



Port Health & Environmental Services Committee

Date: TUESDAY, 13 JULY 2021

Time: 11.00 am

Venue: INFORMAL VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

Members:

Deputy Keith Bottomley (Chairman)	Deputy Wendy Hyde
Mary Durcan (Deputy Chairman)	Alderman Gregory Jones QC
Rehana Ameer	Shravan Joshi
Alexander Barr	Alderwoman Susan Langley
Adrian Bastow	Vivienne Littlechild
John Bennett	Deputy Edward Lord
Peter Bennett	Deputy Robert Merrett
Tijs Broeke	Deputy Andrien Meyers
John Chapman	Deputy Brian Mooney (Chief Commoner)
Deputy Peter Dunphy	John Petrie
John Edwards	Deputy Henry Pollard
Deputy Kevin Everett	Henrika Priest
Anne Fairweather	Jason Pritchard
Helen Fentimen	Deputy Elizabeth Rogula
Sophie Anne Fernandes	Jeremy Simons
Christopher Hill	George Abrahams

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leanne.murphy@cityoflondon.gov.uk

Accessing the virtual public meeting

Members of the public can observe this virtual public meeting at the below link:

<https://youtu.be/SGkQzf6XNHo>

This meeting will be a virtual meeting and therefore will not take place in a physical location. Any views reached by the Committee today will have to be considered by the Director of Markets & Consumer Protection after the meeting in accordance with the Court of Common Council's Covid Approval Procedure who will make a formal decision having considered all relevant matters. This process reflects the current position in respect of the holding of formal Local Authority meetings and the Court of Common Council's decision of 15th April 2021 to continue with virtual meetings and take formal decisions through a delegation to the Town Clerk and other officers nominated by him after the informal meeting has taken place and the will of the Committee is known in open session. Details of all decisions taken under the Covid Approval Procedure will be available on line via the City Corporation's webpages.

A recording of the public meeting will be available via the above link following the end of the public meeting for up to one municipal year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

**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 non-public summary of the meeting held on 18 May 2021.

For Decision
(Pages 7 - 16)

4. **OUTSTANDING ACTIONS AND WORK PLAN**

Report of the Town Clerk.

For Information
(Pages 17 - 22)

5. **COVID-19 AND BREXIT UPDATE**

The Port Health and Public Protection Director to provide an oral update on the latest position.

For Information

6. **DENTON PIER AND PONTOON OVERHAUL WORKS - GATEWAY 2 REPORT**

Report of the City Surveyor.

For Decision
(Pages 23 - 38)

7. **MST FEES 2021/22**

Report of the Director of Markets & Consumer Protection **(TO FOLLOW)**.

For Decision

8. **WASTE AND STREET CLEANSING ANNUAL REPORT AND IMPROVEMENT PLAN**

Report of the Director of Markets and Consumer Protection.

For Information
(Pages 39 - 42)

9. **AIR QUALITY ANNUAL STATUS REPORT**

Report of the Director of Markets and Consumer Protection.

For Information
(Pages 43 - 62)

10. **REVENUE OUTTURN 2020/21**

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

For Information
(Pages 63 - 74)

11. **CITY LIGHTING STRATEGY UPDATE**

Report of the Director of the Built Environment.

For Information
(Pages 75 - 84)

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

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

Any items of business that the Chairman may decide are urgent.

14. **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

15. NON-PUBLIC MINUTES

To agree the non-public minutes of the meeting held on 18 May 2021.

For Decision
(Pages 85 - 86)

16. PORT HEALTH AND ENVIRONMENTAL SERVICES DEBTORS - PERIOD ENDING 31 MARCH 2021

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

For Information
(Pages 87 - 96)

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

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

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PORT HEALTH & ENVIRONMENTAL SERVICES COMMITTEE

Tuesday, 18 May 2021

**Minutes of the meeting of the Port Health & Environmental Services Committee
held at the Guildhall EC2 at 11.00 am**

Present

Members:

Deputy Keith Bottomley (Chairman)
Mary Durcan (Deputy Chairman)
George Abrahams
Rehana Ameer
Adrian Bastow
Peter Bennett
John Chapman
Deputy Peter Dunphy
John Edwards
Deputy Kevin Everett
Helen Fentimen
Deputy Wendy Hyde

Alderman Gregory Jones QC
Shravan Joshi
Vivienne Littlechild
Deputy Edward Lord
Deputy Robert Merrett
Deputy Andrien Meyers
Deputy Brian Mooney (Chief Commoner)
John Petrie
Deputy Henry Pollard
Jason Pritchard
Deputy Elizabeth Rogula
Jeremy Simons

Officers:

Jon Averbs	-	Director of Markets & Consumer Protection
Gary Burks	-	Superintendent & Registrar, City of London Cemetery & Crematorium
Colin Buttery	-	Director of Open Spaces & Heritage
Ruth Calderwood	-	EAir Quality Manager
Paul Chadha	-	Chief Lawyer
Jim Graham	-	Department of the Built Environment
Rachel Pye	-	Pollution Control Team Manager
Gavin Stedman	-	Port Health & Public Protection Director
Martin Falder	-	Project Support Officer
Kristina Drake	-	Communications Officer
Leanne Murphy	-	Committee and Member Services Officer

1. APOLOGIES

Apologies were received from John Bennett, Henrika Priest, Alexander Barr and Alderwoman Langley.

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

There were no declarations.

3. MINUTES

RESOLVED – The Committee considered and approved the public minutes of the meeting held on 18 May 2021.

4. **OUTSTANDING ACTIONS AND WORK PLAN**

The Committee noted the various outstanding actions and the updates provided thereon. The work plan for Committee meetings was also noted.

Electric Vehicle Charging

Members were informed that this work was being progressed through various Departments. Work has begun at the Baynard House Car Park, with works by the City Surveyor concerning vents and fire risks starting in June and the kit to go live by the summer. The Barbican Estate is still planning for additional bays and Middlesex Street are looking to secure additional funding, which were progressing together, and a report would follow.

A Member highlighted that residents would soon need to pay a charge. A Portsoken residents survey on electric cars indicated an overwhelming lack of charging points; however, the planned works were not happening to an appropriate timeline as residents would no longer receive a resident discount in five months, yet the charging points would not be ready for at least 12 months. It was noted that other Local Authorities had reacted quickly by using existing infrastructure and a meeting had been set up to speed up the charging ports in Portsoken.

Officers confirmed there was a street furniture issue as the light columns could not be used in the City due to their historic significance, with only 10% in the City able to be utilised unlike other Local Authorities.

It was noted that charging points were available at Minories Car Park, which could potentially provide usage for these residents, or potentially in Islington although most motorists were limited to their own Boroughs. The Member responded that people wanted to charge their vehicles close to home and would not invest in electric vehicles if they had to drive far. Another Member added that this was a potential issue for disabled people and that they must be mindful of obstructions on streets.

Officers agreed to attend the meeting with Portsoken residents, and the Chair requested the outcome.

Garden Waste Recycling

Following the unsuccessful trial seven years ago, there was feedback from residents to try this again which was planned to go ahead in March 2020 but was prevented by the pandemic. Officers were now proposing to revisit the scheme for March to October 2022. Members were supportive of this plan.

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

Officers were pleased to report that following continued engagement with London Underground, the redundant block joints underneath the track were being removed. Officers committed to keep up the pressure relating to this

issue, including promoting speed restriction for the area. The Town Clerk agreed to circulate the letter from TfL to Barbican residents.

Amendment to KPI TPR 11 of the DBE business plan 2021/22 / surveys

Benchmark data was now available following the KBT survey and Officers would use this to assist inspections. A September verbal update and October report would follow to the Committee. Officers agreed to include an update on the number of incidents of successful prosecution.

5. COMMITTEE APPOINTMENTS

5.1 Streets and Walkways Sub Committee

The Committee proceeded to appoint a representative on the Streets and Walkways Sub Committee and Deputy Edward Lord, being the only Member indicating his willingness to serve, was duly appointed.

5.2 Health & Wellbeing Board

The Committee proceeded to appoint a representative on the Health and Wellbeing Board and Jeremy Simons, being the only Member indicating his willingness to serve, was duly appointed.

5.3 Thames Estuary Partnership

The Committee proceeded to appoint a representative on the Thames Estuary Partnership. The Town Clerk confirmed that John Edwards, who was appointed last year, was happy to remain the appointed Member for this three-year role.

5.4 Thames21

The Committee proceeded to appoint a trustee to Thames21. The Town Clerk confirmed that Andrew McMurtrie, who was appointed last year, was happy to remain the appointed Member for this three-year role.

6. ELLA ADOO KISSI-DEBRAH INQUEST - PREVENTION OF FUTURE DEATHS REPORT

The Committee received a report of the Director of Markets and Consumer Protection concerning the Ella Adoo Kissi-Debrah Inquest and Prevention of Future Deaths Report.

The Chairman read out the following statement:

The recently published Prevention of Future Deaths Report, following the inquest into the tragic death of Ella Adoo Kissi-Debrah, serves as a stark reminder of the terrible health impact that air pollution can have.

In December last year, a Coroner ruled that Ella had died of asthma, with exposure to excessive air pollution being a contributory factor. This is the first time that air pollution has been explicitly linked to a named individual's death. Our thoughts are very much with Ella's family and friends at this incredibly difficult time.

This tragedy underlines, in very human terms, the urgency with which governments, local authorities, businesses - all of us - must act to drastically improve air quality. Air pollution is a public health crisis here in the capital, with an estimated 4,000 Londoners dying prematurely from long-term exposure every year.

We have been taking a number of bold and practical actions to improve air quality in the Square Mile and wider London. But there is still much work to do.

Through our Air Quality Strategy, we are committed to meeting World Health Organisation guidelines for nitrogen dioxide. And, as most of the health impacts are associated with small particles, we continue to work with a wide range of organisations to ensure this pollutant is below the W.H.O. guidelines by 2030.

Our extensive network of monitors show that air quality in the City is improving. We will maintain our efforts, seizing new opportunities through our Climate Action Strategy, and COP26, and through our Emissions Reduction Bill, which with London Councils aims to give the capital's local authorities tough new powers to tackle air pollution caused by boilers, construction machinery and diesel generators.

And we will continue to raise community awareness around air pollution and how to reduce exposure.

Nobody should have to breathe dirty air and with our partners we will continue to work tirelessly to eliminate it.

At the request of a Member, the Town Clerk agreed to share the details of the e-newsletter and smart phone App with Members detailed in the report.

A Member noted the impact of COVID and the significant reduction of air pollution enquiring if there was any insight on where the pollution is coming and how tackle it long-term. Members were advised that a lot of nitrogen dioxide within the City was due to vehicles and reductions were seen due to low vehicle use in the last year. Particle pollution derived from a range of different things, not just vehicles and includes combustion dust, sea salt and agriculture particulates. As a consequence, levels of particle pollution did not change much during the COVID pandemic. Joint work to tackle air pollution continued in collaboration with others.

The Chairman noted that the Environment Bill was being heavily debated and would go to the report stage shortly. The City Corporation would engage to make amendments to the debate and bring change.

A Member felt that the City should invest and partner in renewable investments moving from fuel vehicles to renewable, including electric vehicle charging, not just for the good of the environment but also for making a return. The Chairman agreed to pick this up with the Climate Action team.

7. **COVID-19 AND BREXIT UPDATE**

The Committee received an oral update from the Port Health and Public Protection Director concerning COVID-19 and the UK's impact of leaving the EU (Brexit) on Port Health & Public Protection.

With regards to Brexit, Members were advised that border controls have been pushed back to October 2021 for documentary checks, with physical checks being brought in from January 2022. Initially the physical checks would be set at 1%, but this was likely to be reviewed in 2022. The service continues to recruit and train new staff; 25 new staff members have been recruited. COVID-19 had presented challenges in the way and time taken to train new staff, but that the service was well advanced in comparison to other ports.

It was noted that the Heathrow Animal Reception Centre (HARC) live animal controls were due to take place from 21 March 2022 and staff were undertaking the necessary preparations.

Officers were still waiting for Defra to respond to a number of questions and provide guidance on a variety of issues that will impact on services, e.g. the service has an underwriting from Defra to 31 March 2022 relating to funding but no further clarity beyond that has been received. The process for handling and sealing groupage vehicles containing multiple consignments and the use of electronic documentation. The City Corporation continues to work with port operators and Government bodies on these issues.

The Committee was informed that Sheerness were now proposing to accept high-risk food and feed through their port. This was very late in the process and Officers were currently in discussions with Defra and the port operator about the additional resources and funding required to deliver Border Controls at the port. The distance to Sheerness (Kent) from the main Head Office (Essex) and staff location made this challenging.

The Port Health Service and Heathrow Animal Reception Centre have continued to operate throughout the various lockdowns and easings. During this time, the Port Health Service has seen a 25% increase in throughput and HARC only had a slight dip in numbers, although this was returning to normal. Officers have also been in the City as required throughout the pandemic and have been ensuring compliance and supporting businesses recover.

Members were informed that Officers continued to raise awareness of the Business Recovery Fund which was linked to the Covid Compliance Accreditation scheme to assist with the confidence of returning customers and a good number of applications had been received. Officers were also assisting where possible with the evolving Recovery Taskforce Vibrant Offer theme.

With relation to Freeports, meetings with Port Operators are planned in for June and July, and discussions with regards to the potential opportunities with the Investments Property Director were ongoing.

The Chairman thanked the team for their hard work working with businesses noting that 60% of business in the City were now open.

A Member was concerned the City Corporation had missed the boat concerning freeports noting the wider strategic reason to be involved and enquired how this was being coordinated. Officers confirmed they continued to link with the various Corporation teams, plus liaising with the relevant port operators. It was agreed that an update with timescales would be provided at the next meeting.

With regards to the uplift in trade, a Member stated that the increase was a result of companies trying to beat the deadline to leave the EU but there was a feeling that businesses were not prepared. Members were informed that trade was never stable or static, with a new trade possibly being displaced to the container ports from ferry ports. However, trends still predicted an upward trajectory for the London Port Health Authority. It was agreed that Ports needed to be ready for the January deadline and the Member agreed to feed examples to the Port Health and Public Protection Director.

8. BUSINESS PLANS 2020/2021: PROGRESS REPORT (PERIOD 3)

The Committee considered a joint report of the Director of the Built Environment, Director of Open Spaces and Director of Markets and Consumer Protection providing an update on progress made during Period 3 (December-March) against the High-Level Business Plans 2020/21 for the three service areas.

The Deputy Chairman congratulated the team for securing an additional funded post for illegal street trading enforcement and requested further detail concerning changes to HARC's changes to operation. It was confirmed that staff at the centre worked with airlines to make sure they had the resources to import live animals safely, thus ensuring the welfare of the animals and providing a safe, COVID compliant environment for staff. This 'ok to forward' process placed restrictions on the number of animals coming in at one time. However, it was hoped as COVID restrictions were eased that these restrictions could be lifted.

A Member noted the increase in the number of deaths and funerals and was concerned by the current approach for any income over and above the total expenditure to be moved to a reserve fund for the Cemetery and Crematorium. It was felt there was a potential risk of reduction for future years which would require contingency from the Chamberlain in the long-term as opposed to the current short-term gain. Members agreed to bolster the reserve fund despite the good year and Officers agreed to follow up with Chamberlain's as no money was currently agreed.

Members enquired about the delay in dealing with graffiti and the Committee were reminded that their remit related to the public realm and not individual estates or TfL who were responsible for their own assets.

RESOLVED – That Members note the content of this report and its appendices.

9. **DRAFT CITY OF LONDON CONTAMINATED LAND INSPECTION STRATEGY 2021-2030**

The Committee considered a report of the Director of Markets & Consumer Protection concerning the Draft City of London Contaminated Land Inspection Strategy 2021-2030. This strategy fulfils the City of London's statutory obligation to set out its wider approach to contaminated land and its inspection duties within the Square Mile and provides a more accessible, shorter and condensed strategy document.

Members were advised that the City Corporation had a statutory duty to ensure land within its boundaries were fit for use and have a plan in place which was reviewed every five years.

A Member highlighted rising groundwater which was an issue 5-10 years ago as a possible pollutant issue. Officers were not aware of any issues concerning rising water which was looked at carefully by environment services. Issues were caused by the flow of water from the tidal Thames resulting in the movement of pollutants.

The Member also noted that the City of London Primary Academy Islington (COLPAI) site had found asbestos on what was a City of London and Islington site and enquired if the Corporation was working with other Local Authorities. Members were advised that there was a statutory requirement to assess ground and land information was also the case with the COLPAI land. When there were risks adjacent to boundaries, this would be managed by the relevant Local Authority.

In response to a query concerning whether sufficient resources were available to manage this work, Officers confirmed the costs were met within the existing departmental budget plus the cost of contamination was borne by the landowner. If something required significant detailed investigation and this came to the Corporation rather than the land owner, a request would come back to the Port Health Committee for sign off.

RESOLVED – That Members approve the proposal set out in paragraph 12 and 13 that the attached draft contaminated land inspection strategy (Appendix 1) undergoes external consultation until 25 July 2021, subject to any comments received at your meeting and a further report will be presented to your 27 September 2021 meeting to approve the subsequent new strategy.

10. **COMMERCIAL ENVIRONMENTAL HEALTH AND PORT HEALTH SERVICE PLANS 2021-2022**

The Committee considered a report of the Director of Markets & Consumer Protection concerning the Commercial Environmental Health Team's Service Plan for 2021-22 addressing the ongoing COVID-19 pandemic and responding to the needs of the recovery of the City of London and the Port Health's Service Plan for 2021/22 in relation to food premises inspections.

Members were informed that the Statutory Plans were annually reviewed by the Committee and the FSA required Local Authorities to seek member approval for these plans.

It was acknowledged that the last year had been clearly affected by Covid and the restrictions meant that many businesses had to close for large amounts of time. It was hoped that all businesses would reopen as workers returned to the City. In the meantime, the services would continue to work on a priority risk basis looking at Covid compliance and support, matters of evident concern, track and trace, imported food and feed in the ports, etc.

RESOLVED – That Members:-

- Approve the approach outlined in paragraph 14 of this report relating to Commercial Environmental Health's Service Plan;
- Approve the approach outlined in paragraph 17 relating to Port Health's Service Plan; and
- Note that a further report will be brought back to this Committee when future expectations have been confirmed by the Food Standards Agency (paragraph 18).

11. RISK MANAGEMENT - PERIODIC UPDATE REPORT

The Committee received a joint report of the Director of the Built Environment, Director of Markets & Consumer Protection and Director of Open Spaces providing assurance that risk management procedures in place within the Department of the Built Environment, Department of Markets and Consumer Protection, and the Open Spaces Department are satisfactory and that they meet the requirements of the corporate Risk Management Framework. Risk is reviewed regularly within each department as part of the ongoing management of operations.

The Committee was provided with an update on the management of risks faced by the departments.

RESOLVED – That Members note the report and the actions taken by each department to monitor and manage effectively risks arising from their operations.

12. CREMATOR REPLACEMENT PROJECT

The Committee considered a Gateway 6 report of the Director Open Spaces concerning the Cremator Replacement Project.

Members were provided with the headlines of the project which saw the old cremators replaced by two new efficient and environmentally friendly cremators. This was carried out at challenging but necessary time and the project went well, running to time and cost target. Members congratulated Officers on a successful outcome.

RESOLVED – That Members approve and sign-off the successful completion of the Cremator Replacement project at the City of London Cemetery and note the lessons learned.

13. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

High Timber Street noise complaint

A Member noted on behalf of their constituents that the Borough of Southwark had previously agreed to deal with noisy buskers affecting local residents on High Timber Street and requested if this could be escalated. Members were advised that a letter had been recently sent to Councillor Kieran Williams and Officers awaited a response. In the meantime, discussions were progressing with the City Solicitor regarding enforcement options.

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

In response to the update provided under the outstanding actions item, a Member felt a letter should go to Barbican Estate residents from the Chairman and Deputy Chairman informing them that intervention by the Committee led to action. The Chairman and Deputy Chairman agreed to send a letter to residents.

14. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was none.

15. 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.

16. NON-PUBLIC MINUTES

RESOLVED – The Committee considered and approved the non-public minutes of the meeting held on 18 May 2021.

17. NON-PUBLIC APPENDIX: RISK MANAGEMENT REPORT - RISK REGISTER

The Committee received a non-public Risk Register appendix to be read in conjunction with item 11 concerning Risk Management.

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

There were no questions.

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

There were no items.

The meeting closed at 12.43 pm

Chairman

Contact Officer: Leanne Murphy
leanne.murphy@cityoflondon.gov.uk

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	Electric Vehicle Charging	Transportation and Public Realm Director	October 2020	<p>Ref electric charging facilities for City residents, the Transport Strategy & long-standing City policy has been that all residential parking needs must be met off-street due to space constraints and the need to balance competing demands for the use of the highway.</p> <p>The residential demand for electric charging facilities at the Barbican Estate are being met by the installation of new electric charging bays due to go live by the end of July, and for those residents who do not live on an estate with dedicated off-street parking, facilities are already provided in the City's public car parks.</p> <p>In terms of Middx St Estate, the expectation is that this would be dealt with as an Estates matter in line with the above policy. On-street parking bays around the Estate are typically full so removing such bays and converting them to residential use would have a detrimental impact on those seeking parking facilities in the area, particularly given the existing provision of dedicated off-street parking for residents.</p> <p>In terms of providing additional facilities for commercial vehicles to recharge, works to enable the recharging hub at</p>

					Baynard House car park remain on target to complete in Sept, and given the frequent use made by taxis of the trial rapid charging machine at Noble St, an assessment will be made for a limited expansion for commercial vehicles elsewhere, subject to space constraints and funding being available.
2.	27 November 2018	Garden Waste Recycling	Transportation and Public Realm Director	March 2022	<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> <p>Unfortunately, due to COVID19 and the risk the trial posed to staff and the public the trial was cancelled after one week, we will need to extend the postponement of the Garden waste trail and review the situation in March 2021</p> <p>Following the unsuccessful trial seven years ago, there was feedback from residents to try this again which was planned to commence in March 2020 but was prevented by the pandemic. Officers were now proposing to revisit the scheme for March to October 2022. Members were supportive of this plan.</p>
3.	15 January 2019	Measurement and mitigation options for operational rail noise from London	Director of Markets and Consumer Protection	September 2021	Following continued engagement with London Underground, 21 redundant insulated block joints (IBJ's) from underneath western end of the Barbican Estate have been removed. Officers have committed to keep up the pressure to remove

		Underground affecting the Barbican Estate			<p>the remaining IBJ's and put in place speed restriction for the area and further updates will be provided when available.</p> <p>Following the update letter from LUL to Barbican residents, a letter from the Chairman and Deputy Chairman has been sent to the Managing Director of LUL requesting the remaining works are prioritised for action. A response is awaiting and will be reported when available.</p>
4.	16 March 2021	Amendment to KPI TPR 11 of the DBE business plan 2021/22 / surveys	Director of Markets and Consumer Protection	September 2021	<p>Surveys will now be carried out twice yearly and the Chairman requested an update report to the September meeting of the Committee outlining any early indications of the impact of the change from 2% to 5%.</p> <p>Benchmark data will be available following the KBT survey and Officers will use this to assist inspections. A September verbal update and October report (along with Keep Britain Tidy report as the KBT survey will not be complete by September) will come to the Committee.</p>

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**Port Health & Environmental Services
Work Programme 2021/22**

Standing Items

- Outstanding Actions
- Minutes
- Brexit update
- COVID-19 update

27 September 2021	<ul style="list-style-type: none"> • Business Plans 2021/2022: Progress Report (Period 1) • Risk Management - Periodic Update Report • Letting Agents Enforcement Policy • PHES Debtors Period Ending 30 June 2021
23 November 2021	<ul style="list-style-type: none"> • 49th City of London Thames Fishery Research Experiment • Keep Britain tidy (KBT) report • <i>PHES Statement / initial assessment of the impact 'on the streets' of the changes to the Veolia cleansing contract</i> • Cemetery & Crematorium Performance 2021/22 • Commercial Environmental Health Service Plan • PHES Debtors Period Ending 30 September 2021 • Revenue and Capital Budgets 2022/23
18 January 2022	<ul style="list-style-type: none"> • Annual Review of the Committee's Terms of Reference • Draft High-Level Business Plans 2022/23 • Business Plans 2021/2022: Progress Report (Period 2) • Cemetery and Crematorium Fees and Charges 2022/23 • Animal Reception Centre - Heathrow Airport: Annual Review of Charges • Risk Management - Periodic Update Report • Deep Dive CR21 Air Quality
8 March 2022	<ul style="list-style-type: none"> • PHES Debtors - Period Ending 31 December 2021 • Proposed Charges for Street Cleansing, Waste Collection and Public Conveniences 2022/23
24 May 2022	<ul style="list-style-type: none"> • Election of Chairman/Deputy Chairman • Committee appointments • Order of the Court of Common Council • Massage and Special Treatment Licence Fees • Commercial Environmental Health Service Plan

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Agenda Item 6

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Committees: Corporate Projects Board - for decision Port Health & Environmental Services Committee - for decision Projects Sub - for decision	Dates: 09 June 2021 13 July 2021 28 July 2021
Subject: Denton Pier and Pontoon Overhaul Works Unique Project Identifier: 12281	Gateway 2: Project Proposal Regular
Report of: City Surveyor Report Author: Liam Boyle	For Decision
PUBLIC	

Recommendations

1. Next steps and requested decisions	<p>Project Description: <i>Extensive inspection and refurbishment of the pier/pontoon structure.</i></p> <p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Funding Source: 'In principle' funding for this scheme was approved as part of the 2021/22 annual capital bids on health and safety grounds. Release of funding from City Fund reserves will be subject to the approval of the Resource Allocation Sub Committee in the normal way.</p> <p>Next Steps: Engage with consultant to undertake survey and produce options proposal for Gateway 3/4</p> <p>Requested Decisions:</p> <ol style="list-style-type: none">1. A budget of £50,000 for a condition survey and options appraisal is required to reach the next Gateway.2. Note the total estimated cost of the project at £850,000 (excluding risk).3. Note the estimated costed risk of £150,000
2. Resource requirements to	

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reach next Gateway	Item	Reason	Funds/ Source of Funding	Cost (£)
	Engage consultants - Undertake detailed condition surveys	Establish clear scope of repairs required, reduce potential of unforeseen or additional costs being added at a later date	City Fund	30,000
	Engage consultant - Structural Engineer?	Ensure that any issues concerning structural integrity are properly assessed before pricing	City Fund	£7,000
	Engage consultants - Complete feasibility, scoping and costing exercise	Outline options for fabric repairs and associated costs for each option	City Fund	10,000
	Staff costs	Project Management & procurement / appointment and briefing of external consultants outline above	City Fund	£3,000
	Total			£50,000
Costed Risk Provision requested for this Gateway: Nil				
3. Governance arrangements	<i>State the Service Committee responsible:</i> Port Health & Environmental Services Committee			

	<p><i>Name of Senior Responsible Officer and their role:</i></p> <p>Alison Bunn – Assistant Director, Head of Facilities Management</p> <p>Paul Tetu, Senior Principal Building Surveyor will act as project manager</p> <p><i>State whether a project board is appropriate. If it is not, provide a sentence explaining why not</i></p> <p>This is a Business As Usual project. The need for a project board to be decided once the condition survey has been undertaken and the scope of works has been fully assessed.</p>
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Project Summary

4. Context	<p>4.1 The City of London acts as the London Port Health Authority (LPHA) for the tidal Thames. The pier is used by City of London launches only, to access patrol & pilot boats operated by the service to enable them to undertake a variety of statutory and ceremonial duties. Statutory duties include shellfish sampling, ship hygiene and sanitation, food hygiene on floating restaurants and noise patrols.</p> <p>4.2 The existing facility consists of the following elements:</p> <ul style="list-style-type: none"> • A steel pontoon 18m x 10m with a depth of 2.25m • Two steel restraint dolphins that hold the pontoon in position and take out berthing forces from small craft using the facility. • A 20m long steel access brow connecting the approach walkway to the pontoon. • A 100m long timber approach structure with spans of timber fabricated as trusses supported on timber piles. <p>4.3 A 2005 building engineering consultant report noted that the pontoon was at least 40 years old and that it was unlikely to last another 15 years without attention. The report noted that significant remedial works to the timber approach structure would be foreseeable in that timeframe.</p> <p>4.4 Specialist marine engineering consultants carried out a non-destructive survey in 2015 to identify the condition of the pier and pontoon. Immediate remedial works including the replacement of the anti-slip walkway and inspection of brow pins were carried out using cyclical work funding.</p>
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<p>5. Brief description of project</p>	<p>5.1 Surveys indicate that the pontoon requires significant refurbishment including remedial works to both of the dolphin structures. The pontoon barge will need to be relocated from the river to a dry dock for a full inspection so that the structure below water line can be inspected and any necessary repairs can be undertaken. The access brow would also be removed for inspection at this time.</p> <p>5.2 A key aim of the project is to ensure the pier and pontoon is stable and to demonstrate that the pontoon structure will not break from its moorings in the event of a storm. This is a concern due to the fact that a relatively nearby pontoon structure of a similar, more modern construction, broke free from its mooring during a storm and floated up river resulting in a collision with 2 ships in recent years.</p> <p>5.3 The project will establish clear life cycle recommendations of all key components, identifying priorities, time scales and likely costs for forward maintenance planning purposes. Assessment of up to date surveys will also identify whether it is may be more cost effective to replace elements of the pier structure.</p>
<p>6. Consequences if project not approved</p>	<p>6.1 If the project is not approved, the condition of the structure will continue to deteriorate and may become unsafe or unusable.</p> <p>6.2 Postponing the project will increase the likelihood of significant unplanned cost and may result in the interruption of Port Health operations which could cause reputational damage to the Corporation.</p> <p>6.3 The service could not operate from its Charlton base alone due to the distance/time it would take to cover its area (Teddington Lock to the Outer Thames Estuary).</p> <p>6.4 The service provides a contingency to enable Kent based officers to be transferred to the Essex ports due to problems with the QE2 river crossing.</p>
<p>7. SMART project objectives</p>	<p>7.1 To prioritise those areas most in need of overhaul, repair or replacement though condition survey to avoid unplanned expense and so that cyclical works can be managed through the cyclical works process.</p> <p>7.2 To establish the highest degree of safe and uninterrupted access for operational purposes during and after the project period.</p> <p>7.3 To complete the works indicated by the condition survey; to implement necessary repairs that are identified when the pontoon is in dry dock and identify where replacement of any element may be the most economical strategy.</p>

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	7.4 To provide maintenance regimes, monitoring and inspection programmes for the entire pier structure.
8. Key benefits	<p>8.1 Once established, stability of the structure can be monitored by implementing regular inspection programme utilising the Forward Maintenance Plan, insurance inspection schedule and the CAFM system as required.</p> <p>8.2 Implementing an appropriate maintenance regime will reduce BRM costs and will ensure ongoing maintenance costs can be programmed and bid for through the usual CWP process.</p> <p>8.3 It is currently estimated that the refurbishment project will prolong the life of the structure for at least a further 20 years.</p> <p>8.4 The project will establish a known state of repair provide accurate condition information to assist with accurate forward maintenance planning.</p> <p>8.5 Positive reputational impact of maintaining an essential operational asset can be measured by feedback from users of the pier and pontoon, the public and local media.</p>
9. Project category	1. Health and safety
10. Project priority	A. Essential
11. Notable exclusions	The entire pier structure is to be assessed by condition survey. So far, significant high priority works have only been identified in relation to the pontoon structure. Forward maintenance information for the entire pier structure and services will be gathered as an outcome of the project.

Options Appraisal

12. Overview of options	<p><u>Numbered list format</u></p> <p>Option 1 – To engage consultant surveys with a view to carrying out necessary refurbishment (advised).</p> <p>Option 2 – Consultant surveys to provide information required to identify where replacement may be the more economical option.</p> <p>Option 3 – Relocate operations to an alternative site. Opportunities are rare and hence would be costly. There is also a need have a site either side of the Thames Barrier to enable the service to inspect its area and undertake its statutory duties. (not advised)</p>
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Project Planning

13. Delivery period and key dates	<p>The project period is 18 months. Some aspects of the work are weather dependent. The project is therefore scheduled to start in July to reduce risk of slippage and is due to completed in December 2022.</p> <ul style="list-style-type: none"> • Gateway 2 approval – (8 weeks) July 2021 • Tender and commissioning of consultant – (6 weeks) September 2021 • Surveys undertaken – (6 weeks) October 2021 • Report and options appraisal – (4 weeks) November 2021 • Drafting of design, detailed costing options, project programme and recommendations issued via Gateway 3/4 – (6 weeks) January 2022 • Completion of tender documents and liaison of key dates with Client – (4 weeks) Feb/March 2022 • Issue of tender documents – (4 weeks) April 2022 • Tender period – (6 weeks) May 2022 • Gateway 5 submission including tender review & recommendation to award – (4 weeks) June 2022 • Contractor appointed – (6 weeks) June 2022 • Works start on site – July 2022 • Works complete – (5 months) December 2022 • Gateway 6 & lessons learnt – (6 weeks) February 2023
14. Risk implications	<p>Overall project risk: Low</p> <p><i>This is a Business As Usual repair project.</i></p> <p><i>The key post mitigation risks identified are:</i></p> <p>14.1 Due to insufficient recorded information we are only able to estimate cost and scope at this stage. Detailed inspections will provide budget costings and accurate timeframes for refurbishment and, where appropriate, replacement options.</p> <p>14.2 Possible Impact of the uncertainties associated with Brexit and COVID 19.</p> <p>14.3 There are a limited number of specialist contractors qualified to undertake this type of work.</p> <p>14.4 The Port of London Authority have previously agreed the use of their adjacent pier on a temporary basis. It is expected that an arrangement can be made for the duration of the project though this is yet to be confirmed and costs are still to be established.</p>

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	A risk register is attached as Appendix 2. The risk register cannot be accurately costed at this early stage. Estimates provided are to be revised once the detailed condition surveys are completed.
15. Stakeholders and consultees	<p><i>Use <u>numbered points</u> here</i></p> <p>Chamberlains</p> <p>Corporate Property Operations Group (asset management and project management)</p> <p>Port Health Operations</p> <p>Procurement</p>

Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £425,000 to £850,000 (excluding risk) Likely cost range (including risk): 500,000 to £1,00,000 (including risk)	
17. Funding strategy	Choose 1: No funding confirmed	Choose 1: Internal - Funded wholly by City's own resource
	Funds/Sources of Funding	Cost (£)
	City Fund total excluding risk	£425,000 to £850,000
	City fund risk allowance	£75,000 to £150,000
	Total (including risk)	£500,000 to £1,000,000
	In principle' funding of up to £1m for this scheme was approved by Resource Allocation Sub Committee as part of the 2021/22 annual capital bids on health and safety grounds. Release of funding from City Fund reserves will be subject to the approval of the Resource Allocation Sub Committee in the normal way.	
18. Investment appraisal	<i>The City have held the Pier under licence since 1969, with no end date, and have full repairing liability.</i> <i>The pier is not considered appropriate for appraisal given there is no return on capital invested.</i>	

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19. Procurement strategy/route to market	<p>19.1 Consultants will be appointed in line with City Procurement Code of practice by open tender. It is expected that due to the specialist nature and the relatively small scale of the project the number of appropriate applicants will be small.</p> <p>19.2 Before embarking on the Works approach for this project, consultants must first be appointed to draft the relevant documentation. This will be in line with the City of London procurement Code.</p> <p>19.3 The Works approach for this will be considered with procurement based on the information provided by the Project team and accurate project estimates. The guidance from the consultants compiling this information will guide the decision on procurement route. In any instance, this will again be in line with the City of London procurement Code.</p>
20. Legal implications	<p>The City of London acts as the London Port Health Authority (LPHA) for the tidal Thames. There is a need for the service to have an appropriate pier and pontoon to enable it to undertake its statutory and ceremonial duties.</p>
21. Corporate property implications	<p>This project aligns with the Corporate Property Asset Management Strategy 2020-2025 to ensure that operational assets are maintained in good, safe and statutory compliant condition.</p>
22. Traffic implications	<p>The pier is used by City of London launches only. Port Health will not be able to use the pier and pontoon for a set period. A detailed survey will be required in order to identify the programme to minimise impact. It is expected that suitable arrangements can be made with the Port of London Authority for the duration of the project.</p>
23. Sustainability and energy implications	<p><i>None</i></p>
24. IS implications	<p><i>None</i></p>
25. Equality Impact Assessment	<ul style="list-style-type: none"> <i>An equality impact assessment will not be undertaken</i>
26. Data Protection Impact Assessment	<ul style="list-style-type: none"> <i>The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken</i>

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Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register
Appendix 3	

Contact

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Telephone Number	07860 757 219

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	<A unique project number will travel with the project, and will incorporate a Department lead, within. Will be generated via Project Vision by CPO after CPB>	[1b] Departmental Reference Number	<An internal department reference (if applicable)>
[2] Core Project Name	Denton Pier and Pontoon Overhaul Works		
[3] Programme Affiliation (if applicable)	<Can this activity be considered as part of a wider programme of similar work?>		

Ownership	
[4] Chief Officer has signed off on this document	Paul Wilkinson – City Surveyor
[5] Senior Responsible Officer	Alison Bunn – Assistant Director, Head of Facilities Management
[6] Project Manager	Gateway 1 Samantha Williams – Property Facilities Manager Gateway 3 onwards – Paul Tetu ?

Description and purpose
[7] Project Description
Specialist Marine Engineers carried out a condition survey in 2015 to identify the condition of the pier and pontoon due to there being no record of any inspection or survey being carried out over the past 25 years. The report identified no major concerns or issues but recommended further investigation regarding the condition of the Brow Pins. A survey/inspection of the Brow Pins was carried out in 2018 and was found to be satisfactory. Due to its age the pier and pontoon requires a major refurbishment including remedial works to 2 No. Dolphin structures located to 2 No. corners of the pontoon. The recommendation is for an extensive refurbishment of the pier/pontoon structure and dolphins, including lifting part of the structure from the river to a dry dock location for works and thorough inspection to be undertaken. To date all surveys, urgent immediate remedial works and the replacement of the anti-slip walkway have been carried out using cyclical works money.
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?
The project will enable the pier and pontoon to be fully refurbished to prolong its life for a further 25 plus years and will address any remedial works that are found to be necessary when the pontoon is inspected in dry dock.
It will also ensure the pier and pontoon are stable and demonstrate the structure will not break from its moorings in the event of a storm. This is a concern due to a pontoon structure (not CoL responsibility) of a similar construction to the Denton structure (but not as old) broke free from its mooring during a storm and floated up river resulting in a collision with 2 ships and causing significant damage.
Going forward, maintenance regimes and regular inspection programmes can be ascertained and finalised to ensure ongoing works and costs are known and can be provided for.

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[9] What is the link to the City of London Corporate plan outcomes?					
[1] People are safe and feel safe. [2] People enjoy good health and wellbeing. [5] Businesses are trusted and socially and environmentally responsible. [9] Our spaces are secure, resilient and well-maintained.					
[10] What is the link to the departmental business plan objectives?					
City Surveyors Business Plan 2019-2024 Strategic Asset Management, Property Assets and Facilities Management. <ul style="list-style-type: none"> Carrying out this work will ensure the pier and pontoon are fit for purpose, sustainable, safe and secure, providing access for all, meeting service needs. Completing these works will enable an ongoing maintenance regime through the forward maintenance plans and cyclical works programme. 					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	Y	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	N	Sustainability: Essential for business continuity	Y	Improvement: New opportunity/ idea that leads to improvement	N

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
<These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>>
1) Maintain stability of the structure to achieve safety.
2) Implement a maintenance regime going forward.
3) Positive reputational impact of maintaining an essential asset.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
Maintain stability of the structure can be measured by implementing regular inspection programme into the Forward Maintenance Plan. Implement a maintenance regime will reduce future BRM costs and ensure ongoing maintenance costs can be programmed and bid for through the CWP process. Positive reputational impact of maintaining an essential asset can be measured by feedback from users of the pier and pontoon, the public and local press.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £500,000 Upper Range estimate: £1,000,000

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[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Cost of inspection regime to be ascertain once works have been carried out.
[16] What are the expected sources of funding for this project?
This is a new request for funds from City Fund. No other funding source have been identified.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: start – June 2021 to August 2021 Upper Range estimate: start – June 2021 to October 2021 Works should be carried out during the summer months

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
The project is unlikely to have any significant media impact.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name:
Chamberlains: Procurement	Officer Name:
IT	Officer Name:
HR	Officer Name:
Communications	Officer Name:
Corporate Property	Officer Name:
External	Jon Avern/Gavin Stedman – Port Health
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: Please note the Client supplier departments. Who will be the Officer responsible for the designing of the project? If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?	
Client	Department:
Supplier	Department:
Supplier	Department:
Project Design Manager	Department:
Design/Delivery handover to Supplier	Gateway stage: <Before Project Proposal>, <Post Project Proposal>, <Post Options Appraisal>, <Post Detailed design>, <Post Authority to start work>

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City of London: Projects Procedure Corporate Risks Register

Project name: Denton Pier and Pontoon Overhaul Works

Unique project identifier: 12281

Total est cost (exc risk) £850000

Corporate Risk Matrix score table

PM's overall risk rating	Low
Avg risk pre-mitigation	7.8
Avg risk post-mitigation	4.0
Red risks (open)	1
Amber risks (open)	7
Green risks (open)	1

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£1,400,000.00	165%
£1,400,000.00	165%
£150,000.00	18%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
1	6.0	£100,000.00	0	1	0
5	8.8	£1,200,000.00	1	3	1
0	0.0	£0.00	0	0	0
1	6.0	£0.00	0	1	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
1	6.0	£100,000.00	0	1	0
1	8.0	£0.00	0	1	0

Issues (open)	0
All Issues	0

Open Issues

All Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

Cost to resolve all issues (on completion)

£0.00

Total CRP used to date

£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name:			Denton Pier and Pontoon Overhaul Works				PM's overall risk rating:		Low		CRP requested this gateway		£ -		Average unmitigated risk		7.8		Open Risks		9				
Unique project identifier:			12281				Total estimated cost (exc risk):		£ 850,000		Total CRP used to date		£ -		Average mitigated risk score		4.0		Closed Risks		0				
General risk classification										Mitigation actions										Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to issues	Comment(s)		
R1	4	(1) Compliance/Regulatory	Delay or failure to obtain required consents and planning approvals from port authorities	Potential delay to project. Restrictions may be imposed	Possible	Serious	6	£100,000.00	N	C – Uncomfortable	Identify and seek consents and approvals identify time frames at the earliest opportunity	£0.00	Unlikely	Minor	£0.00	2	£0.00		15-May-21	CSD	Liam Boyle				
R2	2	(2) Financial	Current insufficient recorded information	Potential scope could expand following condition surveys. Additional surveys may be required	Possible	Serious	6	£500,000.00	N	C – Uncomfortable	Carry out adequate survey and prioritise works based on safety, security and reputation	£0.00	Unlikely	Minor	£50,000.00	2	£0.00		15-May-21	CSD	Liam Boyle				
R3	2	(2) Financial	Costs are estimated only at this stage	Costs following survey could increase	Unlikely	Major	16	£500,000.00	N	C – Uncomfortable	Carry out adequate survey and prioritise works based on safety, security and reputation	£0.00	Possible	Serious	£50,000.00	6	£0.00		15-May-21	CSD	Liam Boyle				
R4	5	(10) Physical	Impact on core business	Physical location of works could interrupt BAU	Unlikely	Serious	8	£0.00	N	C – Uncomfortable	Stakeholder engagement will be key to establishing realistic working hours and scheduling possibilities	£0.00	Unlikely	Serious	£0.00	4	£0.00		15-May-21	CSD	Liam Boyle				
R5	5	(2) Financial	Impact of the uncertainties associated with Brexit and COVID 19	Labour, materials and funding issues	Possible	Major	12	£100,000.00	N	C – Uncomfortable	Monitor. Liaise with Contractor on early order, explore vesting certificates	£0.00	Possible	Serious	£50,000.00	6	£0.00		15-May-21	CSD	Liam Boyle				
R6	4	(4) Contractual/Partnership	Lack of effective stakeholder engagement	Difficulties in scheduling, misunderstandings affecting programme	Possible	Serious	6	£0.00	N	C – Uncomfortable	Start stakeholder engagement from options appraisal stage	£0.00	Unlikely	Serious	£0.00	4	£0.00		15-May-21	CSD	Liam Boyle				
R7	4	(2) Financial	Limited pool of specialist contractors suited to undertake this type of work	Lack of competition at tender could lead to high costs	Possible	Serious	6	£100,000.00	N	C – Uncomfortable	Identify panel of contractors at C4	£0.00	Possible	Serious	£0.00	6	£0.00		17-May-21	CSD	Liam Boyle				
R8	5	(9) Environmental	Aspects of the work are weather dependent	Poor weather could increase costs and timescales	Possible	Serious	6	£100,000.00	N	C – Uncomfortable	Schedule works to commence in summer months	£0.00	Unlikely	Minor	£0.00	2	£0.00		17-May-21	CSD	Liam Boyle				
R9	4	(2) Financial	Alternative arrangements are still to be fully agreed	It is expected that an arrangement can be made to use adjacent pier for the duration of the project though this is yet to be confirmed and costs are still to be established	Unlikely	Serious	4	£0.00	N	C – Uncomfortable	Port Health to liaise with the Port of London Authority to reach agreement and costs as soon as programme is established	£0.00			£0.00		£0.00		18-May-21	CSD	Liam Boyle				

Committee: Port Health and Environmental Services Committee – For Information	Dated: 12 July 2021
Subject: Waste and Street Cleansing Annual Report and Improvement Plan	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	4, 11, & 12
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	£0
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: John Avern, Director	For Information
Report author: Jim Graham, Assistant Director Cleansing	

Summary

This report outlines the performance of the Waste Collection and Street Cleansing Contract, provided by Veolia, for the second year of the contract (April 2020 to March 2021). During this second year there have been extraordinary pressures placed upon the service by the Covid 19 pandemic.

Standards remain high with independent audits by Keep Britain Tidy showing continued excellent standards. However, this should be noted in context of the significant reduction in footfall during the year that has enabled standards to be maintained. The reduction in footfall also enabled a reduction in services, achieving a £757,000 saving that contributed to meeting the Department of the Built Environment's wider budget shortfall in 2020/21.

Performance continues to be regularly monitored by officers against a suite of KPIs which are kept under review to ensure their relevance to working practices and that they continue to drive the desired performance from the contract. The report also details the areas that are to be considered for innovation and improvement in the coming year as part of the Annual Improvement Plan.

Recommendation

Members are asked to:

- Note the report.

Main Report

Background

1. The Cleansing Service provides a range of frontline services and activities via its Waste Collection and Street Cleansing Contract, which was awarded to Veolia Environmental Services (VES) in 2018 and commenced on the 06 April 2019. The contract is to provide services and activities including the collection of all

types of domestic waste and recycling, along with a wide range of street cleansing activities.

2. It was agreed with this committee that an annual report would be brought forward detailing the performance of the contract over the previous year and outlining the areas of improvement and innovation that the contract would focus on for the forthcoming coming.

Current Position

3. This has been an extremely challenging year. The Cleansing Service team and Veolia have had to be adaptable and work hard to deliver the changes required to maintain the service.
4. During the Covid 19 outbreak central government advice, and the City Corporation's position, was to cease all but critical activities to eliminate the need for staff to make any unnecessary journeys, and to alter critical activities as far as possible to increase social distancing and reduce contact transmission of the Covid 19 virus.
5. Throughout the year officers have dynamically reviewed all activities undertaken via the contract and made changes where required to ensure that they are carried out in such a way as to ensure the health and safety of front line and members of the public. Where this was not possible these activities were ceased temporarily until such time that it was safe to recommence them. These changes were approved by the Gold Group and the Chair/Deputy Chairman of the Port Health and Environmental Committee who were kept informed of proposed service changes throughout, with update reports to this committee as required.
6. Under the circumstances the contract has performed extremely well. The relationship between City Corporation officers and Veolia staff has been good, enabling a joint approach to deal with the challenges faced. The reduction in footfall enabled a proportionate reduction in services, achieving a £757,000 saving that contributed to meeting the Department of the Built Environment's wider budget shortfall in 2020/21.
7. During this year the Cleansing Service commenced taking delivery of the UK's first fully electric Refuse Collection Vehicle fleet (as of 15 June 2021 the full fleet of five has been delivered). These vehicles will reduce the City's Corporation's carbon use and will help with the continued reduction of air pollution in the City.
8. In close consultation with Cleansing Service officers, Veolia have produced the Annual Improvement Plan (AIP) for 2021/22. This plan has been approved by the Assistant Director Cleansing and a detailed work plan created to schedule and monitor the investigation, research and trials required to deliver innovations and improvements in many areas of the service, including but not limited to:

- On board weighing of bins
- Gully Sensors
- Zero Emissions Fleet & Efficiencies
- Body worn operative activity monitoring
- Autonomous Precinct Sweeper
- Artificial Intelligence litter tracking cameras
- Digital Analysis and Verification Engine
- Commercial Waste Shredding
- Street Cleansing 'Rickshaws'
- Recycled Paints
- Reverse Vending Machine
- Pallet recycling from Markets
- Coffee Grounds from Commercial Waste
- Food Waste Recycling Campaigns
- PPE Recycling
- Circular Construction

9. A full copy of the AIP can be provided on request. In addition to the AIP officers and Veolia staff will continue to closely monitor, review and adapt (where necessary) the new cleansing service reductions which have been implemented in April 2021 to achieve the £760,000 saving required from this contract to assist in meeting the Department of the Built Environment's budget for 2021/22. The significant reduction in resources is highly likely to impact on the delivery and implementation of the initiatives in this plan.
10. All monthly invoices for the service were submitted with payment made on time and all queries were dealt with efficiently as and when they arose. Payment adjustments for the service reductions were discussed monthly and agreed subject to any necessary amendments. The annual price uplift was agreed at the beginning of the financial year with service efficiencies agreed to offset as there is no annual increase in the Cleansing Service budget to provide for this.

Key Data

11. The contract is monitored each month on using a suite of Key Performance Indicators (KPIs) that were agreed when the contract commenced. These KPIs are linked to performance deduction payments to incentivise Veolia to achieve them. From April 2020 to March 2021 there were no failures of these KPIs, and no performance deductions were made.
12. During the past year we have continued to have the City independently assessed by Keep Britain Tidy to identify the percentage of streets that are found to have unacceptable levels of litter, detritus, flyposting and graffiti when surveyed. The results over the last year have remained excellent, especially in comparison to the London and National benchmarks.

Date	Litter	Detritus	Flyposting	Graffiti	NI 195
2018/19	2.10%	0.61%	0.78%	1.33%	1.21%
2019/20	0.78%	0.28%	0.39%	1.66%	0.82%
2020/21	1.17%	0.42%	0.34%	3.18%	1.28%
2019/20	Litter	Detritus	Flyposting	Graffiti	NI 195
London Benchmark	8.90%	11.03%	3.99%	4.83%	7.19%
National Benchmark	9.00%	20.00%	1.00%	3.00%	8.25%

Corporate & Strategic Implications

Strategic implications

The contract performance has continued to contribute to the City Corporation's achievement of outcomes 4, 11, and 12 of the Corporate Plan.

Climate implications

The fully electric RCV fleet is already reducing the City's carbon emission and improving air quality. Several areas of the AIP have a strong focus on sustainability and circular economy principles.

Financial, Resource, Legal, Risk, Equalities and Security implications

None

Conclusion

13. The Waste and Street Cleansing Contract has continued to deliver well in terms of the condition of the street environment during a challenging period. The KPI system is performing well in maintaining standards and is performing well to ensure the required high standards and performance is maintained. The aims of the AIP should see further improvement to the service throughout the course of 2021/22.

Appendices

- None

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Committees: Port Health and Environmental Services – for information Planning and Transportation – for information	Date: 13 July 2021 20 July 2021
Subject: Air Quality Annual Status Report for 2020	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	2 and 11
Does this proposal require extra revenue and/or capital spending?	N
Report of: Jon Averbs, Director of Markets and Consumer Protection	For information
Report author: Ruth Calderwood, Air Quality Manager	

Summary

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 and submit the report to the Greater London Authority and the government. The report is designed to demonstrate progress with actions contained within the latest Air Quality Strategy and to present air quality monitoring data. A copy of the full report, which is produced using a prescribed template, will be made available on the Corporation web site and is available on request. A summary report containing the monitoring data, is attached to this report as Appendix 1.

Despite the impact of the COVID-19 pandemic on activity in the Square Mile during 2020, good progress was made with a wide range of actions and air quality monitoring continued throughout the year.

The City Corporation runs what is probably the densest and most comprehensive network of air quality monitoring equipment in the country. Air quality data was collected in 2020 using three nitrogen dioxide continuous analysers, three PM₁₀ analysers and two PM_{2.5} analysers. Nitrogen dioxide data was also collected at numerous sites using low cost diffusion tubes. Data from diffusion tubes is less accurate than the continuous analysers but is very useful to show long term trends and highlight hot-spot locations. The data for all sites, with a map of monitoring locations, is presented in the summary report attached as Appendix 1.

In 2020 there was a significant drop in annual average concentrations of nitrogen dioxide at roadside when compared to 2019. This was principally due to the impact of the COVID-19 pandemic. In 2020 nearly all locations met the annual objective of 40µg/m³, many of the roadside locations did so for the first time since monitoring began. Some sites had a reduction of nitrogen dioxide levels of over 45% when

compared to 2019. Of note is Beech Street, where annual average NO₂ reduced by 53% from 2019 to 2020 and levels fell below the annual mean objective of 40µg/m³ for the first time. This was due to the combined impact of the COVID-19 pandemic and the Zero Emissions Street pilot.

The impact of the COVID-19 pandemic on the level of particulate matter was less significant. This is because particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. Levels of particulate matter in the air at any given time are also strongly influenced by weather conditions. All three continuously monitored sites did however see a reduction in annual mean PM₁₀ concentrations of around 3µg/m³ in 2020, when compared to 2019. PM_{2.5} remained the same at background sites and slightly reduced at roadside

As activity returns to the Square Mile, the amount of air pollution is expected to increase. However, it is not anticipated to return to pre-2019 levels due to the wide range of action being taken to improve air quality by the City Corporation, which is supported by action taken more widely across London. This activity is being reflected in the year on year reduction in air pollution that is being measured. Action to improve air quality is contained within the City Corporation's Air Quality Strategy, which is strongly supported across the organisation by a wide range of policies and strategies. This is most notable in planning policy, the Transport Strategy and the new Climate Action Strategy.

Recommendation

Members are asked to:

- Note the contents of the Air Quality Annual Status Report for 2020

Main Report

Background

1. The City of London Corporation has a statutory duty to assist the Mayor of London and the UK government in taking action to reduce levels of air pollution so that concentrations of pollutants meet health-based limits as soon as possible. The City Corporation also has a responsibility to protect public health.
2. The City Corporation's latest Air Quality Strategy 2019 – 2024 was adopted in September 2019. It outlines actions that will be taken to fulfil the City Corporation's statutory responsibility for Local Air Quality Management, and for reducing the health impact of air pollution on residents, workers and visitors to the Square Mile.
3. The City Corporation has a statutory obligation to submit an Annual Status Report to the Mayor of London and the government. The report must outline progress towards actions within the existing Air Quality Strategy and provide the results of air quality monitoring undertaken. A copy of the full report, which is produced using a prescribed template, will be made available on the Corporation web site once all data has been fully ratified. It is also available on request. A summary report containing the air quality data is attached as Appendix 1.

Air Quality Data

4. The amount of air quality monitoring taking place in the City has increased in recent years. In 2020, data was collected using long-term continuous monitors at three nitrogen dioxide (NO₂) sites, three particulate PM₁₀ sites and two particulate PM_{2.5} sites. Data collected over the past three years for these sites is presented in Table One.
5. Nitrogen dioxide data was also collected at numerous sites using low cost diffusion tubes. Data from diffusion tubes is less accurate than from the continuous analysers but is very useful to show long term trends and highlight hot-spot locations. The data for all sites is presented in both the full report and the summary report, which is attached as Appendix 1.
6. Air quality monitoring locations are reviewed annually. As part of the ongoing maintenance and management, and to ensure resilience, one PM₁₀ analyser and two NO₂ analysers were replaced during 2020. There are five long-term diffusion tube locations which are retained each year. Other diffusion tube sites are added or removed according to the needs of research projects, planned programmes and local investigations or concerns. The summary report in Appendix 1 contains a map of monitoring locations during 2020.
7. At the time of writing this report, all data has been fully ratified except for the PM_{2.5} data for Farringdon Street and the PM₁₀ data for Beech Street. The data presented for these sites is therefore provisional and the final data set for these locations may change slightly.

Location	Pollutant	EU Limit value	WHO Guideline	Annual average 2018 ($\mu\text{g}/\text{m}^3$)	Annual average 2019 ($\mu\text{g}/\text{m}^3$)	Annual average 2020 ($\mu\text{g}/\text{m}^3$)
The Aldgate School (formerly Sir John Cass's Foundation Primary School) [background]	Nitrogen dioxide	40	40	32	33	22
	PM ₁₀	40	20	21	19	16
	PM _{2.5}	25	10	12	12	12
Upper Thames Street (roadside)	Nitrogen dioxide	40	40	87	73	45
	PM ₁₀	40	20	32	27	24
Beech Street (roadside)	Nitrogen dioxide	40	40	69	62	29
	PM ₁₀	40	20	25	22	18*
Farringdon Street (roadside)	PM _{2.5}	25	10	16	14	12*

Table One

*Data is provisional

8. Levels of nitrogen dioxide are reducing across the City. In 2020 there was a significant drop in annual average concentrations of nitrogen dioxide measured at roadside when compared to 2019. This was principally due to the impact of the COVID-19 pandemic. In 2020 nearly all locations met the annual objective of $40\mu\text{g}/\text{m}^3$, many of which did so for the first time since monitoring began. Some sites had a reduction of NO₂ levels of over 45% when compared to 2019.
9. Data collected at Beech Street and Walbrook Wharf show that large reductions in NO₂ were seen towards the end of March 2020. This coincided with the first national lockdown. The relatively low levels remained all summer, gradually increasing later in the year when traffic volumes started to increase. There were no recordings of 1-hour periods experiencing concentrations of greater than $200\mu\text{g}/\text{m}^3$ during 2020. Levels above this are considered to be hazardous to health. This compared to 7 hours at Beech Street and 15 hours at Walbrook Wharf during 2019.
10. The annual average nitrogen dioxide concentration at Beech Street reduced by 53% from 2019 to 2020 and levels fell below the annual mean objective of $40\mu\text{g}/\text{m}^3$ for the first time since monitoring began. This was due to the combined impact of the COVID-19 pandemic and the Zero Emissions Street pilot.
11. Background concentrations of nitrogen dioxide also reduced dramatically, with the analyser at the Aldgate School measuring an annual average of $22\mu\text{g}/\text{m}^3$. This was

down from 33µg/m³ in 2019. This reflected a reduction in activity across the whole of London during 2020.

12. All three continuously monitored sites measured a reduction in annual mean PM₁₀ concentrations in 2020, though it was not as significant as for nitrogen dioxide. This is because particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. Levels of particulate matter in the air at any given time are also strongly influenced by weather conditions. The reduction, when compared to 2019 values, was 3µg/m³ at the Aldgate School, 4µg/m³ at Beech Street and 3µg/m³ at Walbrook Wharf. All sites meet the annual average air quality objective (40µg/m³) and the short-term objective of not exceeding 50µg/m³ on more than 35 days in the year. However, Upper Thames Street continues to breach the current World Health Organisation Guideline for PM₁₀.
13. The concentration of PM_{2.5} in Farringdon Street and the Aldgate School continue to be well below the annual average limit value, but above the current World Health Organisation guideline. There was a reduction of 2µg/m³ of PM_{2.5} in Farringdon Street during 2020, however the concentration at the Aldgate School remained the same.

Progress with Actions

14. The City Corporation published a new Air Quality Strategy in 2019. The strategy details actions that are being taken to improve air quality. The Air Quality Annual Status Report includes progress with each action. Despite the impact of the COVID-19 pandemic on working practices during 2020, good progress was made with a wide range of actions. Examples are outlined below:
 - Continued to use the content of the Emission Reduction (Local Authorities in London) Private Members Bill to influence the Environment Bill
 - Jointly lead the Pan London Idling Action Project with the London Borough of Camden and delivered a very successful London wide advertising campaign comprising 4 campaign images for billboards, petrol stations and social media, a radio advert and a short video.
 - Introduced a new Penalty Charge Notice (PCN) offence for unnecessary vehicle engine idling. No PCNs were issued during 2020 due to the lack of activity in the City and requirement for social distancing
 - Undertook 40 audits of construction sites in the Square Mile to ensure compliance with emission requirements for on-site equipment
 - Worked with the Port of London Authority on a Clean Air Thames project to trial engine emission retrofit on river vessels.
 - Worked with Cross River Partnership on a Clean Air Village programme, focusing on Monument to Houndsditch. Developed an 'Air Quality Ambassador' scheme to train individuals to run air quality sessions and events within their own community

- Partnered with Clean City Award Scheme to provide a new 'Air Quality and Climate Change' award with 20 large companies submitting applications
- Completed extensive engagement with local cargo bike companies and put together resources to encourage uptake of cargo bike services in a business supply chain
- The Beech Street zero emission street pilot went live in March 2020. Annual average nitrogen dioxide levels in Beech Street reduced from 62µg/m³ in 2019 to 29µg/m³ in 2020
- Delivered a webinar with Heart of the City, New London Architecture and Cheapside Business Alliance on 'Home Working – impact on air quality and climate emissions' with a 'Top 10 tips to reduce emissions at home'.
- Held an event at the start of 2020: *Improving Air Quality through Procurement in the Public Sector* with over 100 attendees
- Developed guidance on best practice for combustion plant and hosted two webinars to disseminate the guidance for local authorities and Facilities Managers
- Produced local air quality action plans for five City schools and four nurseries,
- Five all electric Refuse Collection Vehicles are now in use for the refuse collection contract.
- The new Corporate Courier Contract requires the use of zero emission transport for deliveries under five miles.
- Issued an environmental permit to Barts Health NHS Trust to operate the on-site energy centre
- Commenced Air Quality Citizen Science programme in the Barbican and Golden Lane areas
- Continued to promote air quality through a monthly air quality e-newsletter, Twitter and set up a new LinkedIn account to disseminate information to a wider audience

Corporate & Strategic Implications

Strategic implications

15. Air quality policy and action at the City Corporation is framed in the Air Quality Strategy 2019 – 2024. It is supported by the Climate Action Strategy, Transport Strategy, Responsible Business Strategy, Procurement Strategy and draft City Plan.
16. The work on air quality directly supports two Corporate Plan outcomes:
 - 'People enjoy good health and wellbeing'
 - 'We have clean air, land and water'

Financial implications

17. None.

Resource implications

18. None

Legal implications

19. None

Risk implications

20. Air quality is listed as a Corporate risk. The latest Deep Dive into the risk was presented to Audit and Risk Management Committee in January 2021.

Equalities implications

21. Action to improve air quality has a positive impact on all sections of the population. The benefit is greatest for children and the elderly as they are more susceptible to the health impacts of air pollution. There is also a positive impact on individuals whose lives are affected by asthma and other respiratory and cardiovascular conditions.

Security implications

22. None

Conclusion

23. The City Corporation has prepared its 2020 Air Quality Annual Status Report to submit the Mayor of London and government. This fulfils the City Corporation's statutory obligations for London Local Air Quality Management.

24. Despite the impact of the COVID-19 pandemic on activity in the Square Mile, good progress was made with a wide range of actions and air quality monitoring continued throughout the year.

25. The impact of the response to the COVID-19 pandemic led to a dramatic reduction in concentrations of nitrogen dioxide across the Square Mile. Levels of PM₁₀ also reduced but by a smaller amount. PM_{2.5} reduced at roadside but remained the same at background.

26. As activity returns to the Square Mile, levels of air pollution are expected to increase. However, they are not anticipated to return to pre-2019 levels due to the wide range of action being taken to improve air quality by the City Corporation and more widely across London. This activity is being reflected in the year on year reduction in air pollution that is being measured. The City Corporation's Air Quality Strategy is strongly supported across the organisation by a wide range of policies and strategies, most notably planning policy, the Transport Strategy and the new Climate Action Strategy.

Appendices

- Appendix 1 – Air Quality Annual Status Summary Report for 2020

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Air Quality Manager

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Appendix 1

Air Quality Annual Status Summary Report for 2020

1. Air Quality Monitoring

Nitrogen Dioxide (NO₂)

Nitrogen dioxide is measured at three locations using continuous analysers: The Aldgate School, Beech Street and Walbrook Wharf, Upper Thames Street. In 2020, nitrogen dioxide was also measured at numerous locations using low-cost diffusion tubes. Data from diffusion tubes is less accurate than the continuous analysers but the data is useful to show long term trends.

In 2020 there was a significant drop in annual average concentrations of nitrogen dioxide at roadside when compared to 2019. This was principally due to the impact of the COVID 19 pandemic. In 2020 nearly all locations met the annual objective of 40 µg/m³, many of which did so for the first time. Some sites had a reduction of NO₂ levels of over 45% when compared to 2019 levels.

Data taken from Beech Street and Walbrook Wharf show that large reductions in NO₂ were seen in March and April 2020 when the first national lockdown was implemented. The low levels remained all summer, gradually increasing later in the year when traffic volumes started to increase. There were no recordings of 1-hour periods experiencing concentrations of greater than 200µg/m³ during 2020. Levels above this are considered to be hazardous to health. This compared to 7 hours at Beech Street and 15 hours at Walbrook Wharf during 2019.

The annual NO₂ concentration at Beech Street reduced by 53% from 2019 to 2020 and levels fell below the annual mean objective of 40 µg/m³ for the first time. This is due to the combined impact of the COVID-19 pandemic and the introduction of the Zero Emissions Street pilot.

Background concentrations of nitrogen dioxide also reduced dramatically, with the analyser at the Aldgate School measuring an annual average of 22µg/m³. This was down from 33µg/m³ in 2019. This reflected a reduction in activity across the whole of London during 2020.

Small particles PM₁₀

The response to the COVID-19 pandemic did not have the same impact on PM₁₀ as was seen with NO₂. This is because particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. Levels of particulate matter in the air at any given time are also strongly influenced by weather conditions.

All three continuously monitored sites did see a reduction in annual mean PM₁₀ concentrations in 2020. The reduction in levels from 2019 was at 3µg/m³ at the Aldgate School, 4µg/m³ at Beech Street and 3µg/m³ at Walbrook Wharf. All sites now meet the annual average air quality objective (40µg/m³) and the short-term objective of not exceeding 50µg/m³ on more than 35 days in the year. Levels of PM₁₀ at Walbrook Wharf breach the current annual average World Health Organisation Guidelines.

Fine particles PM_{2.5}

PM_{2.5} is measured using continuous analysers at two locations, Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2020 there was a slight decrease in concentration at the roadside site (Farringdon) and levels stayed the same at the background site (The Aldgate School). Both sites are below the annual and daily EU limit value but above World Health Organisation Guidelines.

2. Nitrogen Dioxide (NO₂)

The EU Limit Value and current World Health Organisation Guideline is an annual mean of 40µg/m³.

The data from all monitoring locations is presented in tabular form below. This is followed by graphs for sites that have data for a least 3 years to demonstrate the trend over time.

Long term continuous analysers

Site	Site type	Annual Mean (µg/m ³)						
		2014	2015	2016	2017	2018	2019	2020
The Aldgate School	Urban Background	45	42	42	38	32	33	22
Beech St	Roadside	80	89	85	80	69	62	29
Walbrook Wharf	Roadside	122	98	92	92	87	73	45

Long term diffusion tube sites

Site	Site type	Annual Mean (µg/m ³)						
		2014	2015	2016	2017	2018	2019	2020
St Bartholomews Hospital Courtyard	Urban Background	43	38	49	63	50	42	33
St. Andrew's Church, Queen Victoria St	Roadside	59	53	56	52	50	41	28
St Dunstan's Church, Fleet Street	Roadside	80	87	81	82	70	57	31
Speed House, Barbican Estate	Urban Background	34	33	35	32	31	28	19
Guinness Trust Estate, Mansell St	Roadside	59	56	51	48	46	39	35

Diffusion tube sites measuring the impact of the Bank on Safety traffic scheme

Site	Annual Mean (µg/m ³)				
	2016	2017	2018	2019	2020
Bank 1 - Cannon Street	78	65	50	40	38
Bank 2 - Queen Victoria Street	72	59	58	51	35
Bank 3 - King Street	52	52	52	47	30
Bank 4 - Corner of Poultry and QVS	71	60	63	55	35
Bank 5 - Magistrates Court	66	63	53	56	36
Bank 6 - King William Street	76	70	61	61	42
Bank 7 - Lombard and KWS	57	58	56	54	30

Bank 8 - Lombard Street	59	56	56	45	30
Bank 9 - Lombard Street and Cornhill	68	62	60	46	32
Bank 10 - Cornhill Bank Junction	71	67	66	57	31
Bank 11 - Cornhill-Royal Exchange	61	57	62	41	26
Bank 12 - Threadneedle Street	85	69	62	42	31
Bank 13 - 31 Old Broad Street	59	57	53	45	29
Bank 14 - Wormwood Street	64	61	57	49	33
Bank 15 - 3 London Wall	64	54	65	53	35
Bank 16 - 81 London Wall	60	59	62	53	38
Bank 17 - 55 Moorgate	69	66	66	52	36
Bank 18 - 85 Gresham Street	53	54	52	46	30
Bank 19 - Lothbury	45	44	45	39	24
Bank 20 - Princes Street	78	74	69	49	36
Bank 22 - Gracechurch Street /Leadenhall	-	66	62	51	34
Bank 23 - Fish Street Hill	-	66	61	43	32

Diffusion tube sites measuring the impact of the Low Emission Neighbourhood

Site	Annual Mean ($\mu\text{g}/\text{m}^3$)			
	2017	2018	2019	2020
Len 1 - Giltspur Street	53	43	38	28
Len 3 - Beech Street- Near Barbican Station	69	62	50	33
Len 4 - Aldersgate	62	57	47	41
Len 5 - Viscount Street	40	37	-	24
Len 6 - Corner of Whitecross Street / Beech Street	46	42	40	23
Len 7 - Silk Street	41	41	36	26
Len 8 - Fore Street	41	38	34	25
Len 9 - London Wall/ Brewers Hall Gardens	48	49	42	30
Len 10 - Aldermanbury	38	37	31	24
Len 15 - Fann Street	-	41	36	23
Len 16 - Moor Lane	-	39	30	25

Diffusion tube sites – other, including some schools and nurseries

Site	Annual Mean ($\mu\text{g}/\text{m}^3$)		
	2018	2019	2020
Southwark Bridge	41	35	29
London Bridge	37	35	26
Liverpool Street	71	52	38
Fenchurch Avenue	36	35	26
Fetter Lane	56	44	29

St Mary at Hill's Churchyard	33	31	21
St Pauls Cathedral	41	39	24
Whittington Gardens	42	37	26
Goodmans Yard	-	44	25
Goldman Sachs			24
Citigen			30
Hatching Dragons Nursery			22
Bright Horizons Nursery			24
St Pauls Choir School front railings			31
CoL Boys School access ramp			21

Diffusion tube sites to support the Transport Strategy

Site	Annual Mean ($\mu\text{g}/\text{m}^3$)		
	2018	2019	2020
T2 - Byward Street	67	51	35
T3 - Seething Lane	71	57	44
T4 - Crosswall	50	44	26
T5 - Minories	62	49	36
T6 - Stoney Lane	40	39	25
T7 - Heneage Lane	42	33	27
T9 - 150 Bishopsgate	74	48	36
T10 - St Mary Axe	50	42	26
T11 - Old Broad Street	40	31	26
T12 - Upper Thames Street	48	53	40
T13 - Blackfriars Bridge	62	56	41
T14 - Victoria Embankment	68	57	38
T15 - Fleet Street	62	47	36
T16 - Ludgate Hill	61	50	31
T17 - Museum of London	66	55	36
T18 - London Wall	65	52	39
T19 - West Poultry Ave	51	38	30
T20 - The Fable	58	51	38
T21 - North Old Baily	73	56	36

Diffusion tube sites to support the Beech Street Zero Emissions Street Project

Site	Annual Mean ($\mu\text{g}/\text{m}^3$)	
	2019	2020
Aldersgate Street	47	39
Bunhill Row/Chiswell Street	40	26
Moore Lane/Ropemaker Street	34	29
Moorgate	52	32
London Wall/ Moorgate	52	36
London Wall	49	34
Wood Street	29	24

PM₁₀ Data

The annual average EU limit value is 40µg/m³. The current World Health Organisation Guideline is 20µg/m³

Site	Annual Mean (µg/m ³)						
	2014	2015	2016	2017	2018	2019	2020
The Aldgate School	20	23	24	23	21	19	16
Beech St	25	28	25	23	24	22	18*
Upper Thames St	34	41	35	32	32	27	24

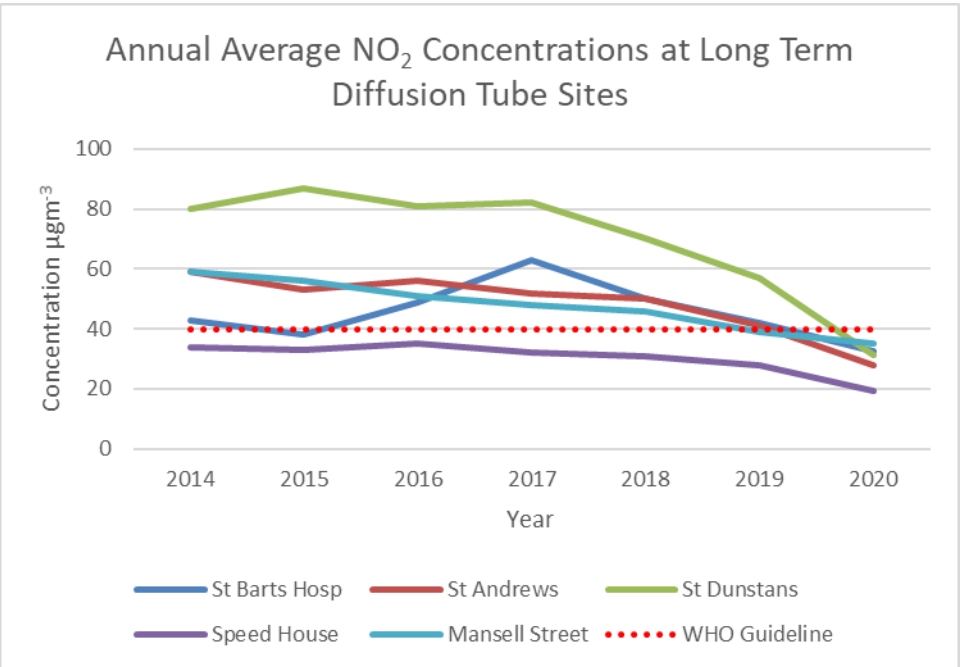
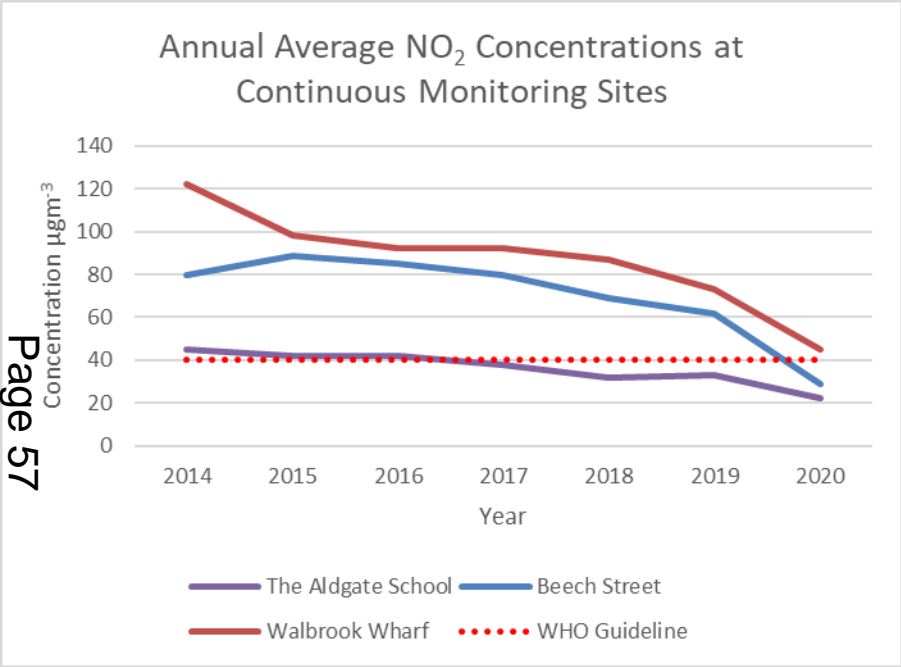
PM_{2.5} Data

The annual average EU limit value is 25µg/m³. The current World Health Organisation Guideline is 10µg/m³

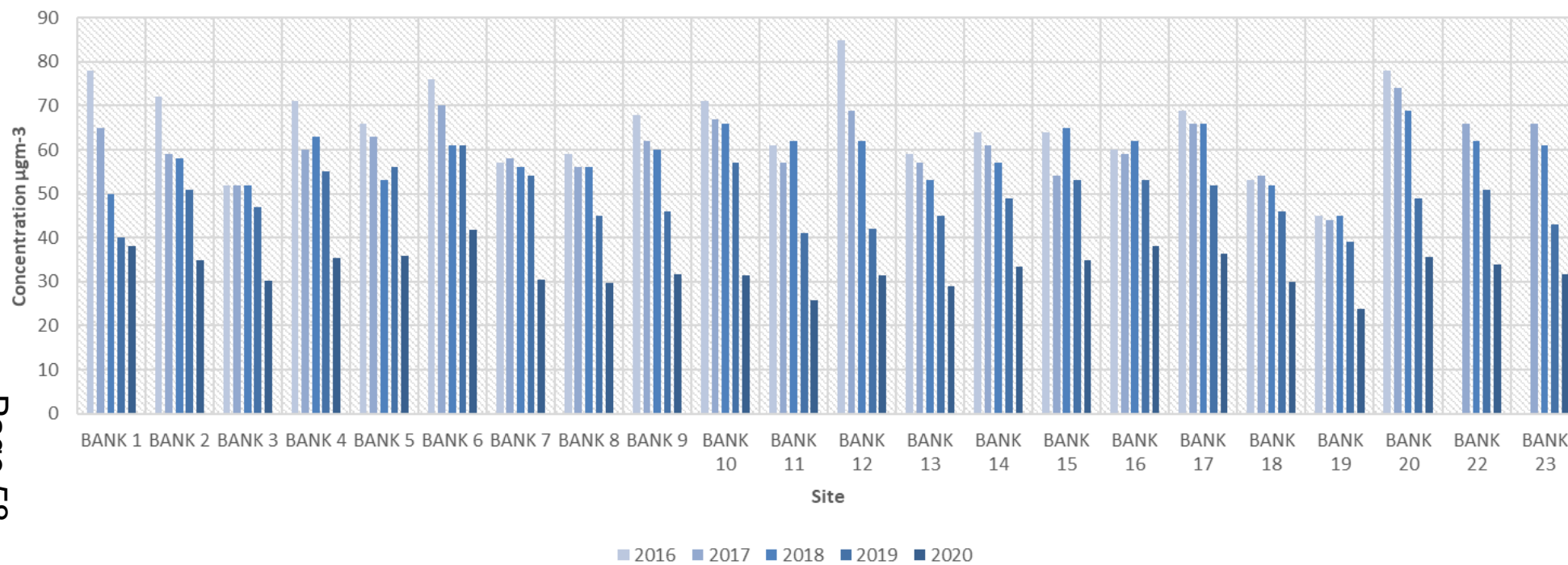
Site	Annual Mean (µg/m ³)				
	2016	2017	2018	2019	2020
Farringdon Street	16	16	16	14	12*
The Aldgate School	15	14	12	12	12

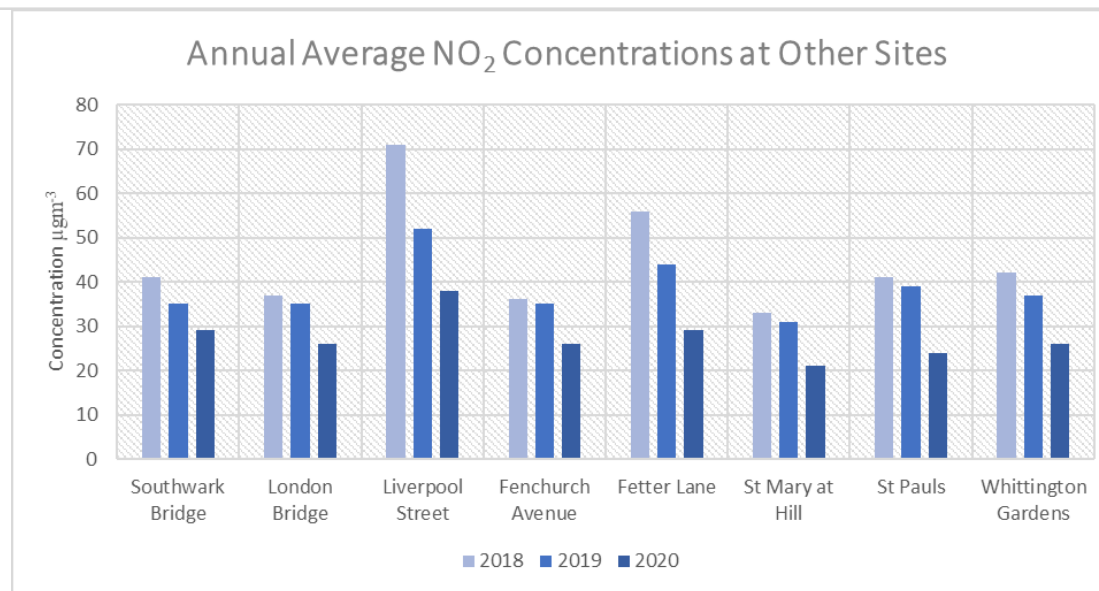
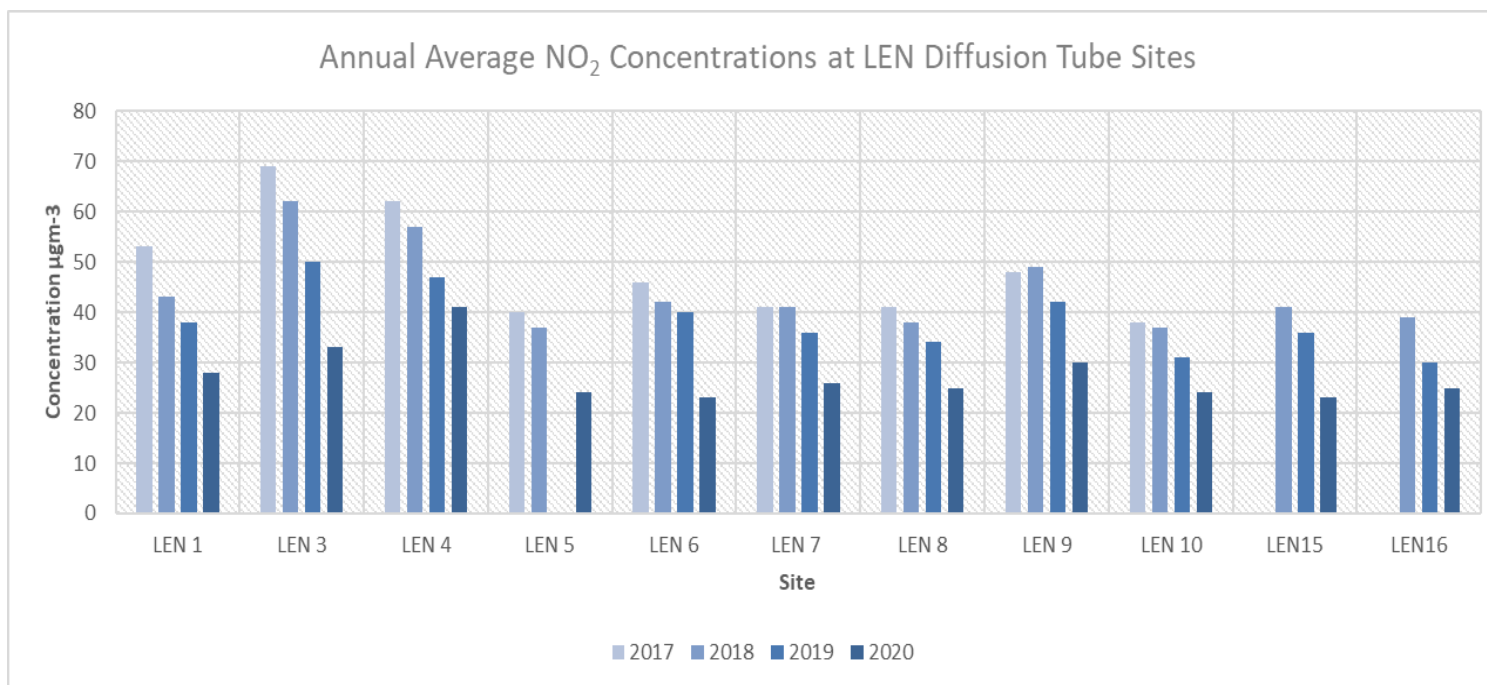
* Unratified data which may be subject to slight change

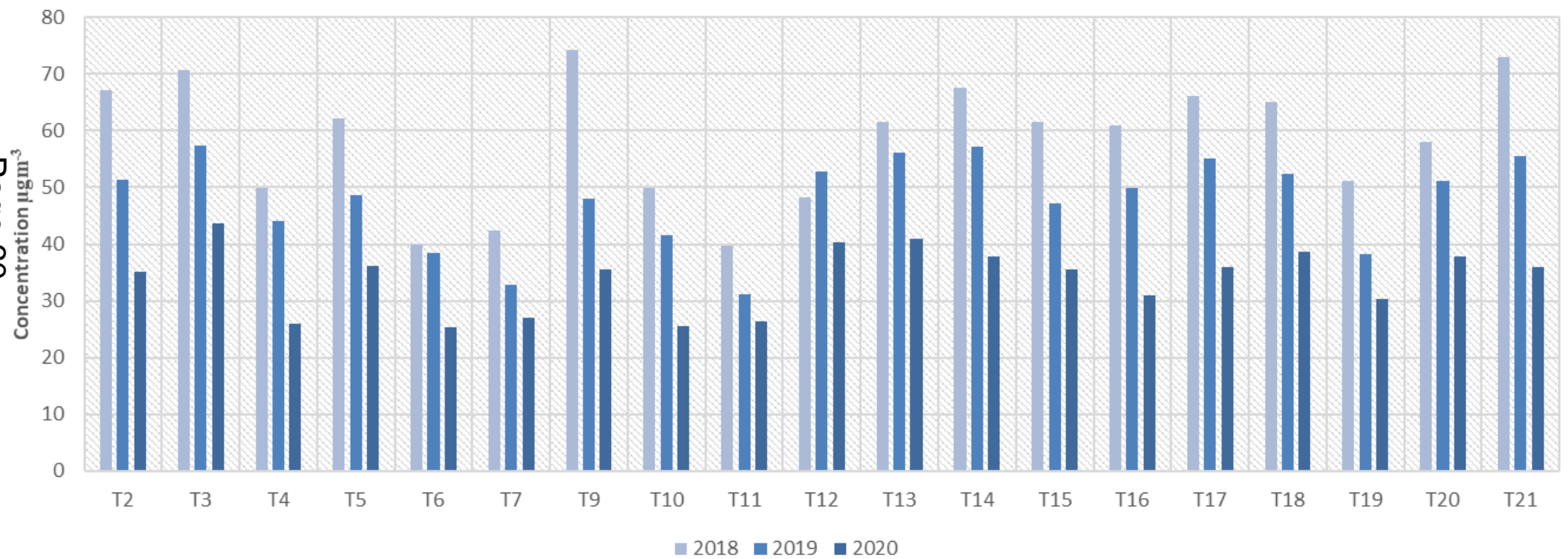
Graphs



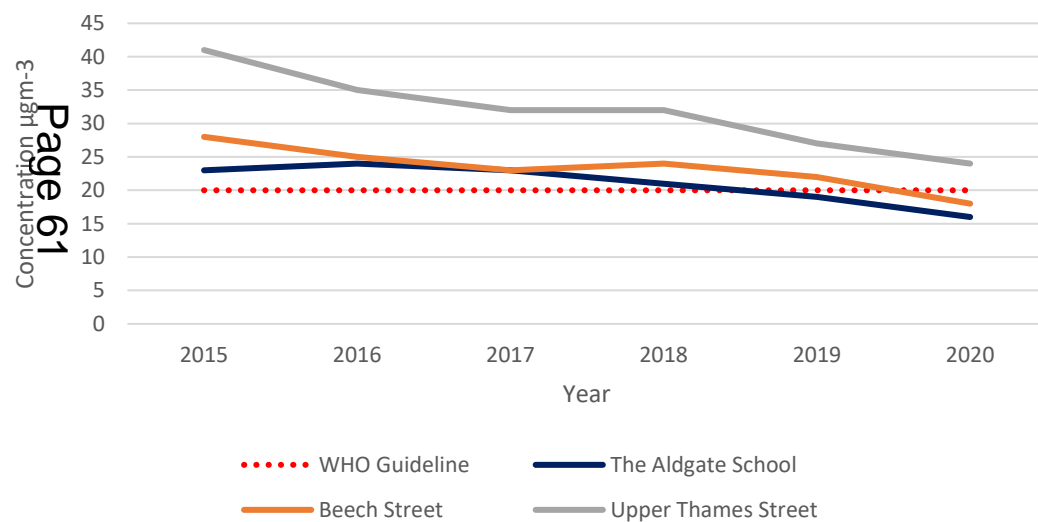
Annual Average NO₂ Concentrations at Bank Diffusion Tube Sites



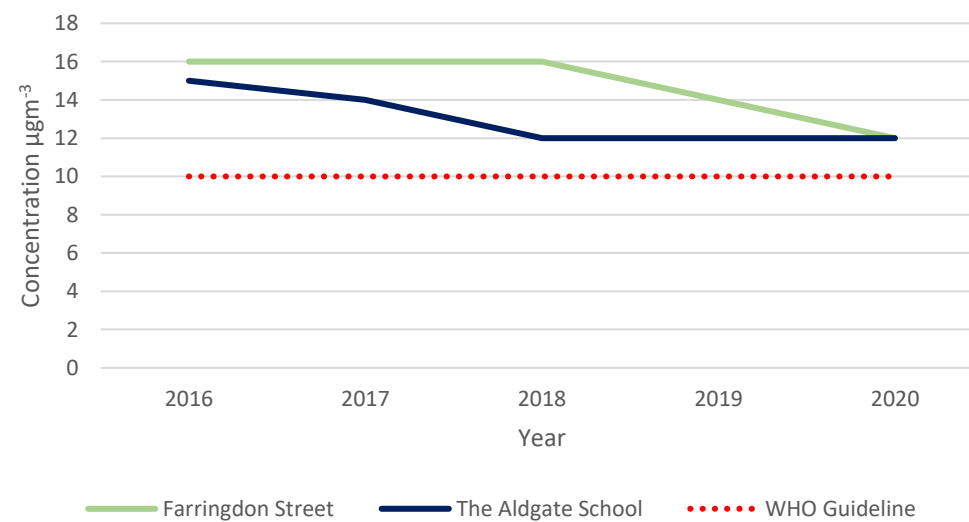


Annual Average NO₂ Concentrations at Transport Strategy Diffusion Tube Sites

Annual Average PM₁₀ Concentrations at Continuous Monitoring Sites

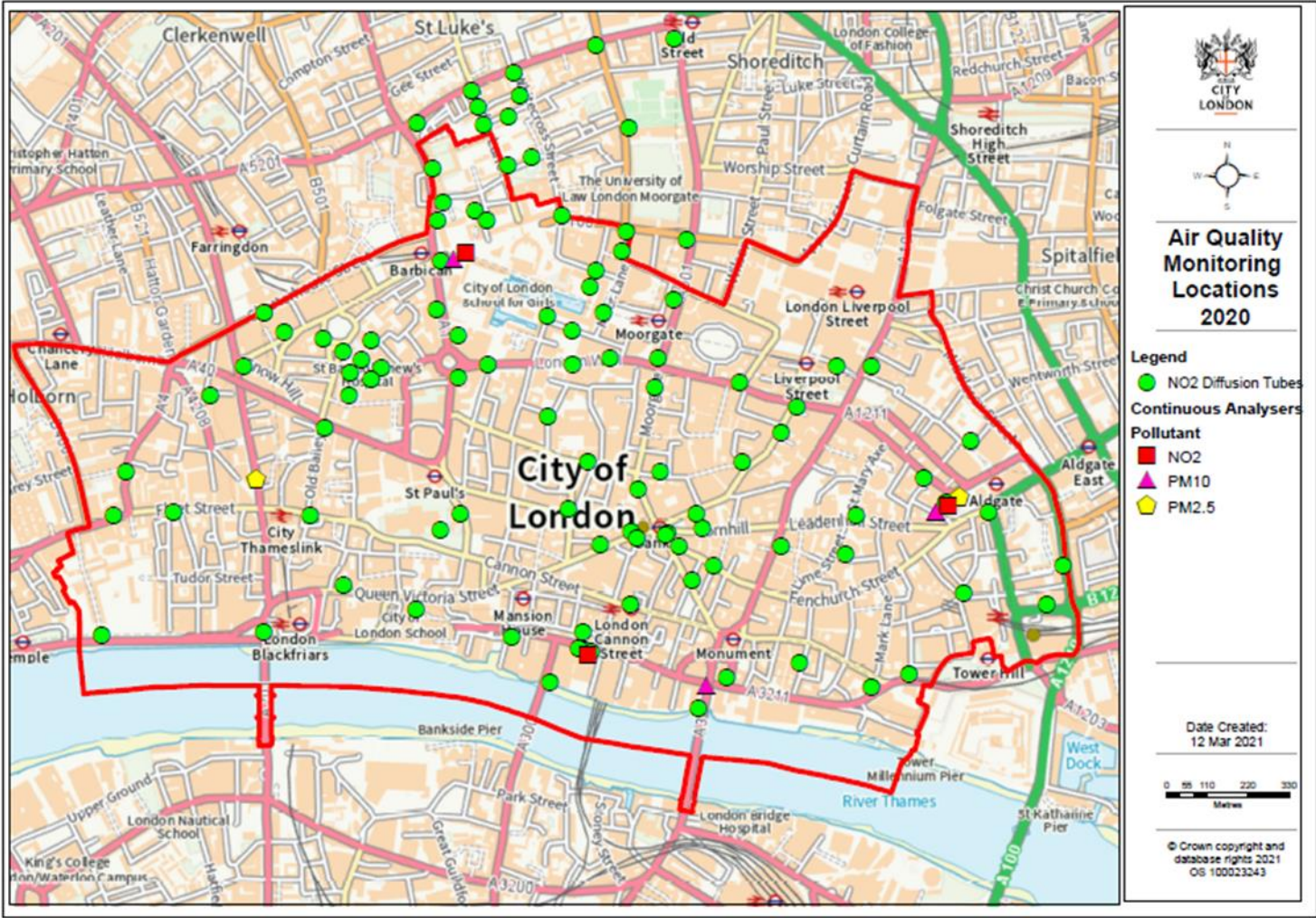


Annual Average PM_{2.5} Concentrations at Continuous Monitoring Sites



Air quality monitoring locations, 2020

Air quality monitoring locations are reviewed annually. Some core monitoring sites are maintained, and other sites are added and removed according to the needs of research projects, planned programmes and local investigations or concerns. Locations where monitoring took place during 2020 are shown below. Nitrogen dioxide was measured on some roads in the London Borough of Islington to measure the impact of the zero-emission street pilot. This data isn't included in the Annual Status Report as the report is designed to represent the status of air quality in the Square Mile.



Committee(s): Port Health and Environmental Services	Dated: 13 07 2021
Subject: Revenue Outturn 2020/21	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	n/a
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of: Chamberlain Director of the Built Environment Director of Markets and Consumer Protection Director of Open Spaces	For Information
Report author: Jenny Pitcairn, Chamberlain's Department	

Summary

This report compares the revenue outturn for the services overseen by your Committee in 2020/21 with the final budget for the year. Overall total net expenditure for the year was £16.274m, whereas the total agreed budget was £18.534m, representing an underspend of £2.260m as set out below:

Summary Comparison of 2020/21 Revenue Outturn with Final Budget				
	Original Budget £000	Final Budget £000	Revenue Outturn £000	Variation Better/ (Worse) £000
Direct Net Expenditure				
Built Environment	(8,796)	(8,845)	(8,516)	329
Markets & Consumer Protection	(2,180)	(3,869)	(3,265)	604
Open Spaces	1,675	1,753	3,066	1,313
City Surveyor (including Cyclical Works Programme)	(1,211)	(488)	(576)	(88)
Total Direct Net Expenditure	(10,512)	(11,449)	(9,291)	2,158
Capital and Support Services	(6,679)	(7,085)	(6,983)	102
Overall Total	(17,191)	(18,534)	(16,274)	2,260

Chief Officers have submitted requests to carry forward underspendings, and these will be considered by the Chamberlain in consultation with the Chairman and Deputy Chairman of Resource Allocation Sub Committee.

Recommendation

Members are asked to:

- Note the report and the proposed carry forward of local risk underspendings to 2021/22

Main Report

Revenue Outturn for 2020/21

1. Actual net expenditure for your Committee's services during 2020/21 totalled £16.274m, an underspend of £2.26m compared to the final budget of £18.534m. A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, figures in brackets indicated expenditure, increases in expenditure or decreases in income.

Summary Comparison of 2020/21 Revenue Outturn with Final Budget				
	Original Budget £000	Final Budget £000	Revenue Outturn £000	Variation Better/ (Worse) £000
Local Risk				
Built Environment	(8,796)	(8,815)	(8,485)	330
Markets & Consumer Protection	(2,112)	(2,600)	(2,104)	496
Open Spaces	1,675	1,765	3,078	1,313
City Surveyor	(367)	(397)	(504)	(107)
Total Local Risk	(9,600)	(10,047)	(8,015)	2,032
Central Risk				
Built Environment	0	(30)	(31)	(1)
Markets & Consumer Protection	(68)	(1,269)	(1,161)	108
Open Spaces	0	(12)	(12)	0
Total Central Risk	(68)	(1,311)	(1,204)	107
Cyclical Works Programme	(844)	(91)	(72)	19
Capital and Support Services	(6,679)	(7,085)	(6,983)	102
Overall Total	(17,191)	(18,534)	(16,274)	2,260

2. The most significant local risk variations comprise:
 - Built Environment £330,000 underspend
 - a reduction in street cleansing contract costs, £757,000
 - a reduction in employee costs, £173,000
 - a reduction in commercial waste royalty income, (£241,000)

- a reduction in transfers from the Landfill Allowance Trading Scheme (LATS) reserve, (£300,000)
 - Markets and Consumer Protection £496,000 underspend
 - a reduction in contingencies, £301,000
 - a reduction in bad debt provision, £141,000
 - an increase in Ports income, £206,000
 - an increase in grant income for Brexit preparations and sampling, £1.098m
 - an increase in transfers to reserves, (£1.046m)
 - an increase in employee costs, (£199,000)
 - an increase in sampling costs, (£121,000)
 - Open Spaces £1.313m underspend
 - an increase in Cemetery & Crematorium income, £1.683m
 - an increase in transfers to reserves, (£500,000)
 - City Surveyor £107,000 overspend
 - an increase in routine repairs and maintenance costs across the operational properties
3. The £107,000 underspend on central risk is primarily due to lower than anticipated costs of the Fishmonger's Hall inquest falling in 2020/21.
 4. The £102,000 underspend on capital and support services is due mainly to a reduction in the cost of Walbrook Wharf depot recharged from Finance Committee (£390,000 underspend), changes in the cost and allocation of central support services (£221,000 overspend) and increased costs for the Markets & Consumer Protection Directorate recharged from Markets Committee (£55,000 overspend).
 5. Appendix 1 provides a more detailed comparison of the local risk outturn against the final budget, including explanation of significant variations. Appendix 2 shows the gross local risk expenditure and income against budget for each Division of Service.
 6. Appendix 3 shows the movement from the 2020/21 original budget to the final budget.

Local Risk Carry Forward to 2021/22

7. The Director of the Built Environment has a local risk underspending of £330,000 on the activities overseen by your Committee. The Director had net local risk overspendings totalling £270,000 on activities overseen by other Committees. The Director is proposing that his maximum eligible underspend of £500,000 be carried forward, of which £200,000 relates to activities overseen by your Committee for the following purposes:
 - £150,000 towards the potential cost of redundancies as result of contract service reductions in street cleansing provision;
 - £40,000 for modification of a newly purchased vehicle to enable it for multiple uses including as a backup Garchey vehicle, gully tanker, and gritter;

- £10,000 for implementation of contactless payment facilities at public conveniences.
8. The Director of Markets and Consumer Protection has a local risk underspending of £496,000 on the activities overseen by your Committee. The Director had net local risk overspendings totalling £84,000 on activities overseen by other Committees. The Director is proposing that a total of £379,000 of his maximum eligible underspend of £412,000 be carried forward, of which £356,000 relates to activities overseen by your Committee for the following purposes:
- £350,000 for replacement of Lady Aileen's engines;
 - £6,000 for completion of air quality citizen science work started in 2020/21 and delayed due to the impact of the pandemic.
9. The Director of Open Spaces has a local risk underspending of £1.313m on the activities overseen by your Committee. The Director had net local risk underspendings totalling £80,000 on activities overseen by other Committees. The Director is proposing that a total of £168,000 of his maximum eligible underspend of £500,000 be carried forward, none of which relates to activities overseen by your Committee.

Corporate & Strategic Implications

Strategic implications – none.

Financial implications – none.

Resource implications – none.

Legal implications – none.

Risk implications – none.

Equalities implications – none.

Climate implications – none.

Security implications – none.

Appendices

- Appendix 1 – Port Health and Environmental Services Committee Comparison of 2020/21 Local Risk Revenue Outturn with Final Budget
- Appendix 2 – Port Health and Environmental Services Committee Analysis of 2020/21 Local Risk Revenue Outturn by Service
- Appendix 3 – Port Health and Environmental Services Committee Analysis of Movements 2020/21 Original Budget to Final Budget

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Port Health and Environmental Services Committee
Comparison of 2020/21 Local Risk Revenue Outturn with Final Budget

	<i>Original Budget</i>	Final Budget	Revenue Outturn	Variation Better/ (Worse) £000	Reasons
	<i>£000</i>	£000	£000		
LOCAL RISK					
Built Environment					
City Fund					
Public Conveniences	(541)	(579)	(697)	(118)	1
Waste Collection	(1,898)	(1,879)	(2,050)	(171)	2
Street Cleansing	(5,152)	(5,144)	(4,340)	804	3
Waste Disposal	(778)	(778)	(696)	82	4
Transport Organisation	(318)	(318)	(292)	26	
Cleansing Services Management	(109)	(117)	(410)	(293)	5
Total City Fund	(8,796)	(8,815)	(8,485)	330	
Markets & Consumer Protection					
City Fund					
Coroner	(282)	(283)	(261)	22	
City Environmental Health	(2,148)	(2,239)	(2,065)	174	6
Animal Health Services	1,499	1,264	1,726	462	7
Trading Standards	(365)	(402)	(414)	(12)	
Port & Launches	(816)	(940)	(1,090)	(150)	8
Total City Fund	(2,112)	(2,600)	(2,104)	496	
Open Spaces					
City Fund					
Cemetery & Crematorium	1,675	1,765	3,078	1,313	9
Total City Fund	1,675	1,765	3,078	1,313	
City Surveyor	(367)	(397)	(504)	(107)	10
TOTAL LOCAL RISK	(9,600)	(10,047)	(8,015)	2,032	

Reasons for Significant Variations

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

1. **Public Conveniences** – this overspend is mainly due to a decrease of £328,000 in income from barrier conveniences due to COVID-19, partly offset by a reduction in costs of employees, £173,000, and materials, £37,000, also due to COVID-19.
2. **Waste Collection** – this overspend is primarily due to:
 - a reduction of £231,000 in commercial waste royalty income due to COVID-19
 - a decrease of £28,000 in third party payments due mainly to agreed contract amendments
 - a reduction of £31,000 in employee costs as a result of vacancies
3. **Street Cleansing** – this underspend is primarily due to:
 - a decrease of £757,000 in contract costs due to a reduction in services as a result of COVID-19
 - a reduction of £30,000 in equipment costs due to reduced requirements for bin replacement
4. **Waste Disposal** – this underspend is mainly due to:
 - a decrease of £25,000 in waste disposal contract costs due to lower than anticipated throughput
 - an increase of £32,000 in income for third party waste disposal and royalties
 - a decrease in staff costs of £29,000 as a result of reduced overtime and employees not in the pension scheme.
5. **Cleansing Services Management** – this overspend is primarily due to a budgeted transfer from the Landfill Allowance Trading Scheme (LATS) reserve of £300,000 which did not take place.
6. **City Environmental Health** – this underspend is primarily due to a reduction of £155,000 in employee costs as a result of vacancies.
7. **Animal Health Services** – this underspend is primarily due to:
 - the £301,000 COVID-19 re-budgeting adjustment which was held as a contingency;
 - a decrease in bad debt provision of £141,000.
8. **Port & Launches** – this overspend is primarily due to:
 - an increase in transfers to reserves of £1.046m;
 - an increase in employee costs £354,000 due to Brexit preparations;
 - an increase in sampling costs of £121,000, offset by additional grant funding for sampling of £146,000
 - a reduction of £70,000 in transport costs mainly due to COVID-19
 - grant funding for Brexit preparations of £952,000

- additional income of £206,000 mainly due to an increase in throughput
9. **Cemetery & Crematorium** – this underspend is primarily due to:
- additional income of £1.683m from cremations, burials, sales of graves, and memorial dedications as a result of higher than anticipated sales
 - a reduction of £16,000 in grounds maintenance costs;
 - a reduction of £24,000 in equipment and materials costs;
 - a reduction of £55,000 in employee costs;
 - an increase in transfers to reserves of £500,000.
10. **City Surveyor** – the overspend is mainly due to an increase in routine repairs and maintenance costs at the HARC and Cemetery and Crematorium [to be updated by CS].

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Port Health and Environmental Services Committee
Analysis of 2020/21 Local Risk Revenue Outturn by Service

	Final Budget			Revenue Outturn			Variance Better / (Worse)
	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	£'000
Built Environment							
Public Conveniences	(921)	342	(579)	(711)	14	(697)	(118)
Waste Collection	(2,391)	512	(1,879)	(2,324)	274	(2,050)	(171)
Street Cleansing	(5,665)	521	(5,144)	(4,833)	493	(4,340)	804
Waste Disposal	(1,511)	733	(778)	(1,461)	765	(696)	82
Transport Organisation	(433)	115	(318)	(323)	31	(292)	26
Cleansing Management	(417)	300	(117)	(410)	0	(410)	(293)
Total Built Environment	(11,338)	2,523	(8,815)	(10,062)	1,577	(8,485)	330
Markets & Consumer Protection							
Coroner	(283)	0	(283)	(262)	1	(261)	22
City Environmental Health	(2,738)	499	(2,239)	(2,539)	474	(2,065)	174
Animal Health Services	(3,229)	4,493	1,264	(2,639)	4,365	1,726	462
Trading Standards	(402)	0	(402)	(414)	0	(414)	(12)
Port & Launches	(3,641)	2,701	(940)	(5,095)	4,005	(1,090)	(150)
Total Markets & Consumer Protection	(10,293)	7,693	(2,600)	(10,949)	8,845	(2,104)	496
Open Spaces							
Cemetery & Crematorium	(3,522)	5,287	1,765	(3,899)	6,977	3,078	1,313
Total Open Spaces	(3,522)	5,287	1,765	(3,899)	6,977	3,078	1,313
City Surveyor							
Public Conveniences	(23)	0	(23)	(20)	0	(20)	3
Street Cleansing	0	0	0	(2)	0	(2)	(2)
Animal Health Services	(117)	0	(117)	(190)	0	(190)	(73)
Port & Launches	(26)	0	(26)	(33)	0	(33)	(7)
Cemetery & Crematorium	(231)	0	(231)	(259)	0	(259)	(28)
Total City Surveyor	(397)	0	(397)	(504)	0	(504)	(107)
TOTAL PORT HEALTH & ENV SRV COMMITTEE	(25,550)	15,503	(10,047)	(25,414)	17,399	(8,015)	2,032

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**Port Health and Environmental Services Committee Analysis of Movements
2020/21 Original Budget to Final Budget**

	£000
Original Local Risk Budget (incl Cyclical Works Programme)	(10,444)
Adjustments:	
Carry-forwards from 2019/20	(41)
Allocation from central pot for contribution pay	(68)
COVID-19 re-budgeting adjustments	(153)
Central funding of apprentice posts towards the corporate target	(106)
Changes to phasing of Cyclical Works Programme	753
Transfer of Tilbury Docks Office costs from Operational Property Reserve	(28)
Increase in City Surveyor's local risk repairs and maintenance costs	(30)
Allocation from central contingencies for COVID payments to staff	(91)
Transfer to capital for HARC vehicle replacement project	70
Final Local Risk Budget incl CWP	(10,138)
Original Central Risk Budget	(68)
Adjustments:	
Priorities Investment Pot carry-forwards from 2019/20	(58)
Central funding of flexible retirement pension strain costs	(100)
Allocation from Finance Committee contingency for Fishmonger's Hall Inquest costs	(1,085)
Final Central Risk Budget	(1,311)
Original Capital & Support Services Budget	(6,679)
Adjustments:	
Increase in central recharges	(353)
Increase in recharges within fund	(87)
Reduction in recharges between funds	34
Final Capital & Support Service Budget	(7,085)
TOTAL Original Approved Budget	(17,191)
Movement in Local Risk Budget incl CWP	306
Movement in Central Risk Budget	(1,243)
Movement in Capital & Support Services Budget	(406)
TOTAL Final Approved Budget	(18,534)

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Committee(s) Streets & Walkways Sub Committee Port Health & Environmental Services Committee Planning & Transportation Committee	Dated: 8 July 2021 13 July 2021 20 July 2021
Subject: City Lighting Strategy - Update	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 2, 10, 11, 12
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Director of the Built Environment	For Information
Report authors: Ian Hughes, Deputy Director (Transportation & Public Realm) Clarisse Tavin, Group Manager (Public Realm)	

Summary

This report provides Members with an update on the implementation of the City's innovative Lighting Strategy from 2018 that sought to deliver a holistic and co-ordinated approach to lighting the Square Mile.

That Strategy was initially driven by the project to upgrade the City's street lighting to energy efficient LED units and to implement a new smart control system. That workstream is now coming to a close and has been highly successful, creating opportunities to use this technology to deliver wider benefits. In so doing, this approach also established new cross-departmental governance on lighting and challenged conventional thinking behind how lighting impacts the public realm.

With the City's evolving Climate Action Strategy now targeting 'net zero' for carbon emissions in the Square Mile by 2040, the focus of this collective approach will start to shift towards sustainability and the wider City stakeholder community. With that in mind, the introduction of new planning advice, a review of current regulation and the establishment of new communication channels will lead behaviour change as the City seeks to reconsider the night-time lighting of buildings in the Square Mile.

Recommendation(s)

Members are recommended to note the progress & next steps outlined in this report.

Main Report

Background

1. In early 2020, Streets & Walkways and Planning & Transportation Committees received a report updating Members on the implementation of the City's innovative Lighting Strategy, including information on the on-going rollout of LED street lighting and the next series of initiatives intended to deliver the objectives set out within that strategy.
2. Since then, Covid-19 has affected some of those initiatives but others have been able to continue, including the LED rollout which has now been completed. In addition, the City's adoption of a radical Climate Action Strategy places a new emphasis on energy & carbon emissions as the City seeks to become 'net zero' in its operations by 2027 and 'net zero' for the Square Mile by 2040.
3. This report provides the latest position, updating Members on progress despite Covid-19, and the direction the City intends to take on lighting the Square Mile going forward.

Current Position

Lighting Strategy & Street Lighting Upgrade

4. In terms of background, Members may recall from previous reports that in 2018, the City developed, consulted on and adopted an innovative Lighting Strategy for its streets. This was developed in parallel to a £4m investment to upgrade the City's street lighting inventory to more energy efficient LED units.
5. That LED programme was able to safely continue during 2020 despite Covid-19 and was substantially completed at the end of last year. Snagging has now finished, allowing a Gateway 6 Project Closure report to be submitted to Streets & Walkways & Project Sub Committees after recess.
6. Previewing some of the findings that will be included in that report, the project was completed on time & to budget and delivered the following benefits:
 - A 57% saving (2.9 Million KWh) in energy pa (compared to current year estimates without these changes)
 - A 78% saving (2,000 tonnes) of CO₂ emissions pa
 - A 20% reduction in the number of lighting assets
 - A 56% reduction in maintenance costs (compared to 2017 when the project progressed through Gateway 5)
 - The introduction of a real-time mesh-based control management system for dynamic control of the lighting as well as energy monitoring and fault reporting.
 - The establishment of different lighting profiles for different lanterns, enabling the City to move away from a 'one size fits all approach' to lighting the Square Mile.

- A softening of the 'look & feel' of the City's night-time environment by using a range of warmer colour temperatures.
7. Being able to raise & lower lighting remotely has enabled the City to work with the City Police on using lighting to help manage problem areas suffering from anti-social behaviour, whilst the use of more efficient lanterns have enabled us to reduce light spillage in areas of concern to the City's Pollution Control team.
 8. Ensuring the right type of lighting is used in the right place at the right time remains a core objective of the Lighting Strategy which has three broad themes:
 - The lighting needs for our streets & spaces
 - A focus on environmental themes & sustainability
 - The technical requirements of lighting management & control
 9. Between the Lighting Strategy and LED rollout, we have rebalanced our public realm lighting, moving away from a traffic dominated and overly lit environment, establishing a more human & less traffic dominated scale aligned to our Transport Strategy & Public Realm objectives.
 10. Being able to set individual lighting timings (when lights come on and off), lighting levels (high to low) and temperatures (warm to cold) has enabled us to explore opportunities to change the look & feel of the City at night as well as make our lighting operate more efficiently and sustainably.
 11. An example has been Peters Hill between Carter Lane and Queen Victoria St which had previously been 'over-lit' with too many lanterns producing excessive glare from bright white lights. Instead, warmer, lower lighting levels were introduced with fewer overall lanterns, some at ground level built into handrails. This served to create a calmer and more welcoming space, more in keeping with this key pedestrian route from the Millennium Bridge.

Wider Interest & Opportunities

12. Feedback from City stakeholders to the LED rollout and Lighting Strategy has been universally positive, including residents of the Barbican where a series of changes on the highwalk to refresh the night-time look and feel have been welcomed.
13. Interest from outside the City remains high with the LED project winning industry-level awards, whilst the creation of a holistic strategy continues to be recognised as innovative and ground-breaking. Both Members and officers have been invited to participate in local, national and international research groups, publications and webinars to provide more information on the Lighting Strategy, share the expertise developed to date and lead discussion about the future of street lighting.
14. Interest in how the City went about building this strategy and the opportunities it creates has been wide ranging, with the Centre for London working with the City,

GLA, Cross River Partnership, Illuminated River and other partners to advise on a pan-London approach to lighting. This research, entitled “Seeing clearly: A new vision for London’s lighting”, was published in March 2021 and attracted plenty of industry and public authority interest, influencing policy on lighting going forward.

15. At the same time, the London School of Economics was commissioned to undertake a City-based study to better understand how public realm lighting can positively impact the lives of those who live and work in the area. The study focused on the Culture Mile area, helping us understand how the area can be improved to provide a better environment for all after dark
16. The March 2020 Committee report also explained there had been international interest in the City’s approach through the Lighting Urban Community International (LUCI) association. LUCI is a network of over 70 towns & cities that share information and work together to promote light as a tool for social, cultural and economic development.
17. LUCI had approached the City to consider hosting their 2021 conference but for obvious reasons this had to be deferred. Nevertheless, the City remains an active contributor to LUCI, with officers interviewed for their recent ‘Exploring City Nightscapes’ publication which set out 12 international case studies where light plays a key role in shaping and maintaining their quality nightscape.
18. Discussions with LUCI continue about potentially hosting a future event, but this will be subject to external funding and the appetite for face to face international events post-pandemic. In the meantime, the New London Architecture have separately approached the City about hosting an exhibition in the City Centre in Autumn 2021 to showcase the good work delivered to date.
19. The City has also been asked to be a key contributor to the “ENLIGHTEN me” project, a European funded project about lighting, health and well-being. It aims to develop dedicated guidelines and recommendations for cities, along with tools for better decision making on the impact of lighting on health and wellbeing covering lighting policies, measures, technologies and interventions.
20. Finally, the previous Lighting Strategy report also noted the opportunity to progress a review of the external lighting of St Paul’s Cathedral which is historically owned, managed and maintained by the City Corporation. As DBE’s current local risk budgets are insufficient to deliver such a scheme, officers continue to investigate alternative sources of funding such as external sponsorship and / or a future CIL Neighbourhood funding application.

Lighting Board

21. From a governance perspective, one of the key outcomes of developing the Lighting Strategy was the creation of a cross-departmental Lighting Board to direct the approach being taken and to drive the Lighting Strategy forward.
22. That Board continues to meet on a quarterly basis to review issues and opportunities, and includes representation from:

- DBE's street lighting, public realm & road safety teams
- DBE's planning & development officers
- The City Police
- Licensing & Pollution Control
- Open Spaces
- Energy Management
- Community & Children's Services.

23. Moving forward, it is intended for this Lighting Board to develop & own a series of actions to ensure this initiative maintains momentum, in particular building on the work done so far to develop planning guidance for developments and to establish a clear direction under the Climate Action Strategy.

Climate Action

24. In terms of the Climate Action agenda, the City has adopted a radical new strategy which sets out how the organisation will achieve net zero, build climate resilience and champion sustainable growth, both in the UK and globally, in the next two decades.

25. By adopting this strategy, the City Corporation has committed to:

- Achieve net zero carbon emissions from our own operations by 2027
- Achieve net zero carbon emissions across our investments and supply chain by 2040
- Support the achievement of net zero for the Square Mile by 2040
- Embed climate resilience in our buildings, public spaces & infrastructure

26. In this context, the work done to deliver the Lighting Strategy and LED upgrade is perfectly aligned to this ambition, but there is clearly work to be done with all stakeholders (in the context of lighting) to achieve this goal and accelerate the transition to net zero. Targeting energy efficiency as part of a renewable energy strategy will become increasingly important, alongside embedding circular economy, climate resilience and low carbon principles into our public realm design.

27. As an example, the LED programme not just delivers benefits in terms of carbon reduction, but it also contributes towards climate resilience because LED lights produce less heat, minimising their contribution to the heat island effect. As a result, they reduce the adverse impacts on biodiversity which is under threat from climate change, plus they are more reliable in extreme temperatures which are starting to become more prevalent as our climate changes.

28. However, in terms of buildings in the City, figures from the Climate Action team suggest 44% of greenhouse gas emissions within the Square Mile come from non-domestic buildings in the baseline year (2018/19), making this a key area of focus. For existing non-domestic buildings in the square mile, the Climate Action Strategy is targeting a reduction in energy consumption of 40% between 2020

and 2030, requiring a mix of improved technical advice and communications to deliver.

Lighting from Buildings

29. The challenge of moving towards a carbon neutral City will require a response from developers and building managers in how they light their buildings, both in terms of architectural external lighting and their approach to lighting their buildings internally.
30. With this in mind, the City's Planning team will look to bring forward proposals later this year for a new Planning Advice Note that sets out best practice, challenging developments to deliver environmentally sustainable building lighting that reduces energy usage and complements the public realm.
31. In terms of background to this work, building control regulations already require energy efficient lighting controls to be in place for developments, whilst the National Planning Policy Framework (NPPF), which comprises Government planning policy for England, states that planning policies and decisions should ensure that development limits the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
32. The National Planning Practice Guidance (NPPG) provides further guidance on the policies in the NPPF, and whilst it acknowledges the wider benefits of artificial light, it suggests that it is not always necessary and has the potential to become 'light pollution' or 'obtrusive light'. It provides guidance for assessing when development might have implications for light pollution and, where implications arise, recognises the importance of getting the right light in the right place at the right time. Given change can be costly and difficult, getting the design right and setting appropriate conditions at the planning stage is essential.
33. With that in mind, the City's Local Plan (Policy DM15.7(5)) already requires that developments design internal and external lighting to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance to nature conservation. In parallel, draft City Plan 2036 Policy DE8 requires the design of new developments to incorporate measures to reduce light spillage from internal and external lighting, particularly where it would impact adversely on neighbouring occupiers, the public realm & biodiversity.
34. The aim of the new Planning Advice Note is therefore to provide clear advice regarding the expectations of Policy DM15.7 (and, after adoption of the new City Plan 2036, Policies DE8 and DE9(2) or their equivalents) and to provide technical details as to how those expectations can be met. It will also look to include appropriate guidance on lighting advertisements and signage for buildings, as well as internal & external architectural lighting. Such guidance will help make the Square Mile a safer, more sustainable, more legible place, with the needs of businesses, residents and biodiversity carefully balanced in the context of the City's Climate Action agenda.

35. In terms of enforcement against owners of buildings not meeting this criteria, the existing powers are somewhat limited within the planning process as they are linked to planning conditions for new development and cannot be imposed retrospectively on existing buildings that do not already have such conditions in place. From an environmental perspective, enforcement powers are typically focused on directed light (such as security lighting) dealt with via statutory nuisance provisions, but such limitations make it challenging for planning and enforcement authorities to control or enforce against owners of buildings with seemingly inefficient lighting management regimes.
36. The City's emerging climate action agenda is intended to 'shine a light' on inefficient practices across the wider remit of environmental sustainability, making this area ideal for the development of a wider engagement strategy as we start to set out the route towards net zero. Establishing and promoting best practice through the proposed advice note, supported by case studies aligned to the Climate Action Strategy's behaviour change awareness campaign, will complement existing planned actions to engage businesses and SMEs on this topic.
37. By comparison, driving change through additional enforcement beyond the existing planning and statutory nuisance limitations would likely require amended primary legislation based on an extensive evidence base, demonstrating that current enforcement powers are insufficient for these purposes. That would best be considered once the intended advice note has been consulted on and embedded, but an initial review of the powers currently available will still be undertaken as part of this process.

Proposals

38. There are continuing opportunities for the City Corporation to be seen to lead on this exciting & developing area of work, with the following activities planned:
- The City will seek to embed more efficient, effective and appropriate use of lighting in the next wave of public realms schemes and maintenance works going forward in the next 12 months.
 - Lighting will be one of the tools used to establish a unique 'look & feel' for the Culture Mile quarter, ensuring a night-time focus is embedded in the project from the outset, starting with a trial later this year.
 - Bespoke lighting timings and levels will continue to be used to help address localised anti-social behaviour and crime & disorder issues, including drug use and noise from late night bars at closing time.
 - As part of the move away from a 'one size fits all' approach to lighting our streets, a series of core timing profiles will be developed and implemented in the next six months to better fit the needs of the City's transport hubs, residential areas, night-time economy hotspots and our riverside & open spaces.

- Engagement will continue with the wider lighting community, across London, the UK and beyond, to share the City's best practice outcomes, continue to support technical innovation and to learn lessons from elsewhere.
- A Planning Advice Note for the management of internal & external lighting in new developments will be brought forward for consultation before the end of the year to provide greater certainty and clarity regarding compliance with Local Plan policies.
- A review of current statutory regulations and enforcement powers in relation to building owners will be conducted in parallel to the proposed planning advice.
- As part of the Climate Action Strategy, a behaviour change communications campaign will be formulated to raise awareness of lighting with building owners, managers & developers.
- Further night walks with Members will be planned from November (once the clocks go back) to help illustrate the achievements so far and the issues and challenges going forward.

Strategic Implications

39. These actions meet a series of key objectives contained within the Corporate Plan. These include:

- We will ensure people are safe & feel safe by tackling anti-social behaviour & protecting our streets & open spaces
- We will ensure people enjoy good health & wellbeing by better service design & delivery
- We will develop & trial smart innovations and improve the experience of moving through our spaces
- We will curate a vibrant, attractive & complementary blend of uses of space
- We will create & transform streets & public spaces for people to admire & enjoy
- We will champion a distinctive & high-quality residential, worker, student & visitor offer
- We will drive down the negative effects of our own activities
- We will provide environmental stewardship in use of resources
- We will influence UK and global policy to protect the environment
- We will maintain our streets & public spaces to high standards

Financial Implications

40. Full financial implications arising from the change to LED lighting will be set out in the upcoming Gateway 6 report on that project to Streets & Walkways and Project Sub Committees.

Equalities Implications

41. The impact of lighting on safety, health & wellbeing will continue to be monitored in line with the City's public sector equality duties and in accordance with the overall Lighting Strategy.

Resource & Risk Implications

42. Progression of the above actions are dependent on sufficient staff resources being available in light of the recovery from the Covid-19 pandemic and wider corporate priorities.

Security Implications

43. Liaison with the police as a key stakeholder throughout the development of the City's Lighting Strategy has ensured that any amendment to the City's lighting levels considers the issues of crime, disorder & counter terrorism.

Conclusion

44. The City's Lighting Strategy represents a genuinely innovative opportunity to create a joined up and holistic approach to managing the look & feel of the Square Mile at night. The Strategy has created the framework, and the LED project the mechanism, to deliver a step change in approach, with benefits in terms of sustainability, cultural opportunity and public realm safety.
45. With the emerging Climate Action Strategy now establishing the importance of taking steps to deliver a net zero Square Mile in the medium term, the focus of the strategy will now shift towards the question of delivering energy efficient lighting in the wider City community, as well as promote the City's best practice across London & beyond.

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