>
2.1	Monitor the implementation of "Food for Life" in the new corporate catering contract	Annual/ biannual update (as relevant) against relevant KPIs in the contract(s)	PH/ Responsible Procurement/ individual site managers	<p>There are specific KPIs relating to the implementation of the FfL standard (different levels) within the corporate catering contract. The different sites covered are:</p> <ul style="list-style-type: none"> <li>- Mansion House and CCC/ Old Bailey (CH&amp;Co) <ul style="list-style-type: none"> <li>• Update: This includes (but is not limited to): replacing soft drinks at MH receptions with sugar-, sweetener-, and calorie-free alternatives; highlighting healthy options within MH dinner menus and including healthy options within the breakfast menu; introducing an under-300 and under-400 calories range in all restaurants at the CCC and introducing a "Meat-free Monday" once a month</li> </ul> </li> <li>- The Gild, GSMD, Barbican and CoLP (BaxterStorey)</li> </ul>	Oct-19	Green (ongoing)

				<ul style="list-style-type: none"> <li>• Update: Layout and Point of Sale displays have been changed in the Gild, to nudge customers to make healthier choices</li> <li>• Update: Barbican Centre has distributed Food for Life Served Here promotional material across all outlets and has incorporated the logo onto menus. The Salad Bar and plant-based protein item in the Green Room are design to follow the FfLSH award's ethos</li> <li>- City of London school and the City of London School for Girls (Holroyd Howe)</li> <li>• Update: CoL School is receiving max score on the KPIs: a balanced menu that includes healthy options, as well as other alternative choices as defined in the specification. Portion sizes are also in line with the specification and the supplier promotes and achieves the requirements of healthy eating and</li> </ul>		
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				healthy behaviours as per the specification. There has also been a reduction in sugary foods from the tuck shop and addition and promotion of healthier options. There is also a daily salad bar and menus contain guidelines as to what healthier options are.		
2.2	Support local concession contracts to reduce the promotion of HFSS food and drink within their retail offer	This will be driven using the corporate guidance (above)	Individual site managers/ PH	N.a.	Oct-19	Red
2.3	Reduce high-sugar snacks and foods offered in meetings catering and offer lower-sugar alternatives	Adapt meetings catering list on Condeco to promote healthier choices	PH/ Guildhall Facilities/ BaxterStorey	In progress (see above)	Oct-19	Amber
		Make lower-sugar/ healthier alternatives available for meetings catering	PH/ Guildhall Facilities/ BaxterStorey	In progress (see above)	Oct-19	Amber

<b>ACTION AREA 3: Reduce the prominence of sugary drinks and actively promote free drinking water</b>						
<b>Action no.</b>	<b>Pledge</b>	<b>Action(s)</b>	<b>Dept/ teams responsible</b>	<b>Details</b>	<b>Deadline</b>	<b>RAG status</b>
3.1	Install additional public water fountains throughout the City and promote them	Public water fountain locations added to CoL Legible London Map (new visitors' map)	PH/ Town Clerk's (Culture/ Visitors)	<ul style="list-style-type: none"> <li>- CoL Legible London map published in 2019</li> <li>- Water fountains included on the Active City Network's "Hidden City" walking map (2019 refresh)</li> </ul>	Oct-19	Complete
		Additional public water fountains to be installed across the Square Mile by 2020	DBE (Plastic-Free City Campaign)	Agreed by Court of Common Council (Mar-18)	Oct-19	Green
		Add public water fountain locations to the CoL's public-facing GIS map	PH/ GIS/ M&CP	The locations can be viewed here: <a href="https://bit.ly/2Rz7xZF">https://bit.ly/2Rz7xZF</a> and are updated on a regular basis	Oct-19	Complete
3.2	Ensure water and low-sugar drinks are more prominent at the point of sale across City Corporation-managed sites	Quarterly/ biannual update (as relevant) against relevant KPIs in the contract(s)	PH/ Responsible Procurement/ individual site managers	<p>There are specific KPIs relating to the implementation of the FfL standard (different levels) within the corporate catering contract (see above)</p> <ul style="list-style-type: none"> <li>- Barbican Centre: All outlets now have water fountains nearby, which are advertised with posters. Sugary drinks are not part of any meal deals, only water and tea/ coffee. Sugary drinks are kept in the back fridges.</li> </ul>	Oct-19	Green

<b>ACTION AREA 4: Support businesses and organisations to improve their food offer</b>						
<b>Action no.</b>	<b>Pledge</b>	<b>Action(s)</b>	<b>Dept/ teams responsible</b>	<b>Details</b>	<b>Deadline</b>	<b>RAG status</b>
4.1	Support more local employers to achieve the London Healthy Workplace Charter (London Healthy Workplace Award)	<ul style="list-style-type: none"> <li>- Promote the LHWC/ LHWA to City businesses through the Business Healthy network and other relevant channels/ networks</li> <li>- Provide support to City businesses wanting to achieve the LHWC/ LHWA</li> </ul>	Environmental Health/ PH	LHWC was refreshed in 2019 and renamed the “London Healthy Workplace Award”. Within the “Healthy Lifestyle Promotion” pillar, standard 8 – “Healthy eating: How the organisation encourages and enables staff to eat healthily”. This applied to all levels of the Award – “Foundation”, “Achievement” and “Excellence”. The refreshed LHWA was promoted on the Business Healthy website and newsletter. Between October 2018 and September 2019, 18 City firms have registered interest in the Award and a further 6 have been accredited	Oct-19	Green (ongoing)
4.2	Encourage the promotion of healthier catering and campaigns, such as SUGAR SMART and Change4Life, among City employers	Healthier catering/ campaigns covered in BH newsletter every two months	PH	<ul style="list-style-type: none"> <li>- <a href="#">Newsletter Oct-18</a></li> <li>- <a href="#">Newsletter Mar-19</a></li> <li>- <a href="#">Newsletter Apr-19</a></li> <li>- <a href="#">Newsletter May-19</a></li> <li>- <a href="#">Blog post on the BH website (May-19)</a></li> </ul>	Oct-19	Green (ongoing)
		PHE “Nutrition on the Go” posters to be displayed at point of sale in the Gild, GSMD, Barbican Green Room and Old Bailey during National Obesity Awareness Week (Jan-19)	PH/ Site Managers	<ul style="list-style-type: none"> <li>- This was completed, but the GSMD’s Students’ Union felt that the posters could potentially encourage/ exacerbate harmful eating behaviours among the students. Feedback shared with PHE</li> <li>- Nutrition on the Go campaign resources hosted on the “<a href="#">Resources</a>” page of the BH website</li> <li>- Barbican Centre: A plant-based protein snack concept has been developed to go alongside the Green Room salad bar (see</li> </ul>	Jan-19	Complete

				above. The benefits to health, soil and carbon footprint are advertised. Both plant-based protein snack and salad are now part of the Green Room meal deal		
		Assist St. Bartholomew's Hospital to improve their healthier food and drink offer. This supports Barts NHS Trust's ELoPE CVD prevention programme	PH (Placement)	PH Placement Student worked with St. Bart's Public Health and Estates Managers to conduct an audit of vending machines on-site, including recommendations for improvement.	Apr-19	Complete
4.3	Explore the implementation of an accreditation scheme for local food retailers that incentivises a healthier offering	Exploratory work conducted by the Environmental Health team	M&CP/ PH	<p>Review of existing accreditations, appetite and feasibility of roll-out of healthy catering accreditation scheme in the City of London. M&amp;CP is looking to establish the Heather Catering Commitment (HCC) in the City of London during financial year 2019/20, which will use the HCC criteria with additional assessment criteria specific to the City. This will also be open to caterers operating within City offices.</p> <p>Scoping and development work has been completed and has included gaining feedback from independent outlets and smaller City-based chains. The HCC will also incorporate criteria around recycling waste products and diverting waste from landfill, working towards being "plastic-free" and reducing food waste.</p>	Oct-19	Green (ongoing)

<b>ACTION AREA 5: Public events</b>						
<b>Action no.</b>	<b>Pledge</b>	<b>Action(s)</b>	<b>Dept/ teams responsible</b>	<b>Details</b>	<b>Deadline</b>	<b>RAG status</b>
5.1	Work to influence external events hosted within City Corporation premises to offer healthier menu options	Provide healthy food and drink options at Dragon Café in the City (2019 relaunch)	PH/ Libraries	Free food and drink being made available to DCC visitors (2019-21 programme)	Oct-19	Green
		Exploring what can be done at Mansion House with regards to events catering	Mansion House/ CH&Co	See above for details on key actions taken.	Oct-19	Green (ongoing)
		Non- and low-alcoholic alternatives on offer at the City Beer Fest 2019 for the first time	Public Health/ Town Clerks	Public Health facilitated Club Soda to run a no-/low-alcohol stall.	Jul-19	Complete

<b>ACTION AREA 6: Raise public awareness</b>						
<b>Action no.</b>	<b>Pledge</b>	<b>Action(s)</b>	<b>Dept/ teams responsible</b>	<b>Details</b>	<b>Deadline</b>	<b>RAG status</b>
6.1	Explore further opportunities to raise public awareness through supporting national campaigns around sugar reduction and healthier food	CoL social media channels promoting Government/ national campaigns	PH/ Town Clerk's	Change4Life and PHE "Nutrition on the Go" campaigns, for example	Oct-19	Green (ongoing)
		CoL public-facing website includes information and signposting on healthier eating/ healthier choices and is kept up to date	PH	Information about Change4Life and SUGAR SMART available on the Health and Wellbeing pages of the CoL website - <a href="https://www.cityoflondon.gov.uk/services/health-and-wellbeing/Pages/healthy-eating.aspx">https://www.cityoflondon.gov.uk/services/health-and-wellbeing/Pages/healthy-eating.aspx</a>	Oct-19	Green (ongoing)
		Recommission healthy cookery classes for City residents (adults and CYP)	PH/ DCCS (Commissioning)	Bags of Taste recommissioned to deliver courses to City residents during 2019	Oct-19	Complete
		Delivery of a fruit and vegetable showcase stall to engage City workers, residents and schoolchildren	M&CP/ PH/ New Spitalfields Market Tenants' Association (NSMTA)	NSMTA handed out free fruit portions and Change4Life leaflets during a lunchtime market in Guildhall Yard on 26 June 2019. Average footfall to the market is 2,000 per day.	Oct-19	Complete

<b>OTHER</b>				
<b>Action(s)</b>	<b>Dept/ teams responsible</b>	<b>Details</b>	<b>Deadline</b>	<b>RAG status</b>
Refresh work undertaken in 2007 looking into Food Deserts in the City (Portsoken area)	PH	Desk-based and focus groups exploring accessibility to healthy and affordable food for Portsoken residents (update report presented at Health and Wellbeing Board (Apr-19))	October-19	Complete
Conduct audit of HFSS food/ drink adverts within 150m of locations in the City that see a high footfall of children (supporting Sustain and TfL's "Taking down junk food ads" work)	PH	Taking a snapshot of the extent of the issue in the City and sharing insight with Sustain/ TfL to inform their London-wide approach to tackling adverts of HFSS food/ drink in close proximity to locations that see high footfall of children	October-19	Complete

### Proposals for pledge refresh (2019/20):

Ongoing actions from 2018/19 to be continued and any actions marked Amber/ Red to be listed below. There are also ongoing actions listed above, which will be continued through 2019/20.

Action area	Pledge (2018/19)	Details of any incomplete actions and follow-up/ ongoing actions	Proposed pledge (2019/20)	Proposed action(s) (2019/20)	Dept/ teams responsible
<b>1: Tackle advertising and sponsorship</b>	Develop corporate sponsorship guidance to minimise local promotion of HFSS (high fat, salt and sugar) food and drink	Develop corporate sponsorship guidance	Same as 2018/19. Ensure corporate sponsorship guidance to minimise local promotion of HFSS (high fat, salt and sugar) food and drink is communicated and implemented among internal stakeholders	<ul style="list-style-type: none"> <li>- Once corporate sponsorship guidance is approved, deliver presentations to ensure guidance is communicated and implemented among internal stakeholders</li> <li>- Once completed, the development of a supplier code of conduct may be possible (for CoL's supply chain) - TBC</li> </ul>	PH/ HWAG/ Chamberlain's
<b>2: Improve the food controlled or influenced by the council and support the public and voluntary sectors to improve their food offer</b>	Monitor the implementation of "Food for Life" in the new corporate catering contract	Quarterly/ biannual update (as relevant) against relevant KPIs in the contract(s)	Same as 2018/19 – ongoing	<ul style="list-style-type: none"> <li>- Focus on areas where actions have been less prevalent</li> <li>- Where possible, seek opportunities to expand activities contributing to KPIs and measure impact</li> </ul>	PH/ Responsible Procurement/ Individual site managers
	Support local concession contracts to reduce the	This will be driven using the	Outstanding (no change, as will be driven using	N.a.	Individual site managers/ PH

	promotion of HFSS food and drink within their retail offer	corporate guidance (above)	the corporate guidance – see above) and encouraging local concessions to achieve HCC accreditation		
	Reduce high-sugar snacks and foods offered in meetings catering and offer lower-sugar alternatives	Adapt meetings catering list on Condeco to promote healthier choices	Outstanding (same as 2018/19)	N.a.	PH/ Guildhall Facilities/ BaxterStorey
		Make lower-sugar/ healthier alternatives available for meetings catering	Outstanding (same as 2018/19)	N.a.	PH/ Guildhall Facilities/ BaxterStorey
<b>3: Reduce the prominence of sugary drinks and actively promote free drinking water</b>	Install additional public water fountains throughout the City and promote them	Public water fountain locations added to CoL Legible London Map (new visitors' map)	Same as 2018/19 - ongoing	Promotion of the CoL's Legible London map and regular updates to ensure new water fountain locations are recorded	PH/ Town Clerk's (Culture/ Visitors)
		Additional public water fountains to be installed across the Square Mile by 2020	Same as 2018/19 - ongoing	N.a.	DBE (Plastic-Free City Campaign)
		Add public water fountain locations to the CoL's public-facing GIS map	Same as 2018/19 - ongoing	N.a.	PH/ GIS/ M&CP
	Ensure water and low-sugar drinks are more prominent at the point of sale across City Corporation-managed sites	Quarterly/ biannual update (as relevant) against relevant KPIs in the contract(s)	Same as 2018/19 – ongoing (see above)	N.a.	PH/ Responsible Procurement/ Individual site managers

<b>4: Support businesses and organisations to improve their food offer</b>	Support more local employers to achieve the London Healthy Workplace Charter (London Healthy Workplace Award)	<ul style="list-style-type: none"> <li>- Promote the London Healthy Workplace Award to City businesses through the Business Healthy network and other relevant channels/ networks</li> <li>- Provide support to City businesses wanting to achieve the LHWA</li> </ul>	Same as 2018/19 - ongoing	Regular and continued promotion of the refreshed London Healthy Workplace Award to City businesses through the Business Healthy network and other CoL business-facing mediums, e.g. through the Business Healthy newsletter, website and social media and promoting it as part of the offer to local employers to support improve the health and wellbeing of the workforce. Encourage the 16 firms that have registered interest in the past year to achieve accreditation and also encourage more initial registrations	Environmental Health/ PH
	Encourage the promotion of healthier catering and campaigns, such as SUGAR SMART and Change4Life, among City employers	Healthier catering/ campaigns covered in BH newsletter every two months	Same as 2018/19 - ongoing	N.a.	PH
		PHE "Nutrition on the Go" posters to be displayed at point of sale in the Gild, GSMD, Barbican Green Room and Old Bailey during National Obesity	Same as 2018/19 - ongoing	Identify key milestones to promote healthy eating messages to key City audiences and support national/ London-wide campaigns (PHE, NHS, etc)	PH/ Site Managers

		Awareness Week (Jan-19)			
		Assist St. Bartholomew's Hospital to improve their healthier food and drink offer	Same as 2018/19 - ongoing	Continue to support Barts' CVD prevention and ELoPE programme (details TBC)	PH
	Explore the implementation of an accreditation scheme for local food retailers that incentivises a healthier offering	Exploratory work conducted by the Environmental Health team	Implement the Healthier Catering Commitment in the City of London and encourage businesses to become accredited	<ul style="list-style-type: none"> <li>- Develop criteria for the HCC programme in the CoL</li> <li>- Establish the HCC programme and pilot (roll-out anticipated from Oct-19)</li> <li>- Promote the HCC and its benefits to local businesses, encouraging them to subscribe to the scheme</li> </ul>	M&CP/ PH
	N.a.	N.a.	The City Corporation's new Local Plan (City Plan 2036) recognises the role of planning in enabling and supporting good health for the City's residents, workers, learners, rough sleepers and visitors.	Inclusion of specific chapters on health and well-being in the published Local Plan.	Built Environment
<b>5: Public events</b>	Work to influence external events hosted within City Corporation premises to offer healthier menu options	Provide healthy food and drink options at Dragon Café in the City (2019 relaunch)	Same as 2018/19 - ongoing	N.a.	PH/ Libraries

<b>6: Raise public awareness</b>	Explore further opportunities to raise public awareness through supporting national campaigns around sugar reduction and healthier food	Exploring what can be done at Mansion House with regards to events catering	Same as 2018/19 – ongoing (see above)	N.a.	Mansion House CH&Co
		Non- and low-alcoholic alternatives on offer at the City Beer Fest 2019 for the first time	Same as 2018/19 - ongoing	Explore opportunities to repeat for Beer Fest 2020	PH/ Town Clerk's
		CoL social media channels promoting Government/ national campaigns	Same as 2018/19 – ongoing (see above)	N.a.	PH/ Town Clerk's
		CoL public-facing website includes information and signposting on healthier eating/ healthier choices and is kept up to date	Same as 2018/19 – ongoing	Ensure information is incorporated into the new-look CoL website	PH
		Recommission healthy cookery classes for City residents (adults and CYP)	N.a. – Bags of Taste contract runs until Nov-19	N.a.	N.a.
		Delivery of a fruit and vegetable showcase stall to engage City workers, residents and schoolchildren	Same as 2018/19 - ongoing	Explore opportunities to repeat in 2020	M&CP/ PH/ New Spitalfields Market Tenants' Association (NSMPTA)

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# Local Government Declaration on Sugar Reduction and Healthier Food

## City of London Corporation

*Tackling obesity among those living and working in and visiting the Square Mile features prominently within the strategic priorities of the City of London Corporation. This requires a collaborative approach across the local authority and local partners, to ensure the spirit of the Declaration becomes business as usual, over time.*

### Tackle advertising & sponsorship

- Develop corporate sponsorship guidance to minimise local promotion of HFSS (high fat, salt and sugar) food and drink

### Public events

- Work to influence external events hosted within City Corporation premises to offer healthier menu options

### Support businesses and organisations to improve their food offer

- Support more local employers to achieve the London Healthy Workplace Charter
- Encourage the promotion of healthier catering and campaigns, such as SUGAR SMART and Change4Life, among City employers
- Explore the implementation of an accreditation scheme for local food retailers that incentivises a healthier offering

### Improve the food controlled/ influenced by the City Corporation and support the public & voluntary sectors to improve their food offer


- Monitor the implementation of "Food for Life" in the new corporate catering contract
- Support local concession contracts to reduce the promotion of HFSS food & drink within their retail offer
- Reduce high-sugar snacks & foods offered in meetings catering & offer lower-sugar alternatives

### Reduce the prominence of sugary drinks and actively promote free drinking water

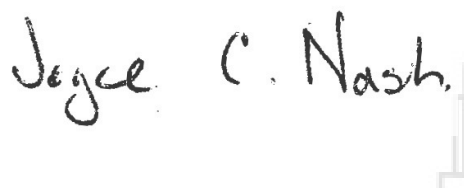
- Install additional public water fountains throughout the City and promote them
- Ensure water and low-sugar drinks are more prominent at the point of sale across City Corporation-managed sites

### Raise public awareness

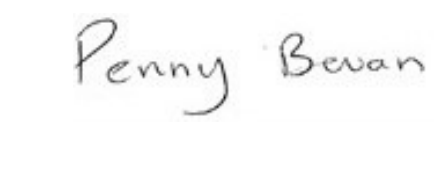
- Explore further opportunities to raise public awareness through supporting national campaigns around sugar reduction and healthier food



John Barradell  
Town Clerk and  
Chief Executive



Deputy Joyce Nash OBE  
Chairman - Health and  
Wellbeing Board



Dr Penny Bevan  
Director of Public Health



Ben Reynolds  
Deputy Chief Executive  
- Sustain

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<b>Committee(s)</b> Finance Committee (for decision) Policy and Resources Committee (for decision) Port Health and Environmental Services (for information)	<b>Dated:</b> 15 October 2019 17 October 2019 26 November 2019
<b>Subject:</b> Climate Action Briefing Implementation	<b>Public</b>
<b>Report of:</b> Director of Innovation & Growth – Damian Nussbaum Director of the Built Environment – Carolyn Dwyer	
<b>Report author:</b> Sufina Ahmad, Corporate Strategy Manager Grace Rawnsley, Head of Responsible Business	<b>For information</b>

## Summary

In July 2018, Policy and Resources Committee approved the City of London Corporation's (City Corporation) Responsible Business Strategy for 2018-23, which outlined the City Corporation's commitment to increasing its positive impact and reducing its negative impact across a range of sustainability issues, including climate change. The Responsible Business Strategy specified that the City Corporation develop a Climate Action Strategy outlining actions that will be taken to reduce carbon emissions and increase resilience to changed weather patterns. This paper updates Members on the progress to-date on the City Corporation developing a Climate Action strategy, including vital next steps, which are defined through the Climate Action Briefing included at Appendix One. This Briefing runs from October 2019 until June 2020 and highlights the barriers to setting credible strategic targets and offers a plan of work to ensure the right data, information and resources are in place to develop and implement an ambitious and successful Climate Action Strategy for June 2020.

## Recommendations

Members are asked to:

- Note the approach taken and current position of developing a Climate Action Strategy for both the Square Mile and the City of London Corporation.
- Note the use of 2018-19 Open Spaces, Built Environment and Innovation and Growth departmental budgets to cover the costs of the consultancy support required to deliver the Climate Action Briefing.

## Main report

## Background

1. Increasingly, organisations are being encouraged to look beyond their core business and consider the ways in which they might create and sustain social and environmental value, as well as reduce their negative impact. To this end, the City Corporation approved the 'Responsible Business Strategy 2018-2023 – Towards a sustainable future' in July 2018, setting out the organisation's

approach to tackling eight key sustainability issues, including Climate Change. The Strategy committed to the development of a robust and ambitious Climate Action Strategy, with Climate Action defined as: *Positive action to reduce carbon emissions and increase resilience to changed weather patterns due to climate change.*

2. The Paris Agreement, signed in 2015, has shown significant scientific and political consensus on climate change, pointing to the urgent need to limit carbon emissions globally in order to avoid catastrophic impacts to society, the economy and environments worldwide. The significance of the climate agenda has been further reiterated in recent months through the following:
  - [IPCC report](#) which warned that the next 12 years will be crucial in limiting temperature rise to below 2 degrees;
  - [UK climate projections 2018](#) which predict temperature rises of up to 5 degrees if urgent action is not implemented;
  - [UK Committee on Climate Change Land Use report](#) calling for a radical change in diets to address the climate impacts of eating meat; and
  - [David Attenborough](#)'s intervention at the UN climate change talks in Poland in Dec 2018 through the "People's Seat": stressing the real-life consequences of climate inaction by governments and administrators for individuals and communities.
3. At this point, even the most ambitious carbon reduction scenario will result in climate impacts. For the Square Mile this includes an increased risk of flooding, more frequent heatwaves and an increase in extreme weather events. Addressing these risks will position the Square Mile, including the City, as a resilient place to do business, compared to other global financial centres.
4. The City is a world leader in green finance and insurance, and so reducing climate impacts and responding to climate threats is key to its position as a global financial centre. To remain credible in promoting the City and the industries within it, the City Corporation must be at the forefront of Climate Action through its own activities and spheres of influence.
5. In April 2019, with approval from Chief Officers, a task and finish group (TFG) was convened to develop a Climate Action Strategy, chaired by the Director of Innovation and Growth and sponsored by the Director of the Built Environment. In September 2019, the TFG presented an interim Climate Action Briefing (**full briefing at Appendix 1 and summary briefing at Appendix 2**), for Chief Officers highlighting the need for additional resources to be released in 2019/20 to support the City Corporation's response to climate change.
6. The Climate Action Briefing provides a plan of work for an eight-month window between October 2019 and June 2020 to ensure the right data, information and resources are in place to rise to the climate challenge across all areas of the City Corporation's work and throughout the Square Mile. This necessary work will allow the City Corporation to develop and implement an ambitious and successful Climate Action Strategy for 2020 onwards. In short, the briefing provides:

- An overview of the City Corporation's strategic ambition on climate action and climate resilience.
- The gaps in the organisation's own operational data and Square Mile-wide data that need to be resolved in order for the City Corporation to set credible yet ambitious targets as part of a long-term Climate Action Strategy that will be launched in 2020.
- An appraisal of the level of investment and resourcing required to deliver the Briefing and a full ongoing strategy.

## Current position

7. Producing a credible and ambitious Climate Action Strategy, which has a clear sense of the activities, resources and investments that are needed in the medium to long term, in terms of carbon reduction and climate resilience across the City Corporation's own operational activities and for the Square Mile requires robust and accurate data for the full range of emissions and climate resilience actions as defined below:
  - a) **Scope 1 emissions:** Direct emissions from owned or controlled sources.
  - b) **Scope 2 emissions:** Indirect emissions from the generation of purchased energy.
  - c) **Scope 3 emissions:** Indirect emissions (not included in Scope 2) that occur in the value chain of the organisation or area, including both upstream and downstream emissions.
  - d) **Climate resilience actions:** Actions that ensure adaptation to changes caused as a result of climate change, such as hotter, drier summers, warmer, wetter winters and other extreme weather events that leave the Square Mile vulnerable to flooding, overheating and sea level rise.
8. The Climate Action Briefing outlines that the City Corporation will continue to implement existing climate action related activities, such as switching to LED streetlights, promoting the City as a hub for green investment through the Green Finance Initiative, and purchasing renewable energy for City Corporation operations. However, it also highlights the need and urgency to gather necessary data and expert input to enable the organisation to set a credible, evidence-driven target date for becoming climate positive. Key to the success of this briefing is addressing organisational data gaps on scope 1, 2 and 3 emissions (Figure 1 & 2 in the briefing) and managing climate resilience issues.
9. In order to meet the organisation's data needs as outlined in the Climate Action Briefing, £350,000 is required to cover consultancy support that will enable the organisation to:
  - Set a Scope 1 & 2 trajectory to zero carbon for the Square Mile, using the AECOM Zero Emissions City Report and other resources.
  - Set a net zero carbon target date, by collecting data on carbon sequestration from City Corporation owned Open Spaces.
  - Establish a robust evidence base and carbon accounting practices.
  - Begin to incrementally and credibly establish what the Scope 3 emissions are for the City Corporation and the Square Mile.

- Develop a plan for Scope 3 emission reduction, by investing in specialist technical support.
- Establish an adaptive pathways approach to climate resilience, which will determine effective actions to prevent disruption due to changed weather patterns.
- Determine the exact resourcing requirements the organisation will need on an ongoing basis to deliver its Climate Action Strategy – this is likely to be a dedicated team of 4-6 officers with consultancy support.

10. Key departments involved in the Climate Action Task & Finish Group have committed to investing from their 2018-19 budgets to cover the £350,000 required, which has not been previously agreed by Committees:

- Open Spaces Department - £75,000
- Department of the Built Environment - £100,000
- Innovation and Growth - £200,000

### **Corporate & Strategic Implications**

11. Climate Action is reflected in the following outcomes in the Corporate Plan 2018-2023:

- **Outcome 1:** People are safe and feel safe  
**High level activity** – Prepare our response to natural and man-made threats
- **Outcome 5:** Businesses are trusted and socially and environmentally responsible  
**High level activity** – Model new ways of delivering inclusive and sustainable growth.  
**High level activity** – Support, celebrate and advocate responsible practices and investments.
- **Outcome 11:** We have clean air, land and water and a thriving sustainable natural environment  
**High level activity** – Provide a clean environment and drive down the negative effects of our own activities.  
**High level activity** – Provide environmental stewardship and advocacy, in use of resources, emissions, conservation, greening, biodiversity and access to nature.
- **Outcome 12:** Our spaces are secure, resilient and well-maintained  
**High level activity** – Build resilience to natural and man-made threats by strengthening, protecting and adapting our infrastructure directly and by influencing others.

12. The **Responsible Business Strategy 2018-2023** has an overarching ambition that the City Corporation's actions will contribute to a healthier planet. It identifies a series of priorities including air quality, waste, plastics and packaging, climate change, biodiversity.

13. Climate Action is linked with several other City Corporation Strategies and Plans:

- **Air Quality Strategy 2015-2020** – this strategy addresses pollution emissions and must align with the City’s climate actions so that addressing pollution does not cause an increase in carbon emissions
- **Draft Transport Strategy 2018** – promotes a move to cleaner electric vehicles, which coupled with decarbonisation of the City Corporation’s electricity supply will reduce carbon emissions associated with transport.
- **Local Plan 2015 and emerging City Plan 2036** - provides the spatial strategy for the City requiring development in the City to be zero carbon from 2019 and incorporating climate resilience into development and the public realm.
- **Waste Strategy 2013-2020** – actions to reduce the level of waste generated in the City will result in lower emissions associated with waste transport and disposal.
- **Local Flood Risk Management Strategy 2014-2020** – provides a framework of actions to reduce the City’s flooding risks through flood resistance which aims to prevent water ingress into premises, and flood resilience which limits the damage and enables speedy recovery when floods occur.

## Conclusion

18. Through the implementation of this Climate Action Briefing, the City Corporation will be in a better position to address the impacts of climate change throughout the City Corporation’s operations, as well as positively influencing those that the City Corporation works with externally, for the benefit of current and future generations. However, this Briefing also recognises the need to take the time to set credible, evidence-based targets and structured plans for achieving them in order to ensure the City Corporation’s response to climate change is sustainable, long-term and robust. Officers have identified through this Briefing the City Corporation’s data and skills gaps and provided a clear and actionable plan on how to fill them. Three departments (Open Spaces, Built Environment and Innovation and Growth) have collectively pledged £350,000 from 2018-19 budgets to support this work.

## Appendices

- Appendix 1 – Climate Action Briefing
- Appendix 2 – Climate Action Briefing Summary

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# Climate Action Briefing, September 2019

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## Introduction

The City of London Corporation (City Corporation) is the governing body of the Square Mile, dedicated to a vibrant and thriving City within a globally successful UK. Our reach extends far beyond the Square Mile's boundaries across the private, public and charitable and community sectors. We own, operate and support a variety of assets in pursuit of a flourishing society, a thriving economy and outstanding digital and physical environments for the benefit of the residents, learners, workers, visitors and cross-sectoral stakeholders we work with. We recognise the urgency with which we must address the impacts of climate change throughout our operations, as well as positively influencing those we work with externally, for the benefit of current and future generations.

This briefing on climate action outlines our climate action ambitions, in terms of carbon reduction and climate resilience activities, across our own operational activities and for the whole of the Square Mile as separate but connected workstreams. It demonstrates our support for the climate change ambitions set out by central Government and the Mayor of London regarding the UK being a net zero carbon place to live, work and do business in.

This briefing provides us with a plan for a nine-month window between September 2019 and June 2020 in which we can fully ensure we have the right data, information and resources in place to rise to the climate challenge across all areas of our work and throughout the Square Mile. It is by taking this step that we can then develop and implement an ambitious and successful Climate Action Strategy for 2020 onwards. In short, the briefing provides:

- An overview of our strategic ambition on climate action and climate resilience.
- The gaps in our own operational data and Square Mile-wide data that need to be resolved in order for us to set credible yet ambitious targets as part of a long-term Climate Action Strategy that we will launch next year.
- An appraisal of the level of investment and resourcing required to deliver a full strategy.

The briefing is available to all elected Members and officers and can be shared externally with key stakeholders that will be vital in ensuring its implementation. The full Climate Action strategy will be a publicly facing document available to all internally and externally.

Ultimately, this is a time-limited document that provides a road map to writing a full Climate Action Strategy by June 2020.

## Why does Climate Action matter to us?

Our definition of Climate Action:

Positive action to reduce carbon emissions and increase resilience to changed weather patterns due to climate change.

The Paris Agreement, signed in 2015, has shown significant scientific and political consensus on climate change, pointing to the urgent need to limit carbon emissions globally in order to avoid catastrophic impacts to the society, economy and environment worldwide. The urgency of the climate agenda has been further reiterated in recent months through the following:

- The 2018 IPCC report which warned that the next 12 years will be crucial in limiting temperature rise to below 2 degrees.
- UK Climate projections from 2018 which predict temperature rises of up to 5 degrees if urgent actions are not implemented.
- UK Committee on Climate Change Land Use report calling for a radical change in diets to address the climate impacts of eating meat; and
- David Attenborough's intervention at the UN climate change talks in Poland in December 2018 through the 'People's Seat', stressing the real-life consequences of climate inaction by governments and administrators for individuals and communities.
- Raised public interest and impatience throughout 2018 and 2019 at the pace of action as demonstrated through school climate strikes and pressure group activities.
- For the City, based within the Square Mile, to remain a competitive global financial centre it needs to be a place where, despite a changing climate; is a comfortable and desirable place for people to live and work in.

It is therefore imperative that both the City Corporation and the Square Mile take timely and appropriate action towards tackling these issues.

#### **For the City of London Corporation:**

As a multi-sector organisation with a reach extending far beyond the Square Mile and convening power that enables us to promote the interests of people and organisations across London, the UK and internationally, we are in a strong position to address this issue positively. We have:

- A unique portfolio of work, assets, multi-sector stakeholders and geographical reach.
- A lot of convening power, influence and access.

Meaning that we can:

- Assist with a 'just transition' that has minimal negative impacts on individuals and communities to a low carbon economy.
- Act now and future proof our response to climate change.
- Mitigate operational and reputational risk.
- Be proactive, not reactive, resulting in us staying ahead of the curve.
- Establish a leadership role for London and the UK.

Consequently, we avoid:

- Being left behind, whilst others, including businesses and cities, such as Land Sec, British Land, New York, Manchester, Bristol, Copenhagen and more all invest in climate action innovations and commitments to transition to zero-emissions.
- The reputational damage of not acting now.
- Failing to meet the needs of our key stakeholder groups, including Londoners, businesses and government.
- Having assets and buildings that cannot be let/used or insured, with the consequential loss of business, providing the required critical mass of a global financial city.
- Loss of revenues.
- Higher energy bills.
- Higher carbon taxes.

## For the Square Mile:

At this point, even the most ambitious carbon reduction scenario will result in climate impacts. For the Square Mile this includes an increased risk of flooding, more frequent heatwaves, an increase in extreme weather events and water shortages. Addressing these risks will position the City – the global financial and commercial centre within the Square Mile – as a resilient place to do business, compared with more vulnerable global financial centres. The City is a world leader in green finance and insurance, and so reducing climate impacts and responding to climate threats is key to its role as a leading global financial centre. To remain credible in promoting these business priorities the City, with support from the City Corporation, must be at the forefront of climate action through its own activities and innovation in the climate action space, in order to reinforce the City's position as:

- A secure and progressive place to do business.
- A global leader in Green Finance.
- The insurance capital of the world.
- A credible place of power, influence and access.

Consequently, the City, based within the Square Mile, with support from the City Corporation, will play its part in preventing:

- An adversely affected UK economy with GDP at significant risk, e.g. the 2018 freeze cost the UK economy £1.3bn a day.
- Companies losing an estimated \$1.2tn globally over the next 15 years, by failing to invest in climate action and mitigation activities now.
- CO<sub>2</sub> emissions continuing to rise unless collective action is taken across all sectors throughout the UK.
- Continuing and worsening extreme weather patterns, including increases in temperature, which we are not prepared for.
- Drought, flood and over-heating risk in London, which could reduce economic productivity, educational attainment and positive public health outcomes.
- Having assets and buildings that cannot be used/let or insured.
- A potential loss of revenue.
- Water shortage.
- Higher energy bills.
- High carbon taxes.
- Opportunity losses for business operations and capital flows.

## Corporate and strategic links

Climate action will support the delivery of all aspects of our Corporate Plan for 2018-23, especially our aims 'To contribute to a flourishing society', 'To support a thriving economy' and 'To shape outstanding environments'. The work that is being designed and delivered around climate action specifically relates to Corporate Plan **outcomes one, three, five, six, seven, eight, 11 and 12** as follows:

**1a** – Prepare our response to natural and man-made threats.

**3a** – Promote and champion diversity, inclusion and the removal of institutional barriers and structural inequalities.

**5b** – Model new ways of delivering inclusive and sustainable growth.

**6a** – Promote regulatory confidence founded on the rule of law.

**7a** – Support organisations in pioneering, preparing for and responding to changes in regulations, markets, products and ways of working.

**7c** – Preserve and promote the City as the world-leading global centre for financial and professional services, commerce and culture.

**8a** – Promote the City, London and the UK as attractive and accessible place to live, learn, work and visit.

**11** – We have clean air, land and water and a thriving and sustainable natural environment.

**12** – Our spaces are secure, resilient and well-maintained.

This work also supports our strategies on **Responsible Business, Air Quality, Transport, the Local Plan, the emerging City Plan, Waste and Local Flood Risk Management.**

## Our vision

**By taking decisive action now, the Square Mile and the City Corporation's assets across London and beyond will be climate positive and climate resilient environments where people and businesses can thrive for generations to come.**

It is our intention that by implementing the activities outlined in this briefing, we will be able to set credible net zero carbon targets that set us on a path to be climate positive in the Square Mile and across our own assets, as well as enabling us to determine the climate resilience and climate adaptation measures we will need to invest in, within our Climate Action Strategy for 2020 onwards, at which point we will be able to predict when we can become carbon positive.

## Our outcomes

The purpose of this briefing is to support us to deliver the following outcomes, which will be the same outcomes that we will use in our Climate Action Strategy from 2020 onwards:

- The City Corporation's buildings, operations and investments are exemplary in terms of climate action.
- Carbon emissions both with City Corporation's operations and across the Square Mile are decreasing.
- The Corporation's assets and the entirety of the Square Mile is resilient to a changing climate and responsive to weather emergencies.
- Open Spaces carbon storage and carbon sequestration

## Our current position

As an organisation we must continue to deliver positive actions in pursuit of our climate-related ambitions. These include:

- Our involvement in a wide range of climate change related actions involving planning, procurement, and advocacy roles.
- Driving down carbon emissions from new buildings.
- Purchasing renewable energy for our operations.
- Switching to LED streetlights.
- Cutting carbon emissions across the Square Mile by almost 48% between 2005 and 2015, through the accelerated decarbonisation of national electricity supplies.
- Promoting the City, based within the Square Mile, as a hub for green investment through the Green Finance Initiative.

- Progressing climate resilience measures which protect the Square Mile from flooding, overheating and extremes of weather.
- Increasing green infrastructure throughout the Square Mile.

However, in order to set a target date for becoming climate positive, we must address our organisational data gaps on Scope 1, 2 and 3 emissions. These emissions are defined by the Greenhouse Gas (GHG) Protocol as:

- **Scope 1:** Direct emissions from owned or controlled sources.
- **Scope 2:** Indirect emissions from the generation of purchased energy.
- **Scope 3:** Indirect emissions (not included in Scope 2) that occur in the value chain of the organisation or area, including both upstream and downstream emissions.

The table below (Figure 1) highlights what data we already collect or have access to in relation to Scope 1, 2 and 3 emissions in the Square Mile and across our own assets:

**Figure 1: Quality of data available for Scope 1, 2 and 3 emissions for the City Corporation and the Square Mile**

Scope	Area	City Corporation	Square Mile
1 and 2	Transport		
	Commercial Buildings (power)		
	Residential Buildings (power)		
3	Downstream leased assets		
	Purchased goods and services (procurement)		
	Capital Goods		
	Business and Commuter Travel		
	Water		
	Waste		
	Air Quality		
	Investments and assets under management		
	Green indicates that data is either regularly collected on emissions, or that a recent independent study has verified the data.		
	Amber indicates that some data is available but may not adequately reflect emissions.		
	Red indicates missing data or unknown emissions.		

The diagrams below give an indication of the level of data needed for us to set ambitious and credible targets for Scope 1, 2 and 3 emissions. We can set a timeline for the Scope 1 and 2 trajectory to zero carbon for the Corporation and the Square Mile using data from the 2018 AECOM Zero Emissions City Report and with the data on carbon sequestration from City Corporation managed open spaces. Substantial effort will be needed to establish total Scope 3 emissions for the Square Mile and the City Corporation – these are usually estimated at 3-4 times the Scope 1 and 2 emissions – and so should be tackled incrementally.

Figure 2: Data needed to set Net Zero Carbon targets for the CITY CORPORATION

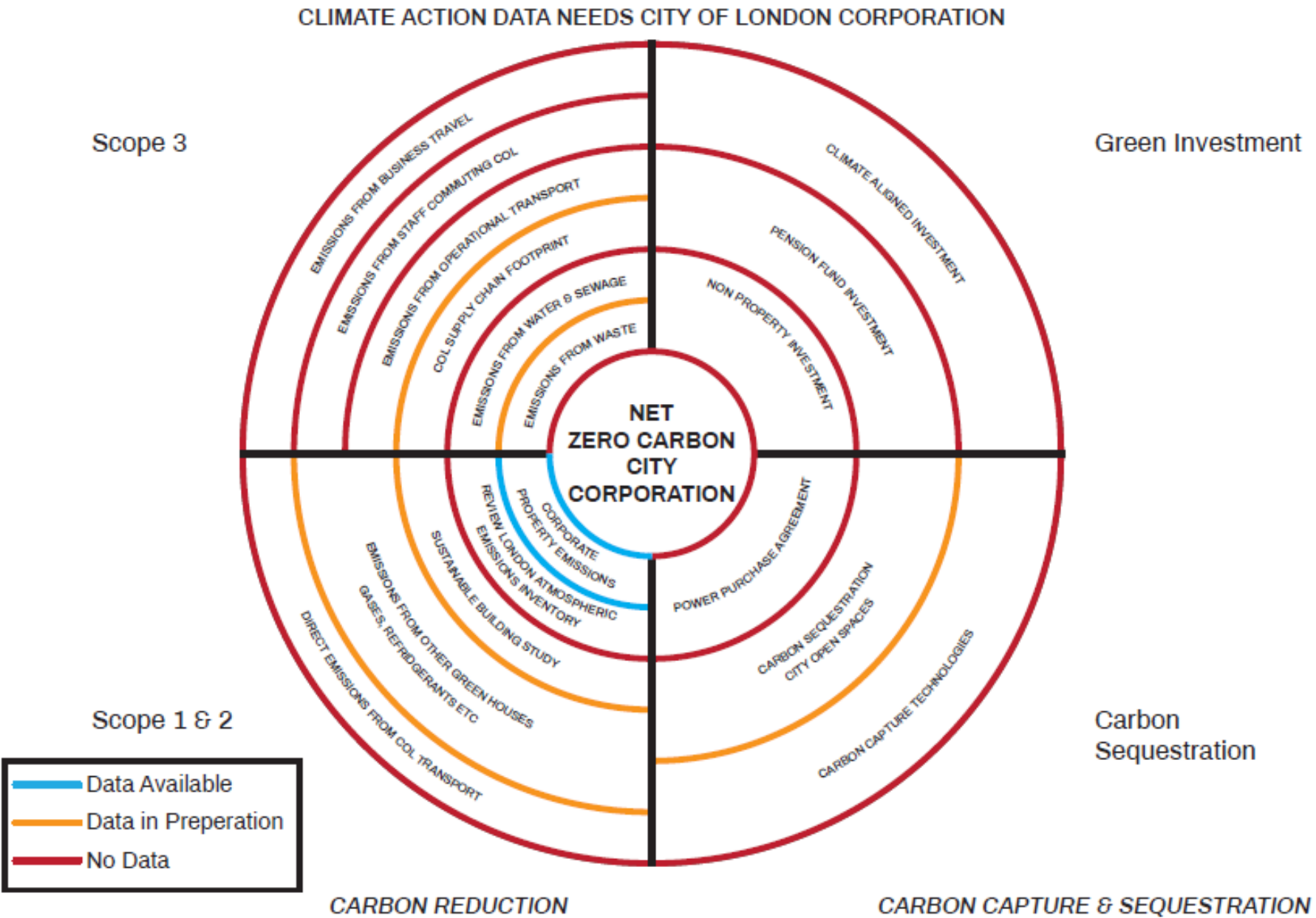
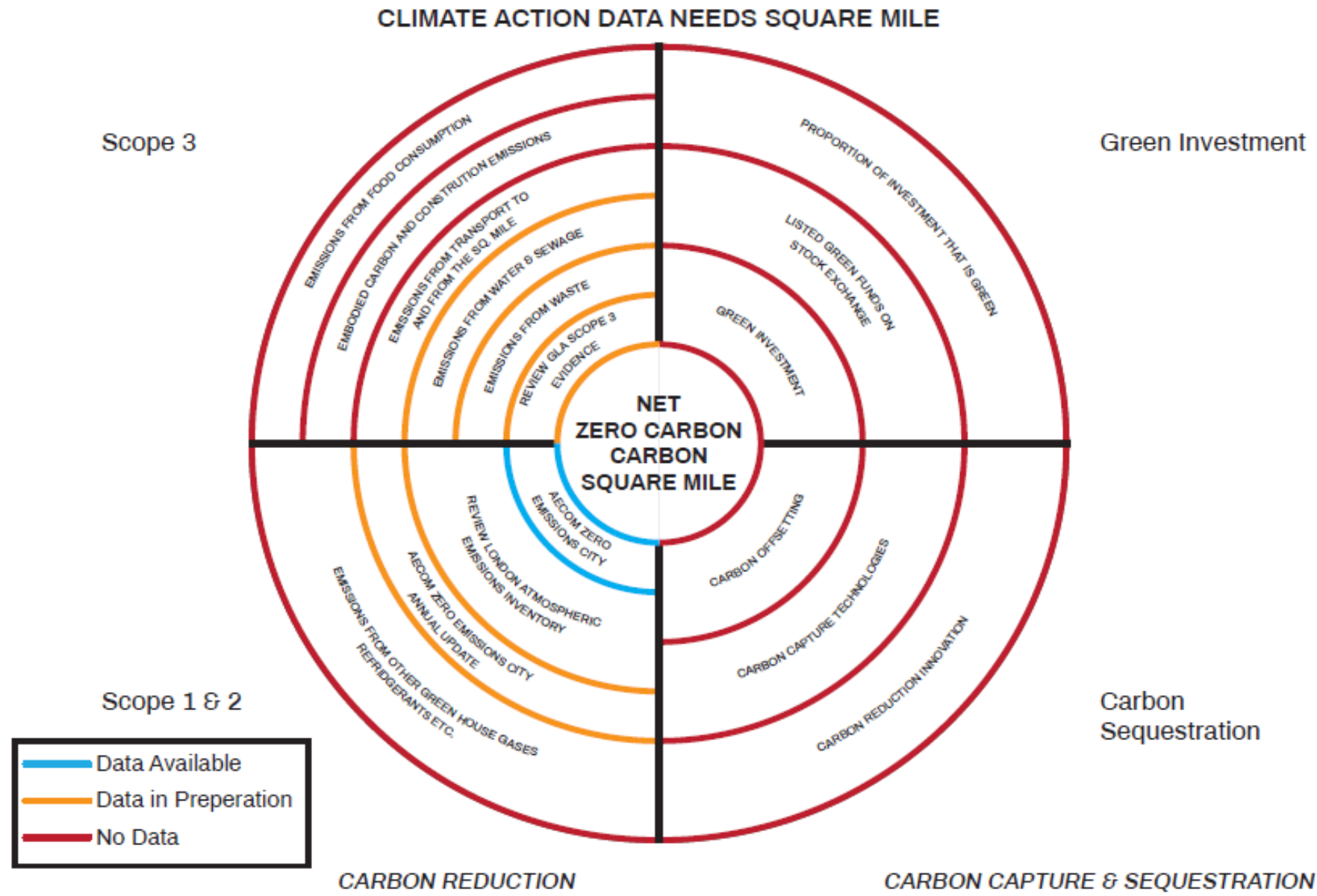


Figure 3: Data needed to set Net Zero Carbon targets for the SQUARE MILE



In parallel with this we must identify climate and weather-related trigger points so that we can pre-empt adverse impacts such as failure of transport infrastructure, adapting beforehand rather than reacting when they occur.

## Our way forward

This briefing recommends that we continue to build on the successes and actions that have already been adopted by the organisation, as outlined in 'Our current position'. However, there is still much we must do around carbon reduction and resilience, and the action plan below demonstrates the key data gaps and the steps we must take between now and the launch of our Climate Action Strategy in June 2020. The action plan is divided into three key areas of focus: Scope 1 and 2; Scope 3; and Climate Resilience.

### **Carbon reduction actions – Scope 1 and 2**

With regards to Scope 1 and 2 emissions we are able to achieve reductions across our own operational assets and the Square Mile. We are able to do this by implementing the findings of the AECOM [Zero Emissions City Report](#) with updates being provided on an annual basis, led by the Senior Sustainability Planning Officer.

We will reduce our Scope 1 and 2 emissions by:

<b>Action</b>	<b>Lead department</b>
Switching to renewable electricity	Procurement, Chamberlains
Investing in renewable energy infrastructure (Power Purchase Agreements)	Procurement, Chamberlains
Sharing district heating infrastructure	City Surveyors

We will influence Scope 1 and 2 emissions from the Square Mile by:

<b>Action</b>	<b>Lead department</b>
Ensuring all new buildings are zero carbon through our planning policy, whilst improving the carbon performance of existing buildings	Built Environment
Promoting and influencing progress on decarbonisation of grid electricity	Remembrancers
Working in partnership with Square Mile businesses, infrastructure providers, Government and NGOs to promote a zero carbon Square Mile	Town Clerks – communications team

In parallel we will capture carbon by:

<b>Action</b>	<b>Lead department</b>
Switching to greening and land management for carbon sequestration (CoL Open Spaces)	Open Spaces

To inform future action we will:

<b>Action</b>	<b>Lead department</b>
Monitor and publish annual assessments of progress towards a climate positive Square Mile through annual update of the Zero Emissions City Report	Built Environment

### **Data gaps and resourcing – Scope 1 and 2**

The AECOM Zero Emissions City report provides a trajectory to zero carbon for Scope 1 and 2 emissions from the Square Mile with suggested targets for the next 3 carbon budget periods (to 2032). Data on operational carbon emissions (Scope 1& 2) from our own activities will need to be determined in order to set organisational targets and demonstrate leadership in carbon reduction for the Square Mile. Alongside this we need to establish the carbon sequestration potential of the Open Spaces and greening within the Square Mile and through our land holdings elsewhere. These data gaps need to be filled to progress with a credible Scope 1 and 2 strategy for our organisation and the Square Mile.

Scope 1 and 2 resourcing needs to 2027:

	<b>Officer time</b>	<b>Staff cost</b>	<b>Consultancy</b>	<b>Outcome</b>
<b>To June 2020 Scope 1&amp; 2 carbon reduction targets</b>	1x FTE grade F-G with carbon accounting and carbon offsetting expertise	87k (using existing resources)	190k	Implementable and auditable targets for Scope 1 and 2 emissions for Square Mile and City Corporation. Carbon offsetting scheme using City Corporation land management
<b>June 2020 – 2022</b>	1x FTE grade F-G	87k pa	45k pa	Implementation and auditing of Scope 1 and 2 climate action and carbon offsetting for current carbon budget period
<b>2022-2027</b>	2x FTE grade F- G	87k pa	tba	Implementation and auditing of Scope 1 and 2 climate action and carbon offsetting for next carbon budget period

### **Carbon reduction actions – Scope 3**

The Square Mile's Scope 3 emissions are estimated to be 3-4 times bigger than its operational emissions (Scope 1 &2). There are significant data gaps in our understanding of Scope 3 emissions but while we develop the evidence to on what we do in the future, there are actions we can take now.

We will reduce Scope 3 emissions from the Square Mile by:

<b>Action</b>	<b>Lead department</b>
Cutting emissions from the Square Mile's waste	Built Environment
Reducing emissions from water and sewerage	City Surveyor's
Minimising transport related emissions	Built Environment
Working with Square Mile Businesses, government and NGOs to set a carbon accounting and reporting framework for the Square Mile	Built Environment & City Surveyors

In parallel, the City, based within the Square Mile, as a leader in Green Finance, will enable investment in carbon reduction by:

<b>Action</b>	<b>Lead department</b>
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Enabling investment in low carbon infrastructure	Innovation and Growth
Reduce carbon emissions through green finance for carbon capture technologies	Innovation and Growth
Increasing assets under management that are classified as 'green'	Innovation and Growth
Ensuring all property and investment portfolios linked to the City Corporation align to our Responsible Investment Policy and the 'Principles of Responsible Investments' (formerly UNPRI)	Chamberlains

To inform future action we will:

Action	Lead department
Fill the data gaps to identify the top 10 actions with the highest greenhouse gas reduction potential in the Square Mile through assessment of emissions from waste water & sewerage, transport, construction and embodied carbon, procurement, leased assets, food consumption, other green house gases refrigerants etc.	Built Environment Open Spaces

### **Data gaps and resourcing needs - Scope 3**

Scope 3 emissions are estimated to be 4-5 times the level of Scope 1 & 2 emissions for an area (source GLA). In common with other local authority areas and businesses our data and measurement metrics for Scope 3 emissions are deficient. The City Corporation needs to work with others to develop parameters and metrics to demonstrate accurate measurement and reporting of Scope 3 emissions for a wide range of activities including waste water & sewerage, transport, construction and embodied carbon, procurement and supply chain, leased assets, food consumption, other green-house gases refrigerants etc. In addition to this we need to identify the impact of green finance and investment in reducing emissions. Some data gaps (waste, water, supply chain footprint) can be filled relatively easily using bench marking and established methodologies but will need carbon accounting expertise to ensure an auditable outcome. Others will be more difficult and must be the subject of ongoing research.

Scope 3 resourcing needs to 2027:

	Officer time	Staff cost	Consultancy	Outcome
<b>Short term to June 2020</b>	2x FTE Grade F-G Carbon accounting, project management and building expert	174k (using existing resources)	100k	Scope 3 targets and carbon reduction plans for waste, water, transport & COL supply chain footprint
<b>June 2020 – 2022</b>	2x FTE grade F-G professional expertise 1.5 FTE grade E (implementation, data and accounting)	174k pa 90k pa	80k pa	The top 10 actions with the highest green-house gas reduction potential in the Square Mile. Ongoing implementation, monitoring and reporting of climate action for current carbon budget period.
<b>2022-2027</b>	2x FTE grade F-G 1.5x FTE grade E	174k pa 90k pa	tba	Ongoing implementation, monitoring and reporting of climate action for next carbon budget period

### Climate resilience actions:

As the climate changes we need to be ready for hotter drier summers, warmer wetter winters and more extreme weather events. This will make the Square Mile more vulnerable to flooding, overheating and sea level rise.

To combat the increased flood risk in the Square Mile we will:

Action	Lead department
Reduce the danger from surface water and sewer flooding by incorporating greening and SuDS in the Square Mile's buildings and public realm	Built Environment
Reduce the danger from sea level rise by developing a strategy for flood defence raising along the Thames	Built Environment

To combat overheating in the Square Mile we will:

Action	Lead department
Improve the Urban Greening Factor of the Square Mile to provide cooling and shading and increase the amount of green infrastructure on public land	Built Environment Open Spaces
Ensure through planning policy that new buildings are designed for passive cooling avoiding the need for carbon intensive air conditioning	Built Environment

To combat water shortages in the Square Mile we will:

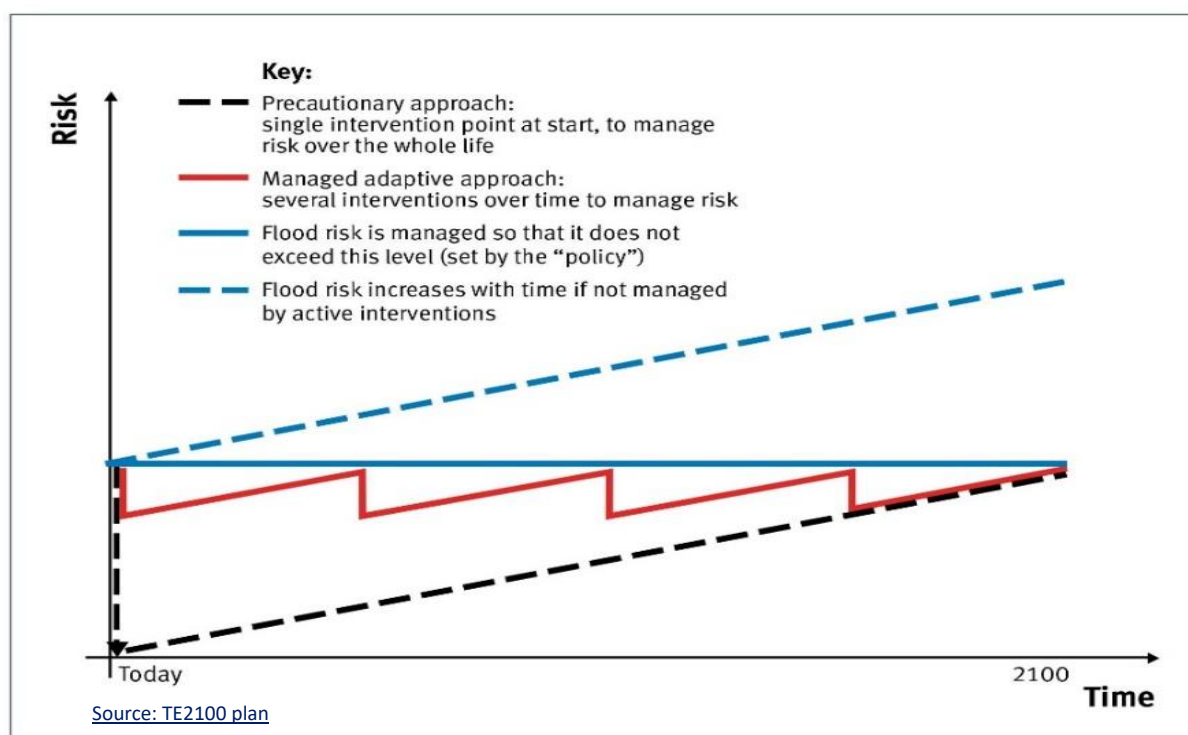
Action	Lead department
Ensure through planning policy that grey water recycling and rainwater harvesting are incorporated into new development	Built Environment Open Spaces
Ensure through planning policy that new buildings are designed for passive cooling avoiding the need for carbon intensive air conditioning	Built Environment

To inform future action we will:

Action	Lead department
Develop an adaptive pathways plan which enables us to anticipate and prepare for climate impacts before critical thresholds are reached	Built Environment

Figure 4 shows a series of different approaches to climate resilience. The black dashed line represents a precautionary approach which involves preparing now for the worst-case scenario. This can be costly and may result in over preparation if climate impacts are less severe than expected. The blue dashed line shows the impact of no interventions or preparation for climate impacts resulting in greater likelihood of damage. In contrast the red line represents a series of interventions which are implemented incrementally to avoid dangerous thresholds being reached. The cost of this "adaptive pathways" approach can be spread over a longer period and ensures that proportionate measures are implemented as the risk evolves. The adaptive pathways approach is the preferred approach and can be applied to a range of impacts including flood risk, overheating and infrastructure protection

**Figure 4: Adaptive pathways approach to flood resilience**



#### Data gaps and resourcing needs for Climate Resilience

The UK Climate Projections 18 (UKCP18), City of London Strategic Flood Risk Assessment (SFRA) and the Thames Estuary 2100 plan provide data on the likely impacts of climate change on the Square Mile in terms of temperature changes, rainfall and sea level rise. The challenge for the Square Mile is to establish what we need to do and by when. An adaptive pathways study would identify the thresholds and adaptation measures needed to avoid disruption to Square Mile businesses and inconvenience to residents, workers and visitors. This is needed to set targets for preventative flood risk, overheating and infrastructure measures.

Climate Resilience resources needed to 2027:

	Officer time	Staff cost	Consultancy	Outcome
<b>Short term to June 2020</b>	0.5x FTE F grade 1x FTE D-E grade	37k pa 60k pa (using existing resources)	60k	Ongoing environmental resilience work and Adaptive pathways study report
<b>June 2020 – 2022</b>	0.5x FTE E-F grade 1x FTE D-E grade	37k pa 60k pa	20k pa	Ongoing Climate resilience work and SFRA review current carbon budget period
<b>2022- 2027</b>	0.5x FTE E-F grade 1x FTE D-E grade	37k pa 60k pa	tba	Ongoing climate resilience work next carbon budget period

## Climate Change Risk Assessment

Alongside the above activity, we will work together to add Climate Action to the corporate risk register. This is another way in which we ensure climate action remains a strategic corporate priority for which there is the necessary oversight and due diligence.

## Conclusion

This briefing provides a detailed summary of the actions in relation to the following for both our own organisation and its assets and the Square Mile:

1. Carbon Reduction Actions – Scopes 1 and 2
2. Carbon Reduction Actions – Scope 3
3. Climate Resilience Actions

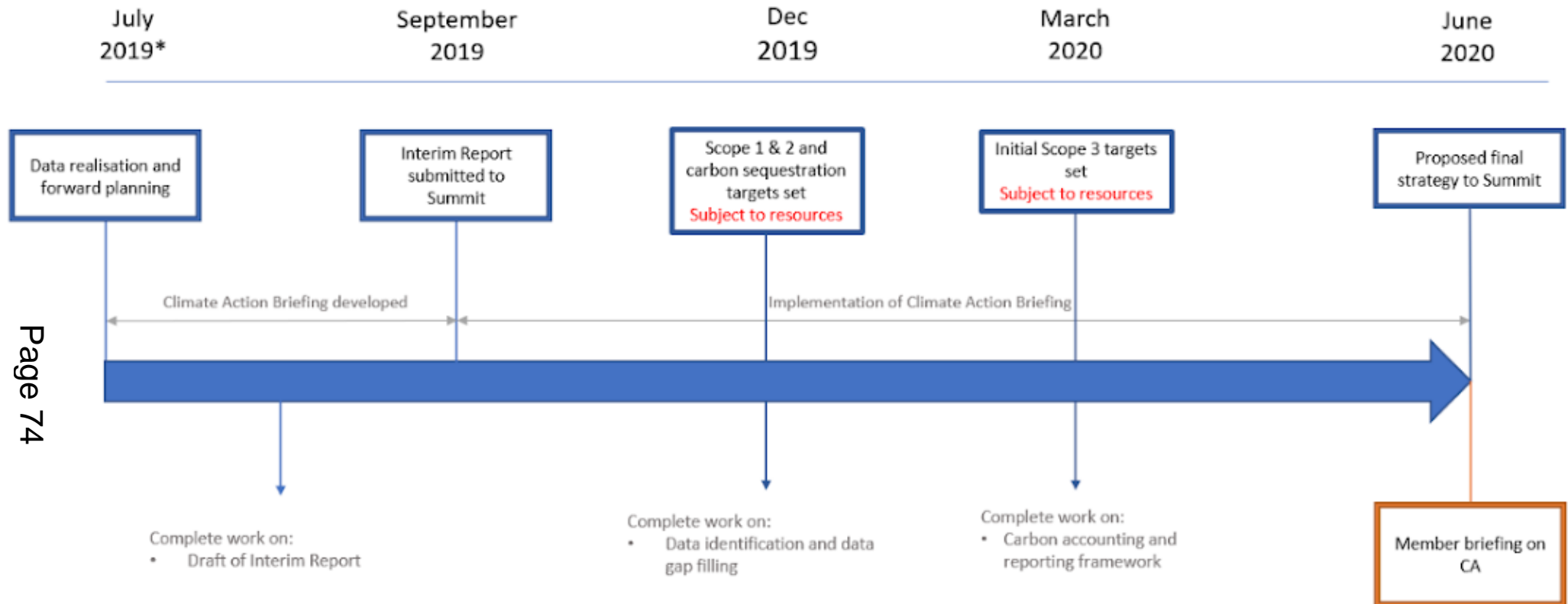
For each priority area we have highlighted the key actions and next steps that we must prioritise between September 2019 and June 2020, and this is also mapped out on the timeline on the next page. We believe that **an additional £350,000 of funding** for consultancy services is required in **the next nine months**. This funding should be sought from 2019/20 in-year underspend and it is recommended that **climate action is prioritised by departments** as per the actions above listed under ‘data gaps and resourcing’, in order for this briefing to be delivered successfully. This will enable us to produce a credible and clear Climate Action strategy in 2020 that shows exactly how we will achieve our vision to take decisive action now, so that the Square Mile and the City Corporation’s assets across London and beyond will be climate positive and climate resilient environments where people and businesses can thrive for generations to come.

In the next nine months, we believe that we can:

- **Set a Scope 1 and 2 trajectory to zero carbon** for the City Corporation and the Square Mile, using the AECOM Zero Emissions City Report and other resources.
- **Set a net zero carbon target date**, by collecting data on carbon sequestration from our Open Spaces.
- Establish a **robust evidence base and carbon accounting practices**.
- Begin to incrementally and credibly **establish what the Scope 3 emissions** are for both the City Corporation and the Square Mile as separate but connected evaluations.
- **Develop a plan for Scope 3 emission reduction**, by investing in specialist technical support.
- **Establish an adaptive pathways approach to climate resilience**, which will determine effective actions to prevent disruption due to changed weather patterns.
- Determine **the exact resourcing requirements** the organisation will need on an ongoing basis to deliver its Climate Action Strategy – this is likely to be a **dedicated team of 6 officers with consultancy support**.

## Our timeline

We are working towards a deadline of June 2020 to submit a proposed final version of the Climate Action Strategy to Summit Group as set out below:



### \*March – July 2019

- Held three TFG meetings Scheduled two meetings with technical group in July
- Regular meetings between Corporate Strategy and Performance Team and Janet (strategy lead)
- Invested time in understanding our evidence base and commissioned additional research from the Carbon Trust and Daisy Whiting (work experience Masters student)
- Included a Climate Action 'lens' to support all Fundamental Review decision making
- Re-drafted the original strategy outline summary.

## City of London Corporation Climate Action Update, September 2019

### Background

In order to underpin the Square Mile's status as global green finance and insurance capital it is imperative that the City of London Corporation (City Corporation) leads the way on reducing carbon emissions from its own operations and facilitates a reduction in emissions across the Square Mile.

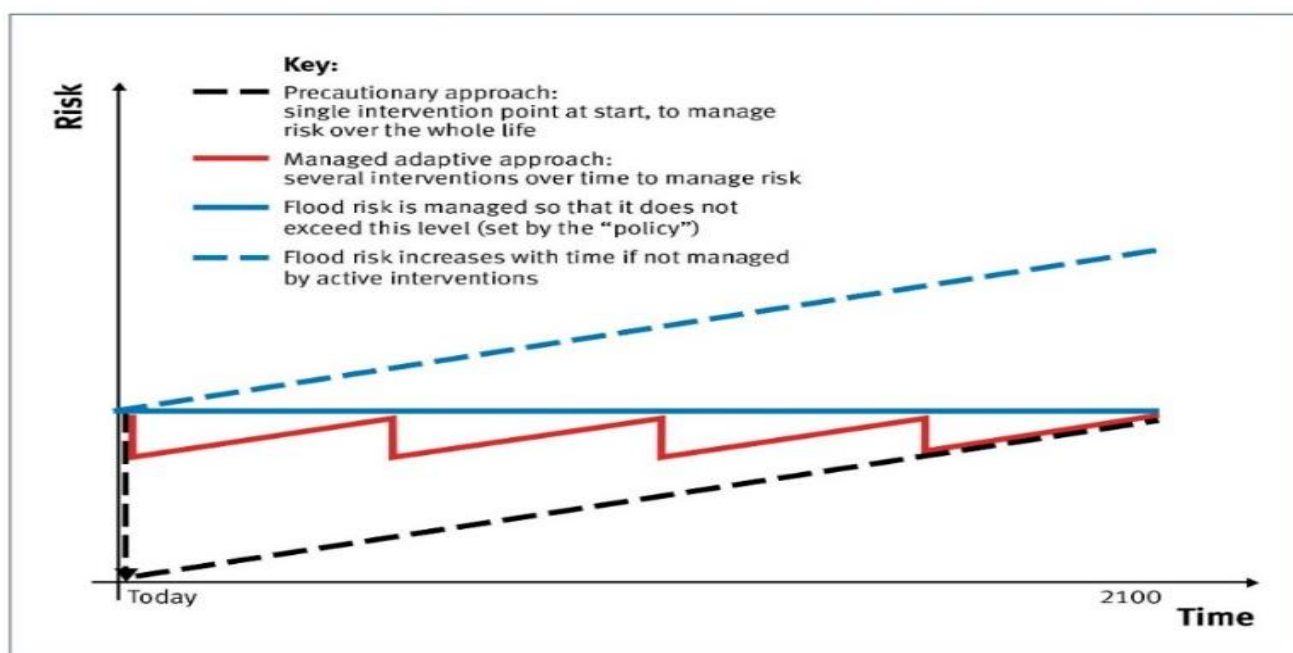
### Current position

- We must deliver carbon reduction actions for Scope 1, 2 and 3 emissions and climate resilience actions that support the City Corporation and the Square Mile.
- We have significant data gaps preventing us from setting ambitious and credible climate action targets for Scope 1, 2 and 3 emissions.
- Climate resilience is becoming more important as our weather patterns change and climate related financial disclosure reporting gains momentum.

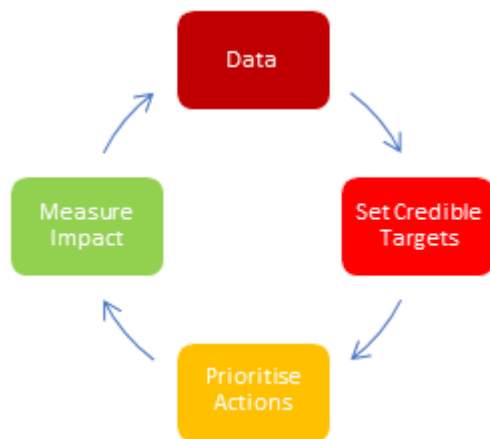
### Climate Action proposed outcomes

In terms of Scope 1 and 2 the Square Mile and our organisation should aim to be climate positive ahead of the Government's net Zero Carbon target for Scope 1 and 2 emissions in 2050, setting targets for each carbon budget period for reduction in emissions and carbon sequestration. **Scope 3** emissions are estimated to be 4 times Scope 1 and 2. The Square Mile and the City Corporation should develop parameters and metrics to demonstrate a reduction in Scope 3 emissions and the carbon benefits of investment through green finance in the longer term.

**Climate Resilience** By acting now through greening, flood defences and infrastructure adaptation, we can anticipate and prevent the likely disruptions to those in the Square Mile caused by rising temperatures, increased rainfall levels and sea level rise.



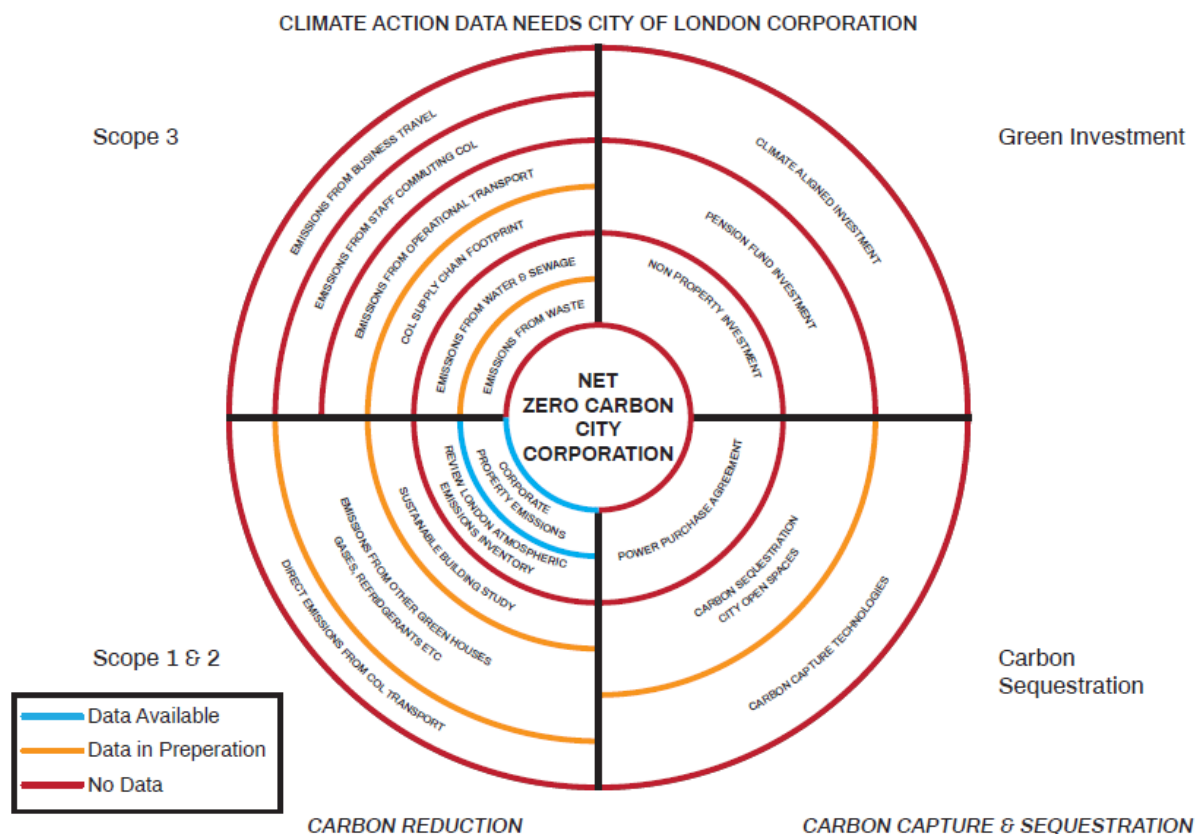
## Target setting and resourcing

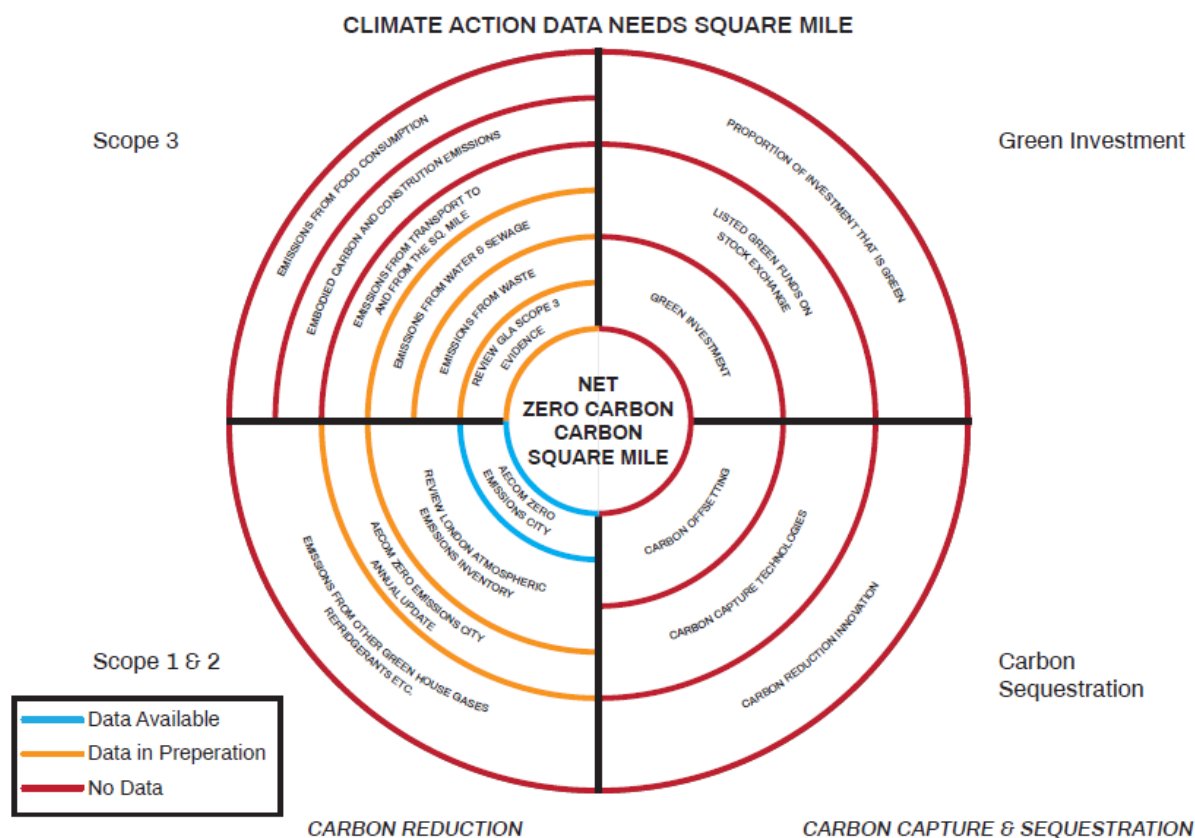


**Data is needed to set credible targets** for Scope 1,2 and 3 emissions and to establish the potential for carbon reduction, capture and climate resilience through the Square Mile or City Corporation's activities or influence. The speed with which this can be done will depend on the priority given to this urgent agenda.

**The full briefing outlines the actions that need to happen between September 2019 and June 2020, including areas where there are significant data gaps.**

Our data gaps are summarised in the images below for the City Corporation and the Square Mile:





## Conclusion

In the next nine months, we believe that we can:

- **Set a Scope 1 and 2 trajectory to zero carbon** for the Square Mile, using the AECOM Zero Emissions City Report and other resources.
- **Set a net zero carbon target date**, by collecting data on carbon sequestration from our Open Spaces.
- Establish a **robust evidence base and carbon accounting practices**.
- Begin to incrementally and credibly **establish what the Scope 3 emissions** are for our organisation and the Square Mile.
- **Develop a plan for Scope 3 emission reduction**, by investing in specialist technical support.
- **Establish an adaptive pathways approach to climate resilience**, which will determine effective actions to prevent disruption due to changed weather patterns.
- Determine **the exact resourcing requirements** the organisation will need on an ongoing basis to deliver its Climate Action Strategy – this is likely to be a **dedicated team of 6 officers with consultancy support**.
- We believe that **an additional £350,000 of funding** for consultancy services is required in **the next nine months**. This funding should be sought from 2019/20 in-year underspend and it is recommended that **climate action is prioritised by departments** as per the actions above listed under 'data gaps and resourcing', in order for this briefing to be delivered successfully.

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<b>Committee(s):</b> Port Health and Environmental Services – For information Planning and Transportation – for information	<b>Date(s):</b> 26 <sup>th</sup> November 2019  12 <sup>th</sup> December 2019
<b>Subject:</b> Electric Vehicle Charging Plan – Interim update	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For information</b>
<b>Report author:</b> Samantha Tharme	

## Summary

Proposal 30 of the City of London Transport Strategy includes a commitment to produce an Electric Vehicle Charging Action Plan, which will identify how many charge points, including charging hubs, are required up to 2022, as well as longer-term forecasts.

This report provides an update on progress towards completing the Action Plan, the first stage of analysis of electric vehicle (EV) charging requirements and details of next steps. The Action Plan period has been extended to 2025 to align with the Mayor of London's Electric Vehicle Infrastructure Taskforce. The final Action Plan will be brought to these committees in March 2020.

## Members are asked to:

- Note the report.

## Main Report

## Background

1. Proposal 30 of Transport Strategy includes a commitment to produce an Electric Vehicle Action Plan. This will identify how many charge points, including charging hubs, are required up to 2022, as well as longer-term forecasts. The Action Plan period has been extended to 2025 to align with the Mayor of London's EV Infrastructure Taskforce, which is working towards targets for wider zero emission zones across London.
2. The commitment to produce an action plan was partly as result of feedback during the consultation on the Transport Strategy, noting the need for EV infrastructure/charging facilities to support the transition to electric vehicles and to support the introduction of local zero emission zones.
3. Members of the PHES and P&T Committees have also raised concerns that we should be making more progress to deliver adequate EV charging facilities. Additionally, the GLA/Mayor of London commissioned a broad

ranging assessment for London to identify barriers to delivery and assess the infrastructure requirements for London as a whole.

4. This piece of work is looking at provision to 2025. This is the timeframe proposed by the GLA/TfL for introducing a central London zero emission zone. The City has also committed to supporting this and introducing local zero emission zones in two locations by 2022.
5. We have commissioned the Energy Savings Trust to look in more detail at the requirements for the Square Mile, looking at numbers of charge points for each user category and type of charge point. They have been working with TfL on demand forecasting and have good knowledge across the different sectors involved in the EV market.

#### **Current Position - Progress on existing plans.**

6. Progress has been made on new charging infrastructure in the last 18 months, with new charge points in place and others into the process of being delivered.
  - Noble street taxi rapid charge point has been in operation since May 2019. By October use of this has been recorded at averaging at 12 hours a day. This is taxi dedicated site funded by TfL subsidy.
  - At Billingsgate Market a rapid charge point is being installed, for commercial operators on its site. This is being provided without any subsidy and will be open access to any user. This should be in place within the current financial year.
  - Smithfield Market is increasing the number of standard chargers (up to 12) in its car park, primarily for traders but also open to general public / residents.
  - At Walbrook Wharf installation is in progress to provide for the Corporation's refuse collection contractor.
  - Corporate fleet use is being provided for by installation this year at Guildhall, the Barbican Centre, Baynard Parks Service depot and the Cemetery and Crematorium.
  - Baynard House car park has a proposal for up to 10 rapid charge points. A concessionaire has successfully bid for 6 charge points. A new electricity substation will enable further charge points at this location in the future if demand requires it. Work is progressing on the scheme in partnership with TfL, for installation in Spring 2020.
7. 50 standard public access charge points are already available in the City's public car parks, and 22 charge points were installed exclusively for residents in the Barbican in 2018

## **Future Requirements – Demand analysis.**

### **The Mayor's Electric Vehicle Infrastructure Taskforce**

8. A comprehensive piece of work has been commissioned by the Mayor's office, which is designed to guide public and private sector and enable delivery where appropriate. An exercise in predicting requirements to 2025 has been carried out considering rates of conversion to EV and the targets the Mayor has set to support the transition to Electric Vehicles. Availability of grants and practical support is included in a comprehensive approach. A link to the full document is [London electric vehicle infrastructure delivery plan](#).
9. The key findings from the work are:
  - EV driver behaviour is evolving and need to be cautious to avoid out of date technology and infrastructure in the wrong places. The modelling is key to steering delivery, using uptake forecasts and targets.
  - Requirement to have between 2,500 – 4,100 rapid charge points; 33,700 – 47,500 standard charge points across the whole of London by 2025. By the end of 2020, work is in progress for 300 rapids to be in place and 3,500 standards.
  - Evidence from the National Grid and UK Power Networks, that whilst there are capacity issues to manage in some locations, that further use of smart approach to time and 'load' management means that further EVs can be supported in London.
  - Strategic and demand led approach to further 'standard' chargers, rather than 'desire' led is critical, as this risks government subsidy not being spent in the optimum locations and redundant technology in place.

### **City of London demand forecast for EV Chargepoints.**

10. Work directly with boroughs and the City is looking at identifying locations to fulfil these ambitions. Although the City of London is much smaller in area covered than other London authorities, circumstances aren't consistent across the whole of London, and given the nature of activity for freight and taxi there is a different pattern of demand for charge points in the Square Mile. We have therefore, commissioned a piece of work by Energy Savings Trust that looks at likely requirements based on vehicle types on City streets. This will give us figures for each user type:
  - Taxi
  - Motorbike
  - Private car
  - Light goods/freight
11. Methodology has looked at using historic / future anticipated take up rates to EV for each user type and anticipated charging patterns based on industry/market expectations. We are working on analysing specific likely scenarios appropriate to City transport proposals and the specific market conditions. Future factors could have significant impacts, including:
  - ULEZ criteria transitioning to zero emission zones

- Charger technology advancing
  - Vehicle model choice expanding
  - Supply chain confidence
  - Battery technology
  - New vehicle costs
  - Used market costs
  - Neighbouring boroughs infrastructure provision
  - Grid capacity & impact of smart charging incentives
  - Local Transport Proposals to reduce vehicles on City Streets by 25% by 2030.
12. The final report will include recommendations on both public and private provision - public access, City's own fleet, commercial depot, such as last mile delivery hubs, and private loading areas. There are likely to be opportunities to provide for multi-purpose users, such as own fleet sites also being available to contractors during visits to car parks and other shared use potential.
13. Some of this will include working with TfL and UKPN and understanding network capacity constraints as well as demand and managing that positively. Mechanisms are available to manage load requirements on the power network, and these can be explored at specific locations.

#### **Next Steps - Further analysis of market demand / potential.**

14. Work is continuing now to refine the recommendations setting out likely scenarios for the City based on Transport Proposals and a strategic approach to meeting appropriate demand.
15. We will engage directly with residents to understand demand in more detail across City DCCS estates, including working on providing an Electric Vehicle car club.
16. We have a number of potential sites which have already been identified by user groups (taxi drivers and residents), we will look at these sites in a bit more detail. Discussions with Business Improvement Districts has also commenced.
17. Identify new locations at which new charge points are appropriate within the next 5 years. We will work closely with neighbour boroughs to ensure that we are taking a strategic approach to locations; a number of new sites have recently been submitted to TfL for grant funding under the Rapids programme.
18. Sites proposed will be in line with the adopted policy preference for charge points to be within car parks, for all user types, and on the highway with exception.
19. Engage with UKPN, and National Grid if appropriate, understand any work required on managing network capacity issues.

## **Residents requirements.**

20. We are working with the Department of Children and Community Services to commission a residents' survey and identify in more detail local demand and a plan for that to include residents EV car club. This should be conducted by the end of the calendar year. We will then need to tender for a provider.
21. The Barbican already has a number of charge points thanks to the subsidised introduction in 2018. As this is a private site there are limits on TfL grants to put any further charge points in place. The Barbican estate office is looking into options to determine the preferred option to provide more charge points and what subsidies might be available. It is intended that the Barbican will be included in EV car club.

## **Enabling and providing EV charge points.**

22. We propose to identify specific sites but part of the role will be to enable rather than the Corporation be the specific provider as there is a limit to grants and public funding available. There is a role of enabling to allow private or market provision which will be defined more in the final Action Plan.

## **Corporate & Strategic Implications**

23. Air quality is identified as Corporate Risk 21, this area of work and the Action Plan will support the transition to electric vehicles and therefore contribute positively towards cleaner air. The project also contributes towards corporate objectives, supporting outcome 11 We have clean air, land and water and a thriving and sustainable natural environment.

## **Financial Implications**

24. At this stage the project has no direct financial implications, as it is identifying requirements. Some of the final Action Plan proposals may recommend seeking grant funding for specific sites, although commercial delivery opportunities will also be identified.

## **Conclusion**

25. Members are asked to note progress on the demand analysis for EV requirements. Further work will be carried out to identify more specific requirements and include sites to be developed for additional charge points in the work for the EV infrastructure Action Plan.

## **Background Papers**

1. The Mayor of London's Electric Vehicle Infrastructure Taskforce Action Plan (June 2019). [London electric vehicle infrastructure delivery plan](#).

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Committee(s):	Date(s):
Safer City Partnership – For Decision Licensing Committee - For Information Policy and Resources – For Decision Port Health – For Information Police Authority Board – For Information Streets and Walkways – For Information Planning and Transport – For Information	23 September 2019 16 October 2019 21 November 2019 26 November 2019 28 November 2019 3 December 2019 12 December 2019
<b>Subject:</b> Seeking a Public Space Protection Order – London Marathon Related Disorder	<b>For Information</b>
<b>Report of:</b> Head of Community Safety	
<b>Report author:</b> David MacKintosh, Head of Community Safety	
<p style="text-align: center;"><b>Summary</b></p> <p>This report informs the Committee of the proposal to seek a Public Space Protection Order (PSPO) to help respond to recurring issues of violent disorder and anti-social behaviour (ASB) which have occurred on the day of the London Marathon.</p> <p>Section 59 of the Anti-social Behaviour, Crime and Policing Act 2014 provides local authorities with the power to make Public Spaces Protection Orders. PSPOs are intended to deal with a particular nuisance or problem in a specific area that is detrimental to the local community's quality of life, by imposing certain conditions or prohibitions.</p> <p>In response to a request from the City of London Police. The Safer City Partnership (the Community Safety Partnership for the City of London) have begun the process of seeking a PSPO for an area encompassing the London Marathon route in the City to be active only for the day of that event.</p> <p>This report outlines the nature of the incidents and previous activity to try and resolve the issues. The Safer City Partnerships seeks collaboration and support from relevant committees in progressing this process and the attendant consultation process.</p>	

## **Recommendation(s)**

Members are asked to consider the report and support the Safer City Partnership in asking the Court of Common Council to approve a PSPO to help assist with the identified problems associated with the London Marathon.

## **Main Report**

### **Background**

1. The London Marathon is a long-distance running event held in London, part of the World Marathon Majors. The event takes place in spring every year and part of the route is through the City of London. Problems with visitors during the day of the event have arisen over several years in the locality around Trinity Square EC3. The primary issue is related to large groups of young adults consuming alcohol and drugs, particularly nitrous oxide, while the London Marathon is taking place. This has contributed to considerable ASB and violent disorder.
2. Significant work has been undertaken with local venues to ensure they are not contributing to the problems. In addition, the City of London Police and Corporation of London staff have worked in partnership to tackle the problems. This has included the deployment of specialist public order assets, liaising with London Marathon organisers to move and change the music provision and the use of crowd control barriers. Despite these efforts, the last two years have still seen considerable public disorder.
3. The core issue are groups of young adults seeing the Marathon as an opportunity to congregate in large numbers to drink alcohol and use drugs, (notably nitrous oxide). As the day progresses, levels of intoxication, ASB and disorder increases. The area impacted is close to Fenchurch Street mainline and Tower Hill underground, which are the main transit points used by these groups to enter the City.
4. Following issues experienced in previous years and working in conjunction with the London Marathon management team and City of London Corporation staff, significant changes were made in 2019 including:
  - Replacing the rock band at Byward Street EC3 with a brass band
  - Cancelling the DJ next to All Hallows Church
  - Increasing barrier plan outside the Liberty Bounds Public House
  - Deploying specially trained Public Order Officers to the area
  - Using the Section 35 Dispersal Order
  - Installing a Police CCTV van in the area
  - Deploying Police horses
  - Ensuring there is no street drinking in Trinity Gardens by using local authority Enforcement Officers from Tower Hamlets
  - Requesting local licensed premises have additional security on duty

5. Despite these mitigating actions, there was still high level ASB and disorder in the area of Great Tower Street EC3, with approximately 500 highly intoxicated young adults present (consuming alcohol and nitrous oxide). These individuals had no vested interest in the London Marathon and made the area, in the words of the City of London Police, “a ‘no-go’ area for members of the public” who wanted to watch and enjoy the London Marathon.
6. This year as the day progressed, the atmosphere became increasingly hostile and eventually resulted in arrests for violent disorder, grievous bodily harm and possession of class A drugs. While assisting in an arrest one of the Police horses fell, trapping the mounted officer under the horse, and resulting in the officer receiving a broken ankle.
7. Seasoned Public Order Officers assigned to the event, who are used to dealing with high levels of disorder, were taken aback with the level of disorder and how quickly the situation escalated. Despite having 20 Public Order Officers available in the area, another 40 officers were required to deal with the problems. In total over 100 City of London Police Officers were deployed to this relatively small geographical area to contain the situation.

### **Neighbouring Boroughs**

8. As the legislation concerning Designated Public Place Orders (DPPO) became redundant with the introduction of the Anti-Social Behaviour Crime and Policing Act (2014), the London Boroughs of Tower Hamlets and Southwark DPPOs were converted into PSPOs, which specifically controls the consumption of alcohol in a public place.
9. The PSPOs in Tower Hamlets and Southwark grant the Police in these boroughs additional powers to confiscate alcohol and other substances associated with ASB. This power also extends to Tower Hamlets Enforcement Officers (as “*authorised persons*”), who patrol Trinity Gardens on the day of the London Marathon.

### **Public and Reputational Impact**

10. The large groups who congregate in Trinity Square and its vicinity, create a hostile environment and are often verbally abusive towards those competing in the London Marathon as well as other spectators. Given the nature of the London Marathon as a charitable and family friendly event, this behaviour is clearly unacceptable. The reputation of the event and the City of London Corporation is put at risk by this level of anti-social and threatening behaviour.

### **Legislation and local authorities’ duty**

11. Section 59 of the Anti-social Behaviour, Crime and Policing Act (2014) gives power to a local authority to make a PSPO if satisfied on reasonable grounds that two conditions are met:

- I. that *"activities carried on in a public place within the authority's area have had a detrimental effect on the quality of life of those in the locality, or it is likely that activities will be carried on in a public place within that area and that they will have such an effect"*
  - II. that *"the effect, or likely effect, of the activities (a) is, or is likely to be, of a persistent or continuing nature, (b) is, or is likely to be, such as to make the activities unreasonable, and (c) justifies the restrictions imposed by the notice"*.
12. It is for local authorities to identify behaviours which cause *"detrimental effect on quality of life"* in their particular area, and to decide who is *"in the locality"* for the purpose of protection from such activities. There is no basis upon which to artificially limit the words used in the statute to consideration of 'regular' or 'repeated' visitors. Instead, local authorities are restricted in making their PSPOs by reference to the second condition imposed: they must show that the effect of the activities on visitors 'is, or is likely to be, of a persistent and continuing nature' before a PSPO will be justified.

## **Proposals**

13. The City of London Police have requested that the City of London Corporation seek to obtain a PSPO to help address this recurring problem. This would allow them additional powers to prevent public drinking and intoxication in specific areas, by refusing entry to designated areas to those carrying alcohol or nitrous oxide, or by confiscation of these by those within the area. Precise wording to be agreed with our colleagues in the Legal Department.
14. The PSPO would allow the Police to confiscate alcohol and nitrous oxide from individuals. However, the decision to do so would be based on the judgement of Police Officers and taking into consideration individual circumstances.

## **Process and Next Steps**

15. The Safer City Partnership have decided to take the PSPO process forward and we need support of relevant committees before taking the issue to Policy and Resources and Court of Common Council. There is also a requirement to consult with relevant stakeholders, which will necessitate a significant amount of staff resources and support from across the City of London Corporation and SCP colleagues to deliver.
16. There is a need to consult with those who live and work in the area and to carefully consider the exact form of restrictions the PSPO would put in place. The intention is for the PSPO to apply only on the day of the Marathon and in the geographic area most impacted by the race.

## **Conclusion**

17. A PSPO in place along the London Marathon route for just one day a year should help reduce the ASB, crime and disorder repeatedly experienced in the Trinity Square locality. It would demonstrate that we are taking steps to safeguard the public from ASB, protect this important global event and make the most effective use of Police resources.

## **Appendices**

- Appendix 1 – Briefing Provided to Chairman of Relevant Committees (17 July)
- Appendix 2 – Map of the London Marathon route

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## **Appendix 1**

### **Briefing to Support the Case for A Public Space Protection Order linked to the London Marathon**

#### **Proposal**

That the City of London Corporation begins the process to put in place a Public Space Protection Order (PSPO) to help reduce crime and disorder associated with intoxication in specific locations during the London marathon.

#### **What is a PSPO?**

The Anti-social Behaviour, Crime and Policing Act 2014 introduced several new tools and powers for use by councils and their partners to address anti-social behaviour (ASB) in their local areas. PSPOs are one of these. Councils can use PSPOs to prohibit specified activities, and/or require certain things to be done by people engaged in particular activities, within a defined public area. PSPOs differ from other tools introduced under the Act as they are council-led, and rather than targeting specific individuals or properties, they focus on the identified problem behaviour in a specific location. The legislation provides for restrictions to be placed on behaviour that apply to everyone in that locality (with the possible use of exemptions). Breach of a PSPO without a reasonable excuse is an offence.

A PSPO can only last for three years before it needs to be renewed.

#### **Background**

For several years the area adjacent to Trinity Square has experienced significant issues associated with large groups getting intoxicated while the London Marathon is taking place. Work has been undertaken with local venues and they have taken steps to ensure they are not contributing to the problems. In addition, the City of London Police and Corporation of London staff have worked to tackle the problems. This has included the deployment of specialist public order assets, liaison with Marathon organisers to move and change the music provision and the use of crowd control barriers. Despite these efforts the last two years have seen considerable public disorder.

The core issue is groups of young adults taking advantage of the Marathon as an opportunity to gather in numbers and get intoxicated through drink and drugs. During the day of the Marathon this escalates into serious anti-social behaviour and disorder.

The area is extremely close to Fenchurch Street and Tower Hill stations which are used by the majority of those involved in these disturbances to transit to the City.

## **The 2019 Marathon**

Following the issues experienced in previous years and working in conjunction with the London Marathon management team, significant changes were made including:

- 1) Replacing the rock band which had previously played at Byward Street with a brass band.
- 2) Cancelling the DJ next to All Hallows church.
- 3) Increased barrier plan outside the Liberty Bounds Public House.
- 4) Specially trained public order officers deployed to the area from the start
- 5) A S.35 Dispersal Order in place.
- 6) A Police CCTV van in the area.
- 7) Police horses were deployed from the start.
- 8) Local authority enforcement officers from Tower Hamlets ensured no drinking in Trinity Gardens.
- 9) Work with local licensed premises including additional security on duty.

Despite these mitigating actions there was still high level ASB and disorder in the area of Great Tower Street. Approximately 500 young adults were present, highly intoxicated (use of alcohol and nitrous oxide). This contingent had no real interest in the Marathon and made the area, in the words of the CoLP “a ‘no-go’ area for members of the public” who wanted to watch the Marathon.

As the day progressed the atmosphere became more hostile and eventually there was disorder resulting in arrests for violent disorder, grievous bodily harm and possession of class A drugs. During the arrest phase, one of the Police horses, whilst moving forward to protect officers who were carrying out an arrest of a violent individual, unfortunately fell over, trapping the mounted officer under the horse resulting in the officer receiving a broken ankle.

Seasoned public order officers assigned to the event who are used to dealing with high levels of disorder were taken aback with the level of disorder that they encountered and how quickly it escalated to become a very hostile and dangerous environment. Despite having twenty public order officers available in the area another forty officers were required to deal with the problems. In total over 100 City Police Officers were deployed in this small area to contain the situation.

## **Neighbouring Boroughs**

A Public Space Protection Order is in place in Tower Hamlets and Southwark. Both adjoining boroughs to the City route. This may contribute to ASB being pushed into the City. In Tower Hamlets, the Police have the power to deal robustly with any alcohol consumption or nitrous oxide being used due to the PSPO in this area. Tower Hamlets provide Enforcement Officers to cover Trinity Gardens, and as a result, although immediately next to the problem area, there is never any issue with this location as the Enforcement Officers have the power to seize any alcohol that is being consumed.

## **Public and Reputational Impact**

These large groups create a hostile environment and are often verbally abusive towards those competing in the Marathon as well as other spectators. Given the nature of the Marathon as charitable, family friendly event this is clearly intolerable. The reputation of the event and the City of London is put at risk by this level of intoxicated and threatening behaviour.

## **Next Steps**

The City of London Police have requested the City of London Corporation seek to obtain a PSPO to help address this recurring problem. This would allow them additional powers to prevent public drinking in specific areas and to intervene before problems escalate. There is a need to consult with those who live and work in the area and to carefully consider the exact form of restrictions the PSPO would put in place. The intention is for the PSPO to apply only on the day of the Marathon and in the geographic area most impacted by the race.

This issue has been brought to the attention of the Safer City Partnership and the Police Authority Board. Officers have had preliminary meetings. However, before proceeding we wanted to provide you and colleagues on key committees with the background to the situation and provide the opportunity to raise any issues. Please do not hesitate to raise any concerns directly with me. David MacKintosh, Head of Community Safety, will be working with relevant colleagues to take this forward over the coming months. With the agreement of colleagues, we plan to take this to the Court of Common Council for approval early in 2020.

## Appendix 2

# MILES 23 TO 26

THE HOME STRETCH: LONDON BRIDGE - THE MALL



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<b>Committee</b> Port Health and Environmental Services – For Information	<b>Date:</b> 26 11 2019
<b>Subject:</b> Cleansing Contactors Performance at the Lord Mayors Show.	<b>Public</b>
<b>Report of:</b> Caroline Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Jim Graham, Assistant Director Cleansing	

## Summary

This report sets out the performance of the new Street Cleansing contractor, Veolia, at the Lord Mayor's show (LMS) 2019. It details the operations carried out during the successful rehearsals and the actual day, along with officers' plans to ensure the continuing success during the full life of the contract.

## Recommendation

Members are asked to:

- Note the report.

## Main Report

### Background

1. The Lord Mayors show has been the major event for the City of London Corporation for approximately 500 years. For the last 30 of these, the clean-up operation after the Lord Mayors show has been carried out by the same company (albeit under three different guises following as a result of company buyouts). However, this year, Amey (formally Enterprise, formerly MRS) were unsuccessful in retaining the Waste Collection, Street Cleansing and Ancillary Service Contract, which was awarded to Veolia.
2. The requirements for the cleansing contractor for the LMS and all rehearsals fall into four main areas:
  - sanding prior to the show,
  - removal of the sand,
  - cleaning of carriageway,
  - cleaning up after spectators.
3. Traditionally, cleansing officers closely oversee the preparations, the rehearsals and take a leading role on the day to ensure consistency and the smooth delivery of services. This was the same for this year.

## **Current Position**

4. Representatives from Veolia attended all the interdepartmental preparation meetings for the LMS along with officers from the Cleansing Service. There was a slight delay in Veolia providing their finalised plan setting out the exact resources, vehicles and timings but this was received before the start of rehearsals. Veolia expressed some queries regarding the quantity of vehicles and resources required for the show as detailed in the specification provided during the procurement process, but officers insisted this be held to for this year, with an agreement to jointly review this following the event. The required sand (70 tonnes) was ordered through J B Riney and Veolia received to the City Garden's depot store at Castle Baynard in good time.
5. The laying down of sand in the four main required areas (Guildhall, Mansion House and Bank Junction, St Paul's, and Clement Dane at Fleet Street) used to be carried out by the winter salt gritting vehicles. However, in the new contract Veolia have opted for smaller capacity vehicles for winter gritting. Whilst the fleet is suitable to deliver the City Corporations gritting requirements, Veolia had to borrow larger capacity vehicles from their Haringey contract in order to complete the sanding without returning to the Castle Baynard depot to refill. The strict timings of the event made this necessary.
6. The three night-time rehearsals in the week preceding the Saturday went well, including the full dress rehearsal with the incoming Lord Mayor and Pageant Master at 02:30 am each morning. The Square Mile was returned to normal each morning, with all traces of sand and horses manure cleared well before the start of the working day.
7. On the day of the Lord Mayor's show the plan was implemented and all resources and operatives required were available from the start of the day. The sanding of the full route, carried out by the four large gritters borrowed from Haringey, commenced at 0600 and was completed by 0900.
8. Following the successful completion of the Lord Mayor's show the clearing of sand commenced at approximately 1230 with 21 mechanical sweepers and street washer tankers following from Temple as the "last float" of the show. The route was cleared well in advance of the Police reopening the roads at approximately 1615, and the sweepers completed the clearing of all sand in the Guildhall Yard by 1630. Street operatives also worked on sweeping clear all the pavements and areas along the route from midday to 1700hrs on the Saturday. Appendix 1 shows images of these operations being carried out.
9. Whilst a new contractors first time performance at an important event can be a slight concern, Cleansing Service officers were never truly in doubt that the Lord Mayor's show cleansing operation would not be a success. However, as with all major events in the Square Mile, officers will be holding a full "lessons learnt"

meeting with Veolia in the coming weeks to identify improvements that can be made in the future.

### **Corporate & Strategic Implications**

10. This cleansing after the Lord Mayor's show supports outcomes ten, eleven and twelve of the Corporate Plan (2018 – 2023) by:
- Curating a vibrant, attractive and complementary blend of uses of space. (10a)
  - Providing a clean environment and driving down the negative effects of our own activities. (11a)
  - Maintaining our buildings, streets and public spaces to high standards. (12a)

### **Conclusion**

11. The transition to a new contractor to provide the cleansing service to the City Corporation for the Lord Mayor's show went very well and officers will continue to work closely with them to ensure this performance is maintained and improved in future years.

### **Appendices**

- Appendix 1 – Images of cleansing operation

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## Appendix 1 – Images of cleansing operation





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