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Port Health & Environmental Services Committee

Date: **TUESDAY, 3 NOVEMBER 2026**

Time: 11.00 am

Venue: **COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL**

Members:

Deputy Peter Dunphy MBE (Chair)
George Abrahams (Deputy Chairman)
Alderman Sir Alastair King DL
Alderman Robert Hughes-Penney
Nicholas Bensted-Smith
Deputy Christopher Boden
Leyla Boulton
Deputy Timothy Butcher
Simon Duckworth CBE OBE DL V R
Deputy John Edwards
John Foley
Dawn Frampton
Deputy Marianne Fredericks
Mercy Haggerty
Deputy Caroline Haines
Deputy Jaspreet Hodgson
Sandra Jenner
Helen Ladele
Antony Manchester
Vasiliki Manta
Deputy Deborah Oliver
Fraser Peck
Deputy Henry Pollard
Jason Pritchard
Hugh Selka
Dr Giles Shilson OBE
Alethea Silk
Mandeep Thandi
Stuart Thompson
Deputy Dawn Wright

Enquiries: **Jayne Moore**
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Ian Thomas CBE
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 of the meeting of 21 July 2026.

For Decision
(Pages 5 - 10)

4. **ANIMAL HEALTH AND WELFARE SERVICE - ANNUAL REVIEW OF FEES**

To consider the report of the Executive Director, Environment.

For Decision
(Pages 11 - 24)

5. **RESIDENTIAL GARDEN WASTE COLLECTION - PRICING**

To consider the report of the Executive Director, Environment.

For Decision
(Pages 25 - 32)

6. **UPDATE ON ACTION TO DEAL WITH UNNECESSARY ENGINE IDLING**

To receive the report of the Executive Director, Environment

For Information
(Pages 33 - 38)

7. **AIR QUALITY ANNUAL STATUS REPORT FOR 2025**

To receive the report of the Executive Director, Environment.

For Information
(Pages 39 - 62)

8. **RISK MANAGEMENT UPDATE**

To receive the report of the Executive Director, Environment.

For Information
(Pages 63 - 78)

9. **UK-EU SANITARY AND PHYTOSANITARY (SPS) AGREEMENT - UPDATE**

To receive the report of the Executive Director, Environment.

For Information
(Pages 79 - 84)

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

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

12. **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

13. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting of 21 July 2026.

For Decision
(Pages 85 - 86)

14. **CLIMATE ACTION STRATEGY PHASE 2: CIRCULAR ECONOMY PROGRAMME**

To receive the report of the Executive Director, Environment.

For Decision
(Pages 87 - 122)

15. **CLIMATE ACTION STRATEGY PHASE 2: NATURE RECOVERY PROGRAMME**

To receive the report of the Executive Director, Environment.

For Information
(Pages 123 - 162)

16. **CLIMATE ACTION STRATEGY PHASE 2: CLIMATE RESILIENCE PROGRAMME**

To receive the report of the Executive Director, Environment.

For Information
(Pages 163 - 196)

17. **PORT HEALTH AND ENVIRONMENTAL SERVICES DEBTORS - PERIOD ENDING 30 SEPTEMBER 2026**

To receive the report of the Executive Director, Environment.

For Information
(Pages 197 - 206)

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

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

PORT HEALTH & ENVIRONMENTAL SERVICES COMMITTEE

Tuesday, 21 July 2026

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

Present

Members:

Deputy Peter Dunphy MBE (Chair)
George Abrahams (Deputy Chair)
Deputy Timothy Butcher
Deputy John Edwards
John Foley
Dawn Frampton
Deputy Marianne Fredericks
Deputy Jaspreet Hodgson
Helen Ladele
Deputy Deborah Oliver
Fraser Peck
Deputy Henry Pollard
Alethea Silk
Mandeep Thandi
Stuart Thompson

Officers:

Susie Pritchard	-	Environment (Asst Director)
Ruth Calderwood	-	Air Quality Manager
Gavin Stedman	-	Port Health & Public Protection Director
Jenny Pitcairn	-	Chamberlain's Department
Frank Marchione	-	Principal Lawyer
Rachel Pye	-	Environment (Asst Director)
Ian Hughes	-	Environment (City Operations Director)
Katie Stewart	-	Executive Director, Environment
Joanne Hill	-	Environment
Joanna Leyden	-	Environment

1. **APOLOGIES**

Apologies were received from Alderman Hughes-Penney, Nicholas Bensted-Smith, Leyla Boulton, Deputy Chris Boden, Deputy Dawn Wright, Simon Duckworth, Jason Pritchard and Sandra Jenner.

These Members observed the meeting online: Deputy Caroline Haines, Mercy Haggerty, Dr Giles Shilson and Vasiliki Manta.

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

There were no declarations.

3. **ELECTION OF CHAIRMAN**

A single expression of interest having been received, Deputy Peter Dunphy was elected Chair of the Committee for the ensuing year.

DRAFT

4. **ELECTION OF DEPUTY CHAIRMAN**

A single expression of interest having been received, George Abrahams was elected Deputy Chair of the Committee for the ensuing year.

5. **MINUTES**

RESOLVED, That the minutes of the meeting of 21 April 2026 be approved as an accurate record of the proceedings.

6. **APPOINTMENTS TO SUB COMMITTEES AND REPRESENTATIVES TO OUTSIDE BODIES**

The Committee considered the report of the Clerk.

RESOLVED, That these Members be appointed:

- Local Plans Sub-Committee: Deputy Marianne Fredericks
- Streets and Walkways Sub-Committee: Mandeep Thandi
- Projects and Procurement Sub-Committee: Deputy Timothy Butcher
- Thames Estuary Partnership: Deputy Marianne Fredericks
- Thames21's Board of Trustees: Deputy Marianne Fredericks
- Health & Wellbeing Board: Dawn Frampton
- Crime & Disorder Scrutiny Committee: Peter Dunphy and George Abrahams

Simon Duckworth was appointed to the Cross River Partnership, subject to confirmation at the October 2026 meeting.

7. **CITY OF LONDON THAMES FISHERY RESEARCH EXPERIMENT**

The Committee considered the report of the Executive Director Environment summarising the 53rd City of London Thames Fishery Research Experiment that took place on 04 October 2025, with feedback being positive.

Members noted that the 54th Experiment, will take place on 10 October 2026.

RESOLVED, That Members approve the grant of £4,800 from the City's Estate to partially fund the 54th City of London Thames Fishery Research Experiment, which will take place on 10 October 2026.

8. **REVENUE OUTTURN 2025/26**

The Committee noted the report of the Chamberlain and the Executive Director Environment comparing the revenue outturn for the services overseen by the Committee in 2025/26 with the budget for the year. Members noted that overall total net expenditure for the year was £20.930m whereas the total agreed budget was £20.238m, representing an overspend of £0.692m as set out below:

The Committee noted that the Executive Director Environment has submitted a request to carry forward local risk underspendings within the Department, none of which relates to the Committee, which will be considered by the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee.

Referencing section 2 of the report, a Member asked for a clarification of the term ‘unidentified savings’. The Committee noted that the term refers to a funding gap where savings need to be identified.

Referencing Appendix 1, a Member asked why the biggest overspend was in animal health. The Committee heard that a different border regime was in place at the time of the budget-setting process, and that subsequent governmental and EU changes since that time have resulted in some anticipated measures not being implemented. In response to a question on whether any central Government funding is available for the unexpected additional cost in delivering the statutory service, the meeting noted that 86% of the costs are covered through commercial service provision whereas the statutory duties are a cost to the City Corporation, that discussions with the relevant Government department are ongoing though broadly positive, and that the situation remains unresolved.

A Member asked whether the Comprehensive Economic and Trade Agreement (CETA) with India that came into force on 15 July 2026 had made any difference to the situation. The meeting noted that there has been no discernible impact so far.

A Member asked whether steps are being taken to improve instances of poor street-cleaning performance and asked whether the cost of remedial action is being properly allocated. The Committee noted that no additional costs are incurred by the monitoring of street-cleaning, that the Square Mile has very high street-cleaning standards, and that an appropriate deduction is made where standards are not met – noting also that Veolia UK is very proactive and professional in remedying any issue.

9. **AIR QUALITY SUPPLEMENTARY PLANNING DOCUMENT**

The Committee noted the report of the Executive Director Environment setting out the draft Air Quality Supplementary Planning Document (SPD) approved for consultation by the Planning and Transportation Committee in March 2026 that was also presented to the Port Health and Environmental Services Committee in April 2026.

Members noted that the consultation led to relatively minor changes to the draft SPD and noted the final version attached as an appendix.

10. **ENVIRONMENT DEPARTMENT BUSINESS PLAN 2025/26: PROGRESS REPORT (END OF YEAR: 1 OCTOBER 2025 - 31 MARCH 2026)**

The Committee noted the report of the Executive Director Environment updating Members on progress made towards delivering the Environment Department’s high-level Business Plan 2025-30 by the two service areas that fall within the remit of the Committee:

- Port Health and Public Protection
- The Cleansing Service

Members noted the key performance information and noted that performance overall during 2025/26 has been positive with all priority workstreams delivered as planned and the majority of associated performance measures meeting or exceeding their targets.

11. **RISK MANAGEMENT UPDATE**

The Committee noted the report of the Executive Director Environment setting out the assurance that risk management procedures in place within the Environment Department are satisfactory and that they meet the requirements of the corporate Risk Management Framework that fall within the remit of the Committee covering these two areas:

- Port Health and Public Protection
- The Cleansing Service

12. **REPORT OF ACTION TAKEN BETWEEN MEETINGS**

The Committee noted the report of the Clerk setting out this decision taken under the Urgency Process in line with the Corporation's Standing Order 40A:

- to agree to the use of Cemetery and Crematorium Reserve Funds (£120K) to purchase two catafalques for the City of London Crematorium and associated upgrading to the current lifting mechanisms.

A Member asked why the work was not planned earlier. The meeting noted that the timeline for the overall works has been dynamic and the timeline has been such that the work needed to be done immediately.

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

Four questions were put:

What progress has been made on the reporting of vehicle idling warning and fines?

Data has been collated and will be circulated to Members.

Are there any updates on the monitoring of the nuisance caused by buskers on the South Bank using sound amplification?

Engagement with the London Borough of Southwark is ongoing and productive. The situation is sometimes complicated by the requirement for a verbal warning to be given ahead of any closure, and the high turnover of buskers is such that the enforcement system is not always practicable.

Given the high number of construction projects and the noise nuisance arising from those projects, can the City's Planning Department do more to educate planners around construction noise and support Corporation officers in dealing

with resident complaints? Why are environmental health comments that often flag these concerns not always shown on the online planning portal?

The Construction and Deconstruction Code will be reviewed by the Committee in autumn 2026 and will incorporate guidance to address the noise nuisance issues with the potential to adapt noisy construction work hours where appropriate. The issue of noise concern comments will be explored.

The garden waste collection process appears laborious – does the Corporation expect people to continue using it?

The Corporation is legally required to provide a garden waste collection service, but only four collections have been requested since April 2026 meaning that it can be difficult to co-ordinate collection. The process will be reviewed at the end of the six-month trial period (in late 2026).

14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no other business.

15. **EXCLUSION OF THE PUBLIC**
RESOLVED, 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.

The meeting closed at 11.55 am

Chairman

Contact Officer: Jayne Moore
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City of London Corporation Committee Report

Committee(s): Port Health & Environmental Services	**Dated:** 03/11/2026
Subject: Animal Health and Welfare Service Annual Review of Fees	**Public report:** For Decision
This proposal: • delivers Corporate Plan 2024-29 outcomes • provides statutory duties	Providing Excellent Services Dynamic Economic Growth Statutory duties under the Animal Health Act 1981
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:	Katie Stewart Executive Director of Environment
Report author:	Susie Pritchard Assistant Director Animal Health & Welfare

Summary

The City of London Corporation has Local Authority statutory duties under the Animal Health Act 1981 and related legislation, which are delivered by the Animal Health and Welfare Service (AHWS). Duties include rabies controls for Greater London and protection of animal welfare in transport, which are delivered through the Heathrow Animal Reception Centre (HARC). HARC delivers services to airlines and pet transport agents in order to generate income and offset the cost of statutory obligations.

In addition, the Animal Health Team carry out licensing of activities involving animals across Greater London and the Home Counties. Fees are charged on a full cost recovery basis, for advice and administration through an annual contract charge, and for individual inspections through listed fees.

Approval is sought for increases of between 5% and 10% to be applied to the Schedule of Charges in respect of services provided at the Heathrow Animal Reception Centre (HARC).

The inspection fees for the Animal Health Team are based on the estimated duration of each type of inspection. The average proposed increase for the forthcoming financial year 2027/28 is 6%.

In November 2024, this committee gave Delegated Authority for the Executive Director of Environment to reduce the HARC fees, up to twice a year, by up to an annual maximum of 20%, allowing for increased responsiveness to the market and the ability to contract fees based on volume if airlines are receptive to this. Reapproval of this delegated authority is requested.

Recommendation(s)

Members are asked to:

1. Approve the HARC Byelaws presented in appendix 1, effective from April 2027.
2. Recommend to the Court of Common Council that the approved Byelaws be made, and that the Comptroller and City Solicitor be instructed to seal the Byelaws accordingly.
3. Approve delegated authority for the Executive Director of Environment to amend the fee structure, up to twice a year, and up to an annual maximum of 20% (not exceeding the maximum listed in the HARC byelaws).
4. Approve the listed fees for licensing services delivered by the Animal Health Team (appendix 2).

Main Report

Background

1. The City operates Heathrow Animal Reception Centre (HARC) to fulfil its statutory duties for animal health and welfare in relation to imports into Greater London. The Animal Health and Welfare Service offsets its operating costs for these duties through charges to airlines and agents, which are set through byelaws.

2. Further charges are collected for discretionary services that the City must provide at HARC to operate effectively as a Border Control Post (BCP), but which are not strictly required to be carried out by the enforcement authority. Although these fees are not statutory of themselves, because HARC was set up under the Animal Health Act 1981 (and predecessor legislation) the only means it has for levying any charges is through the byelaw procedure.

3. HARC operates in a commercial environment, competing with private entities to deliver live animal ground handling services to airlines. The charges of the competing BCPs are taken into consideration when setting fees for the year ahead.

4. On 19 November 2024 this Committee approved a delegated authority to the Executive Director of Environment to amend the fee structure by up to 20% per

Annum, provided the maximum does not exceed the fees as stated in the byelaws. This enables for commercial flexibility in negotiating contracts with airlines.

5. The Animal Health Team carry out licensing of activities involving animals across Greater London and the Home Counties, under contract for other authorities. Fees are charged on a full cost recovery basis, for advice and administration through an annual contract charge, and for individual inspections through listed fees that are reviewed annually.

Current Position

6. An assessment has been made of the proportion of the HARC building, equipment and staffing costs that are required to process the range of animal cargo imported at Heathrow. Live animal volume has been used to establish the cost recovery price for handling each type of consignment. Price sensitivity can be variable as airline logistics play a significant part in the options available for shippers, and these can change seasonally. The proposed higher fees take into account the requirement for cost recovery, and the likely market response.

7. The proposed 2027/28 HARC byelaws aim to improve cost recovery as far as possible across the range of species groups handled, whilst taking into account the price sensitivities. Higher increases have been applied to low volume commodities which are furthest from full cost recovery. Increases of between 5% and 10% are proposed.

8. New charges have been introduced which either clarify specific commodity fees or allow for charging of new services. Namely, a charge for mammals which are not subject to official controls has been listed, to encourage continuation of rodents intended for research to be brought to HARC for care, rather than held in the cargo sheds. Pre-departure boarding has also been specified, in response to changing customer requirements. This service allows improved utilization of the facilities at off-peak times.

9. The Animal Health license inspection fees are also reviewed annually and typically increase to ensure cost recovery of these services. A 6% increase on hourly rate has been applied to the fees listed for 2027/28 as presented in appendix 2, reflecting expected increases in costs.

Options

10. In relation to HARC fees and charges, Members are asked to consider the following options:

i) **Retain the 2026/27 pricing within the current byelaws.** *(Not recommended)*

Or

ii) **Approve the price increases as listed in appendix 1,** as effective from 1st April 2027, and recommend to the Court of Common Council that the Byelaws be made, and that the Comptroller and City Solicitor be instructed to seal the Byelaws accordingly. *(Recommended)*

11. In relation to licensing and inspection fees, Members are also asked to consider the following options:

i) **Retain the 2026/27 fees** relating to licensing and inspection of animal activities. *(Not recommended)*

Or

ii) ***Approve the price increases as listed in appendix 2****, relating to licensing and inspections of animal activities (Recommended)*

12. Corporate & Strategic Implications – The proposals referred to in this report aim to achieve the following Corporate Plan aims of:

Providing Excellent Services

- Protect and promote public, animal, and environmental health (including at our borders) and consumer protection.

Dynamic Economic Growth

- Promote the UK as a place that is open, innovative, and sustainable.

13. Financial implications – The proposal aims to improve the cost recovery on services offered to non-HARC airlines and maintain cost recovery of services in relation to licensing and inspection of animal activities.

14. Resource implications – None identified.

15. Legal implications – The City Solicitor has reviewed the statutory obligations and related fees and charges and has advised that there is no legal reason why

the fee structure cannot be changed to prevent subsidy and promote fair cost recovery. These Byelaws support cost recovery and this is the only means allowable for levying charges.

16. **Risk implications** – Increased fees may reduce competitiveness, but this risk is mitigated by the recommendation to reapprove the delegated authority for the Executive Director to reduce HARC fees within the specified parameters, to allow for commercial flexibility.

17. **Equalities implications** – None identified following a test of relevance.

18. **Climate implications** – None

19. **Security implications** – None

Conclusion

The annual review of charges has taken into account the competitive position of HARC and price sensitivities of the services provided. The proposed charges for the Animal Health Team take into account the cost of providing these services. Fee increases will support cost recovery of the service.

Appendices

- Appendix 1: Additional Byelaws Relating to the Heathrow Animal Reception Centre
- Appendix 2: Additional Byelaws showing the fees from 1st April 2026, for information only
- Appendix 2: 2026/27 fees for Animal Health licence inspection services.

Background Papers

None

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ADDITIONAL BYELAWS RELATING TO THE HEATHROW ANIMAL RECEPTION CENTRE
Effective from 1 April 2027

BYELAWS made by the Mayor and Commonalty and Citizens of the City of London acting by the Mayor, Alderman and Commons of the said City in Common Council assembled in pursuance of Sections 42 and 43 of the Markets and Fair Clauses Act 1847 as applied by Section 54 of the Animal Health Act 1981 with respect to the Heathrow Animal Reception Centre, London ("HARC")

In these Bylaws unless the context otherwise required "the Principal Byelaws" means the byelaws made by the Mayor and Commonalty and Citizens of the City of London acting by the Mayor, Aldermen and Commons of the said City in Common Council assembled on 1st July 1976 and confirmed by the Minister of Agriculture, Fisheries and Food of 12th November 1976.

From the date of coming into operation of these Byelaws the Additional Bylaws made by the Mayor and Commonalty and Citizens of the City of London acting by the Mayor, Aldermen and Commons of the said City in Common Council assembled on 15 January 2026 (and sealed on 25 March 2026) shall be repealed and the following Schedule shall be substituted for the schedule to the Principal Byelaws:-

SCHEDULE

This schedule sets out the maximum fees that may be charged for the items specified herein. Under Section 36 of the Markets and Fairs Clauses Act 1847 the undertakers may from time to time change the amounts charged provided that any change does not result in a charge exceeding the amounts set out in this Schedule.

These Additional Byelaws come into effect 1st April 2027 and supersede the Additional Byelaws of 1st April 2026.
The prices listed in column A are applicable to HARC Designated Airlines. These are airlines which are Customs designated to a City of London Corporation Internal Temporary Storage Facility.
The prices listed in column B are applicable to all other airlines.
The fees set under the Additional Byelaws of 1st April 2026 are stated in brackets in column A and B for reference.

Description A consignment is defined as an Air Waybill (AWB), or House Airwaybill (HAWB) where used, or an individual animal in the case of non-manifested imports/exports. All fees are charged per AWB, or per HAWB where used, unless otherwise stated.		**A** Fee effective from **1st April 2027** for **HARC designated airlines (£)**	**B** Fee effective from **1st April 2027** for **Non-HARC designated airlines (£)**
PART 1 **ANIMALS CHARGE PER CONSIGNMENT**			
Pets	1. Dogs, Cats and Ferrets under the Pet Travel Scheme Non-commercial Movement of Pet Animals Order 2011 In order to meet the "pre-check" requirements (where applicable) all documentation must be submitted to the HARC no later than 72 hours prior to the animal's departure.		
	a) If a documentation 'pre-check' has been completed and approved by HARC, the consignment will be charged at the minimum charge listed for the first 24 hours.	224	N/A
	b) Pets that have NOT received a documentation 'pre-check' or arrive against the advice of HARC, will be charged as listed for the first 24 hours.	308	N/A
	c) Where any consignment under a) or b) above consists of more than one animal, a fee per animal thereafter applies as listed.	58	N/A
Assistance Dogs and Chartered Flight attendance	2. Pets checked at aircraft (including Assistance Dogs) If a documentation 'pre-check' has been completed and approved by HARC, Assistance Animals and chartered flight attendance will be charged at:		
	a) Minimum consignment charge plus 0.5 administration fee plus a 1 hour collection charge for the first animal.	496	N/A
	b) Assistance Animals that have NOT received a documentation 'pre-check' or arrive against the advice of HARC, will be charged minimum consignment charge plus 1x administration fee plus a 1-hour collection charge for the first animal.	550	N/A
	c) Where any consignment under a) or b) above consists of more than one animal, a fee per animal thereafter applies as listed.	58	N/A
Commercial dogs and cats	3. Dogs, Cats and Ferrets arriving as commercial consignments/under license.		
	a) Minimum charge for the first 12 hours as listed.	224	N/A
	b) Where the consignment consists of more than one animal, a fee per animal thereafter applies as listed	58	N/A
Other mammals	4. Mammals subject to official controls (excluding those listed under points 1 to 3) per consignment for the first 12 hours	249	356
Other mammals (not OCR)	5. Mammals not subject to official controls (excluding those listed under points 1 and 2) per consignment for the first 12 hours	119	170
Birds	6. Transit commercial bird consignments should be booked through to have a maximum stay at Heathrow of 24 hours.		

	a) Commercial birds, per box for up to 24 hours	88	12
	b) Birds of prey, per bird for up to 24 hours	25	35
	c) Commercial birds (6a, 6b) are subject to a minimum charge per consignment for up to 24 hours	249	356
	d) Pet birds, per box for up to 24 hours (no minimum charge)	88	126
Reptiles and Amphibians	Transit commercial reptile consignments should be booked through to have a maximum stay at Heathrow of 24 hours.		
	7. Reptiles and amphibians per consignment for up to 24 hours	237	356
Aquatics, Invertebrates, Eggs	8a. Fish/Fish Eggs/Aquatic Invertebrates/Invertebrates/Semen/Bird Eggs, charge per box	2.88	5.23
	8b. Fish/Fish Eggs/Aquatic Invertebrates/Invertebrates/Semen/Bird Eggs (8a) are subject to a minimum charge per consignment	54	97
Horses and Farm Livestock	9. Horses/Farm livestock/other large species - Use of Large Animal Facility (per pallet)	639	1,065

PART 2 **CHARGES FOR ANCILLIARY SERVICES**	**A** Fee effective from **1st April 2027** for **HARC designated airlines (£)**	**B** Fee effective from **1st April 2027** for **Non-HARC designated airlines (£)**
10. Processing and handling fee for all consignments except for those listed in point 2.	27	35
11. a) Collection and delivery of animals to and from the Animal Reception Centre by an Animal Reception Centre member of staff - per hour, or	217	311
b) per consignment if no extra waiting time.	109	155
12. Security - A charge will be made in respect of any consignment, which requires security screening prior to leaving the ARC.	33	44
13. Not on Board - Requests for collection of animals from aircraft, which are subsequently not found on board will be charged at normal collection charge	109	15
14 a) Destruction including disposal of livestock or goods. Minimum Charge.	138	207

b) Destruction including disposal of livestock or goods – fee per kilogram.	61	87
c) Travelling containers are the owner's property and should be collected with the animal. Disposal fee if container not removed from site.	29	29
15. Cleansing and disinfecting aircraft, animal holding facilities, vehicles, loose boxes etc. (including disposal of special waste). Fee per hour.	557	696
16. Additional boarding of import non-commercial dogs, cats and ferrets - per consignment per 24 hours or part thereof.	58	58
17. Additional boarding of import commercial dogs, cats and ferrets - per animal per 12 hours or part thereof.	58	58
18. Pre-departure boarding of export dogs and cats, per kennel per 24 hours or part thereof.	29	58
19. Additional boarding of other mammals - per consignment per 12 hours or part thereof.	58	82
20. Additional boarding of birds - per box per 24 hours or part thereof.	97	145
21. Bird Quarantine for up to 30 days, plus veterinary and laboratory testing fees if applicable. Fees are dependent on size of consignment and husbandry requirements. Faecal Sampling and Bird Autopsy costs as per current Animal & Plant Health Agency rates.	525 -1680	525 -1680
22. Additional boarding of reptiles and amphibians - per consignment per 24 hours or part thereof. Additional hourly handling charge may be applicable.	237	356
23. Additional handling functions per hour for consignments requiring special handling/loading/transfer/repackaging, plus cost of materials.	141	211
24. Additional administrative functions including corrective actions and pre-export compliance checks, per hour.	109	109
25. Modification of containers to International Air Travel Association (IATA) standards: - a) Space Bars/Battens - per box	58	87
b) Air Holes or water pots - per box	26	26
c) If these services are carried out on the airport an additional fee applies for 'delivery' of the service.	109	109
26. Identification of species for DEFRA/HM Revenue and Customs/Border Force - per hour.	193	193
27. Assisting on off airport operations - per hour	109	109

Description A consignment is defined as an Air Waybill (AWB), or House Airwaybill (HAWB) where used, or an individual animal in the case of non-manifested imports/exports. All fees are charged per AWB, or per HAWB where used, unless otherwise stated.		**A** Fee effective from **1st April 2027** for **HARC designated airlines (£)** *(1st April 2026 fees in brackets)*	**B** Fee effective from **1st April 2027** for **Non-HARC designated airlines (£)** *(1st April 2026 fees in brackets)*
PART 1 **ANIMALS CHARGE PER CONSIGNMENT**			
Pets	2. Dogs, Cats and Ferrets under the Pet Travel Scheme Non-commercial Movement of Pet Animals Order 2011 In order to meet the "pre-check" requirements (where applicable) all documentation must be submitted to the HARC no later than 72 hours prior to the animal's departure.		
	d) If a documentation 'pre-check' has been completed and approved by HARC, the consignment will be charged at the minimum charge listed for the first 24 hours.	224 *(213)*	N/A *(N/A)*
	e) Pets that have NOT received a documentation 'pre-check' or arrive against the advice of HARC, will be charged as listed for the first 24 hours.	308 *(293)*	N/A *(N/A)*
	f) Where any consignment under a) or b) above consists of more than one animal, a fee per animal thereafter applies as listed.	58 *(55)*	N/A *(N/A)*
Assistance Dogs and Chartered Flight attendance	2. Pets checked at aircraft (including Assistance Dogs) If a documentation 'pre-check' has been completed and approved by HARC, Assistance Animals and chartered flight attendance will be charged at:		
	d) Minimum consignment charge plus 0.5 administration fee plus a 1 hour collection charge for the first animal.	496 *(462)*	N/A *(N/A)*
	e) Assistance Animals that have NOT received a documentation 'pre-check' or arrive against the advice of HARC, will be charged minimum consignment charge plus 1x administration fee plus a 1-hour collection charge for the first animal.	550 *(593)*	N/A *(N/A)*
	f) Where any consignment under a) or b) above consists of more than one animal, a fee per animal thereafter applies as listed.	58 *(55)*	N/A *(N/A)*
Commercial dogs and cats	3. Dogs, Cats and Ferrets arriving as commercial consignments/under license.		
	c) Minimum charge for the first 12 hours as listed.	224 *(213)*	N/A *(N/A)*
	d) Where the consignment consists of more than one animal, a fee per animal thereafter applies as listed	58 *(55)*	N/A *(N/A)*
Other mammals	4. Mammals subject to official controls (excluding those listed under points 1 to 3) per consignment for the first 12 hours	249 *(237)*	356 *(339)*

Other mammals (not OCR)	5. Mammals not subject to official controls (excluding those listed under points 1 and 2) per consignment for the first 12 hours	119 *(N/A)*	170 *(N/A)*
Birds	6. Transit commercial bird consignments should be booked through to have a maximum stay at Heathrow of 24 hours.		
	e) Commercial birds, per box for up to 24 hours	88 *(84)*	126 *(120)*
	f) Birds of prey, per bird for up to 24 hours	25 *(23)*	35 *(33)*
	g) Commercial birds (6a, 6b) are subject to a minimum charge per consignment for up to 24 hours	249 *(237)*	356 *(339)*
	h) Pet birds, per box for up to 24 hours (no minimum charge)	88 *(84)*	126 *(120)*
Reptiles and Amphibians	Transit commercial reptile consignments should be booked through to have a maximum stay at Heathrow of 24 hours.		
	7. Reptiles and amphibians per consignment for up to 24 hours	237 *(226)*	356 *(339)*
Aquatics, Invertebrates, Eggs	8a. Fish/Fish Eggs/Aquatic Invertebrates/Invertebrates/Semen/Bird Eggs, charge per box	2.88 *(2.74)*	5.23 *(4.98)*
	8b. Fish/Fish Eggs/Aquatic Invertebrates/Invertebrates/Semen/Bird Eggs (8a) are subject to a minimum charge per consignment	54 *(49)*	97 *(88)*
Horses and Farm Livestock	9. Horses/Farm livestock/other large species - Use of Large Animal Facility (per pallet)	639 *(581)*	1,065 *(968)*

PART 2 **CHARGES FOR ANCILLIARY SERVICES**	**A** Fee effective from **1st April 2027** for **HARC designated airlines (£)**	**B** Fee effective from **1st April 2027** for **Non-HARC designated airlines (£)**
10. Processing and handling fee for all consignments except for those listed in point 2.	27 *(26)*	35 *(33)*
11. a) Collection and delivery of animals to and from the Animal Reception Centre by an Animal Reception Centre member of staff - per hour, or	217 *(207)*	311 *(296)*
c) per consignment if no extra waiting time.	109 *(104)*	155 *(148)*
12. Security - A charge will be made in respect of any consignment, which requires security screening prior to leaving the ARC.	33 *(31)*	44 *(42)*
13. Not on Board - Requests for collection of animals from aircraft, which are subsequently not found on board will be charged at normal collection charge	109 *(99)*	155 *(148)*

14 a) Destruction including disposal of livestock or goods. Minimum Charge.	138 *(131)*	207 *(197)*
b) Destruction including disposal of livestock or goods – fee per kilogram.	61 *(58)*	87 *(83)*
c) Travelling containers are the owner's property and should be collected with the animal. Disposal fee if container not removed from site.	29 *(28)*	29 *(28)*
15. Cleansing and disinfecting aircraft, animal holding facilities, vehicles, loose boxes etc. (including disposal of special waste). Fee per hour.	557 *(530)*	696 *(663)*
16. Additional boarding of import non-commercial dogs, cats and ferrets - per consignment per 24 hours or part thereof.	58 *(55)*	58 *(55)*
17. Additional boarding of import commercial dogs, cats and ferrets - per animal per 12 hours or part thereof.	58 *(55)*	58 *(55)*
18. Pre-departure boarding of export dogs and cats, per kennel per 24 hours or part thereof.	29 *(N/A)*	58 *(55)*
19. Additional boarding of other mammals - per consignment per 12 hours or part thereof.	58 *(55)*	82 *(78)*
20. Additional boarding of birds - per box per 24 hours or part thereof.	97 (92)	145 *(138)*
21. Bird Quarantine for up to 30 days, plus veterinary and laboratory testing fees if applicable. Fees are dependent on size of consignment and husbandry requirements. Faecal Sampling and Bird Autopsy costs as per current Animal & Plant Health Agency rates.	525 -1680 *(500 – 1,600)*	525 -1680 *(500 – 1,600)*
22. Additional boarding of reptiles and amphibians - per consignment per 24 hours or part thereof. Additional hourly handling charge may be applicable.	237 *(226)*	356 *(339)*
23. Additional handling functions per hour for consignments requiring special handling/loading/transfer/repackaging, plus cost of materials.	141 *(134)*	211 *(201)*
24. Additional administrative functions including corrective actions and pre-export compliance checks, per hour.	109 *(103)*	109 *(103)*
25. Modification of containers to International Air Travel Association (IATA) standards: - b) Space Bars/Battens - per box	58 *(55)*	87 *(83)*
b) Air Holes or water pots - per box	26 *(25)*	26 *(38)*
c) If these services are carried out on the airport an additional fee applies for 'delivery' of the service.	109 *(99)*	109 *(148)*
26. Identification of species for DEFRA/HM Revenue and Customs/Border Force - per hour.	193 *(184)*	193 *(184)*
27. Assisting on off airport operations - per hour	109 *(103)*	109 *(103)*

LEVEL OF CHARGES (proposed) 1st April 2027 - 31st March 2028 All fees are subject to VAT at the current rate		2027 - 2028 Fees; City of London and Contracted authorities		2027 - 2028 Fees; Ad hoc inspections for non contracted authorities	
Activity	**Visit type**	**TOTAL (£) (exc. VAT)**	**TOTAL (£) with VAT**	**TOTAL (£) (exc. VAT)**	**TOTAL (£) with VAT**
Dog kennel boarding / cat boarding	New Licence application or 1st inspection by CoLC - combined (dogs & cats)	546	655	624	749
	Renewal Licence Inspection - combined (dogs & cats)	468	562	546	655
	New Licence application or 1st inspection by CoLC - single species (dogs or cats)	444	533	546	655
	Renewal Licence Inspection - single species (dogs or cats)	370	444	468	562
	Unannounced mid licence visit	259	311	351	421
Home boarding	New Licence application or 1st inspection by CoCL	351	421	429	515
	Renewal Licence Inspection	273	328	351	421
	Unannounced mid licence visit	273	328	351	421
Home boarding - arranging	New Licence application or 1st inspection by CoCL of a home boarding arranger /franchisee	351	421	429	515
	Renewal Licence Inspection of a home boarding arranger /franchisee	273	328	351	421
	Assessment of a hobby host as part of a arranger /franchisee licence	273	328	351	421
	Unannounced mid licence visit	273	328	351	421
Dog Day Care	New Licence application or 1st inspection by CoCL - less than 10 dogs	429	515	507	608
	New Licence application or 1st inspection by CoCL - 10 or more dogs	585	702	663	796
	Renewal Licence Inspection - less than 10 dogs	351	421	429	515
	Renewal Licence Inspection - 10 or more dogs	429	515	507	608
	Unannounced mid licence visit	273	328	351	421
Dog Breeding	**New Licence application or 1st inspection by CoCL - vet inspection - dogs housed in kennel units	637	764	735	882
	Renewal License inspection - dogs housed in kennel units	507	608	585	702
	**New Licence application or 1st inspection by CoCL - vet inspection - dogs housed in home environment	441	529	539	647
	Renewal License inspection breeding - dogs housed in home environment	351	421	429	515
	Unannounced mid licence visit	273	328	351	421
Hiring out horses	**New Licence application or 1st inspection by CoCL - inspection veterinary fee only (+ additional fee per horse)	637	764	735	882
	**Renewal Licence application or 1st inspection by CoCL - inspection veterinary fee only (+ additional fee per horse)	441	529	539	647
Example of charge per horse in a yard with 60 horses	**Annual vet inspection veterinary fee - inspection veterinary fee only (+ additional fee per horse)	343	412	441	529
1st 10 horses @ £20 = £200	Fee per horse for the first 10 horses	20	24	20	24
horses 11-50 @ £14 = £560	Fee per horse for next 11-50 horses	14	17	14	17
horses 51-60 horses @ £12 = £120	Fee per horse 51 horses & over	12	14	12	14
	**Unannounced mid licence visit (on top of annual vet inspection)	343	412	441	529
Selling animals as pets	New Licence application or 1st inspection by CoCL- up to 2 species	546	655	624	749
	New Licence application or 1st inspection by CoCL - more than 2 species	624	749	702	842
	Renewal Licence Inspection - up to 2 species	507	608	585	702
	Renewal Licence Inspection - more than 2 species	546	655	624	749
	Unannounced mid licence visit	273	328	351	421

Dangerous Wild Animals	**New Licence application or 1st inspection by CoCL vet inspection - commercial / outside premises (plus mileage over 100 miles @ 50p per	637	764	735	882
	**Renewal License vet inspection commercial / outside premises (plus mileage over 100 miles @ 50p per mile)	441	529	539	647
	**New Licence application or 1st inspection by CoCL vet inspection - domestic dwelling (plus mileage over 100 miles @ 50p per mile)	441	529	539	647
	**Renewal License vet inspection - domestic dwelling domestic dwelling (plus mileage over 100 miles @ 50p per mile)	343	412	441	529
	**DWA on Location - 1st hour including travel and report writing	294	353	392	470
	**DWA on location visit additional charge per hour	196	235	294	353
Primates	New Licence application - 1 species	588	706	784	941
	New Licence application - 2 or more species	686	823	882	1058
	Renewal Licence application - 1 species	392	470	637	637
	Renewal Licence application - 2 or more species	490	588	735	735
	Interim / Retrification visit	294	353	490	490
Combined DWA & Primates	New - 1 primate species plus combined DWA of a primate species	686	823	882	1058
	New - 2 or more primate species plus combined DWA of a primate species	784	941	980	1176
	New - 1 primate species plus combined DWA of all listed DWA species	784	941	980	1176
	New - 2 or more primate species plus combined DWA of all listed DWA species	882	1058	1078	1294
	Renewal - 1 primate species plus combined DWA of a primate species	490	588	686	823
	Renewal - 2 or more primate species plus combined DWA of a primate species	588	706	784	941
	Renewal - 1 primate species plus combined DWA of all listed DWA species	637	764	784	941
	Renewal - 2 or more primate species plus combined DWA of all listed DWA species	735	882	882	882
Illegal Imports outside of CoLC jurisdiction	Collection and Detention	429	515	507	608
	Mileage at 65p per mile	0.65	1	0.65	1
Zoos	**New or Periodical (Full Day)(Vet) without travel time (hourly rate to be added)	833	1000	931	1117
	**Informal / Special (Full Day)(Vet) without travel time (hourly rate to be added) includes report	1029	1235	1127	1352
	**Administration package (optional) - includes all additional support and administration required	2842	3410	2940	3528
	**New or Periodical (Half Day)(Vet) without travel time (hourly rate to be added)	637	764	735	882
	**Informal / Special (Half Day)(Vet) without travel time (hourly rate to be added) includes report	637	764	735	882
	**Administration package (optional) - includes all additional support and administration required	1470	1764	1568	1882
	**Veterinary 14.1a exemption inspection	833	1000	931	1117
Train or keep animals for exhbibition	Exhibit on Location - 1st hour including travel and report writing	312	374	390	468
	Exhibit on location visit additional charge per hour	195	234	273	328
	New Licence application or 1st inspection by CoCL- Single species	585	702	663	796
	New Licence application or 1st inspection by CoCL - Multi species	663	796	741	889
	Renewal Licence Inspection - Single species	429	515	507	608
	Renewal Licence Inspection - Multi species	468	562	546	655
Shows-Exhibitions-AGO- Markets	Inspection (Full day per officer)	624	749	702	842
	Inspection (Half day per officer)	351	421	429	515
Animal Keepers Farm stock (Hobby / Domestic	Inspection Visit	351	421	429	515
Animal Keepers / non Domestic address (Half Day)	Inspection Visit	429	515	507	608
Animal Keepers / non domestic address (full day)	Inspetion Visit	624	749	702	842
Reassessment of star rating	**1 x Veterinary Officer	343	412	441	529
	1 x Animal Health Inspector	273	328	351	421
Hourly Rate - Complaint visits/reports and other additional functions	**1 x Veterinary Officer	98	118	98	118
	1 x Animal Health Inspector	78	94	78	94

** RCVS Veterinary Surgeon
AHI = Animal Health Inspector
All fees quoted are for standard inspections. Additional hours are charged where the inspection and report writing are above the expected allocated time.

Annual Contract Fee 2027/28	Exc. VAT	Inc. VAT
0-5 operators	1480	1776
6-15 operators	1690	2028
16-29 operators	1900	2280
30+ operators	2120	2544

City of London Corporation Committee Report

Committee(s): Port Health and Environmental Services – For decision	**Dated:** 03/11/2026
Subject: Residential Garden Waste Collection - Pricing	**Public report:** For Decision
This proposal: • **Provides statutory duties**	Simpler Recycling Legislation Compliance Leading Sustainable Environment
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	
Report of:	Katie Stewart Executive Director of Environment
Report author:	Ciara Downey Recycling Manager

Summary

As part of the Environment Act 2021, the government has introduced "Simpler Recycling" across England to make recycling services more consistent and easier for residents to use. To support compliance with these requirements, local authorities must provide a separate collection service for garden waste. This service may be delivered on request and can be chargeable.

The Simpler Recycling Briefing Report presented to the Committee on the 3rd of March 2026 proposed the introduction of a six-month trial garden waste collection service. This was to be provided free of charge to residents with a subsequent review of the service and any potential charging arrangements to be considered by Members. The trial commenced on the 1st of April 2026.

This report provides an update on the outcomes of the trial, including service usage, operational performance and areas for improvement. It also presents options for the future cost of the service to determine whether collections should continue to be provided free of charge or become a chargeable discretionary service.

Recommendations

Members are asked to:

- **Note** the outcomes of the six-month garden waste collection trial undertaken since April 2026.

- **Approve** the way forward regarding the chargeability of a permanent residential garden waste collection service. Our recommendation is for the service to continue free of charge.

Main Report

Background

1. Under Simpler Recycling legislation, local authorities must provide a segregated collection of garden waste. The legislation allows local authorities the option to charge for the collection of garden waste.
2. In March 2026, Members received a report outlining the requirements of Simpler Recycling and the proposed approach to introducing a garden waste collection service within the City.
3. At that meeting, Members agreed that the service should be introduced on a trial basis and provided free of charge for six months, with a further report to be brought back to Committee to review the outcomes and consider future charging arrangements.
4. The trial commenced on the 1st of April 2026 and is currently ongoing.

Current Position

5. Garden waste collections are currently available to all City of London residents free of charge and on request. The service has been promoted through resident newsletters, social media, the City of London website, libraries and estate offices. Residents can obtain garden waste sacks from their local library or estate office and arrange a collection through the existing bulky waste booking process.
6. Several collection methods were considered prior to implementation of the trial. The use of wheeled bins was discounted due to operational and logistical constraints, including the requirement for an additional collection vehicle. The

adopted sack-based collection model, integrated with the existing bulky waste service, was identified as the most practical and cost-effective solution.

7. Garden waste is collected separately from other waste streams on the vehicle that is also collecting bulky waste. It is sent for composting, ensuring that the material is recycled rather than disposed of through the residual waste stream.
8. The service was designed to make use of existing resources and collection arrangements rather than introducing dedicated garden waste bins and collection vehicles.
9. The waste is weighed, then collected from Walbrook Wharf and taken with our wider Parks and Gardens green waste to the transfer station. Due to such minimal tonnages, disposal does not have a significant cost implication.
10. Benchmarking shows that charging arrangements vary between local authorities. Some neighbouring boroughs, including Westminster, Greenwich and Tower Hamlets, currently provide garden waste collections free of charge, whilst others operate annual subscription-based charging models with frequent scheduled collections ranging from £79-99.

Trial outcomes

11. Since the introduction of the service, only **seven** garden waste collections have been completed, collecting approximately **135.7kg** of material from **five** different residential properties.
12. The trial has demonstrated that there is very little demand for a garden waste collection service within the City, despite widespread communications.
13. The service was introduced using existing bulky waste collection infrastructure, avoiding the need for dedicated vehicles, collection crews or additional equipment, this has proven to be effective both from a resourcing and fiscal perspective.
14. The sack-based collection model has proven to be the most practical approach for the City's residential environment, overcoming challenges associated with wheeled bins, including storage constraints, contamination risks experienced in previous trials and vehicle requirements.
15. A small number of operational issues, including missed collections, were experienced during the initial implementation period. Following a review with Veolia and the City’s Contact Centre, collection processes were refined and these issues have now been resolved.
16. The trial has confirmed that a garden waste collection service can be delivered effectively within existing operational arrangements with no additional cost while supporting the City Corporation's environmental objectives through the composting of collected material.

Options

17. Three different charging models have been proposed for the Committee to review and decide:

Option 1: Continue Free of Charge (Recommended)

- No charge to residents.
- Maximises accessibility and encourages participation.
- No additional revenue costs as the service utilises existing resources and infrastructure.

Option 2: Pay-As-You-Go

- £5 per collection request.
- Reflects the current ad-hoc nature of the service.
- Allows residents to access the service only when required and avoids an annual commitment.
- Ensures a degree of commitment from residents for the collection to go ahead but could also deter residents from using the service.

Option 3: Annual Subscription

- £70 annual subscription per household.
- Provides unlimited access to the service throughout the year.
- Creates a stable customer base and greater certainty when planning service delivery.
- Could deter residents from using the service and does not match the current delivery model.

Proposals

18. If members approve the recommendation to continue to provide the service free of charge, the booking and collection system will remain the same as the trial and requires no change of messaging to residents. The Gardens team are happy to continue to take the waste to the transfer station as long as tonnages remain at the level the trial has identified. This service does not place any additional pressures on revenue budgets and can be incorporated into current service provisions. The income generated from imposing a service charge is minimal, as shown in the financial implications.
19. An update can be brought to this committee as part of the fees and charges report to indicate the usage of the service throughout the year so an annual review can be made.

Key Data

20. It can be seen from the data sets that the use of the garden waste service is minimal, with little tonnage across the Square Mile available and therefore collected. This tonnage updated to the date this Briefing Report was written.

Month 2026	Kilograms of garden waste collected	Number of collections
June	6.8	1
July	27.3	2
August	66.5	2
September	7.9	1
October	27.1	1
Total:	**135.7**	**7**

21. When benchmarking with other local authorities, the most common approach is an annual subscription charge.

Local Authority	Collection frequency	Price per year	Average per collection
Tower Hamlets	1x per week	Free	Free
Greenwich	1x per week	Free	Free
Westminster	On request	Free	Free
Lambeth	1x per week	£99	£1.90
Merton	Fortnightly	£99	£3.81
RBKC	Fortnightly	£79.70	£3.07

Corporate & Strategic Implications

Strategic implications

The implementation of Simpler Recycling directly contributes to achieving the Leading Sustainable Environment action of the Corporate Plan 2024-2029 along with supporting the ambitions of the Circular Economy Framework and the wider Climate Action Strategy.

Financial implications

The profit from each proposed option has been calculated below. This is based on a year projection using the data collected from the 6-month trial.

Option	Workings	Annual income
No charge	N/A	£0
£5 pay-as-you-go	Estimated 14 collections per year.	£70

£70 annual charge	Estimated 10 subscribed households per year.	£700

The only potential future cost implication would be the purchasing of garden waste bags for resident use. Due to the high minimum order quantity from our bag supplier, and the low number of bags needed, free garden waste bags have been obtained from other local authority surplus stock. This is the proposed method of obtaining bags to continue the service permanently. If this became a non-viable option for obtaining bags, the minimum order would cost £130.00 per 1000 bags.

Resource implications

No additional resources are required. Due to low service participation and quantities of waste, Veolia have capacity to incorporate this into the current service.

Legal implications

This work ensures legal compliance with Simpler Recycling legislation which forms a part of the Environment Act 2020.

Risk implications

This work reduces risk of legislative non-compliance and mitigates climate risk through delivery of CE framework and CAS.

Equalities implications

These changes are an extension of the current services therefore a change in the Equality Impact Assessment is not required and a review and update of all services will be completed in line with contractual requirements.

Climate implications

These changes reduce the climate risk and positively support the City Corporation's Climate Action Strategy.

Security implications

None.

Conclusion

1. The six-month trial has demonstrated that a garden waste collection service can be successfully delivered within the City of London using existing collection arrangements.
2. Whilst demand has been low, the service provides residents with an opportunity to recycle garden waste which the City Corporation is legally obliged to provide under Simpler Recycling legislation.
3. Members are now invited to determine whether the service should continue as a free service or whether a charge should be introduced to support delivery costs.
4. To encourage service participation and considering the lack of associated service costs to the Corporation, Officers recommend continuing to provide the service free of charge.

Appendices

- None

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Committee(s): Port Health and Environmental Services Committee	**Dated:** 3/11/2026
Subject: Update on action to deal with unnecessary engine idling	**Public report:** For Information
This proposal: • **Delivers Corporate Plan 2024-29 outcomes** • **Provides statutory duties**	Leading Sustainable Environment. Providing Excellent Services.
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:	Katie Stewart, Executive Director, Environment
Report author:	Rachel Pye David Morris

Summary

Leaving a parked vehicle's engine running causes unnecessary air and noise pollution. The City Corporation uses a range of proactive and reactive measures to discourage unnecessary engine idling.

Civil Enforcement Officers can issue Penalty Charge Notices to drivers who leave engines idling while parked. Data collated over a six-month period in 2026 demonstrates a high compliance rate with 3,700 observations, 21 warning notices and 3 Penalty Charge Notices issued.

The City Corporation delivers a proportionate approach to achieving the outcome of no engine idling. Utilising available resources, legislation and guidance to encourage behaviour change in the long term by raising awareness of the health impacts. Driver engagement continues to be a very effective tool.

Recommendation

Members are asked to:

- Note the contents of this report.

Main Report

Background

1. The City Corporation has a statutory duty to assist the Mayor of London and the UK government in taking action to reduce levels of air pollution so that concentrations of pollutants do not exceed set limits. The City Corporation also has a responsibility to improve public health.

2. The City of London Air Quality Strategy 2025 – 2030 outlines action that will be taken to fulfil the City Corporation's statutory responsibility for Local Air Quality Management, and for reducing the health impact of air pollution on residents and workers. One of the actions within the strategy is to reduce the amount of vehicle engine idling as it is an unnecessary source of local air pollution. Emissions from stationary vehicles are only a small contributor to overall levels of air pollution, but they can cause discomfort to people in the immediate vicinity, particularly where they occur in sensitive areas such as near schools and residential areas.

3. The City's Transport Strategy 2024 sets out the City's future transport vision, aims and outcomes. This includes a future where the air and streets are cleaner and quieter, by introducing measures to tackle transport related air and noise pollution.

Current action being taken

4. The Environment Department takes the following proactive steps to deal with unnecessary vehicle engine idling

    - Officers speak to drivers who leave engines idling as they walk around the City on other business;
    - Temporary A-boards and permanent lamppost signs have been erected in 'hotspot' areas;
    - A no vehicle idling policy is built into City Corporation contracts;
    - Close liaison with construction and demolition companies is undertaken to ensure that vehicles waiting to access sites don't leave engines idling. The requirement to switch engines off has been incorporated into the City Code of Practice for Construction and Deconstruction;
    - The Air Quality Team carries out intelligence led targeted idling patrols to directly engage with drivers;
    - The facility to report engine idling has been added to the Report A Problem App;
    - Letters are sent to companies whose drivers leave engines idling in the Square Mile
    - The Air Quality Team is part of a London-wide idling action programme funded by the Mayor of London; and
    - A number of successful campaigns and action days have been delivered including schools, local businesses, and residents.

5. In addition to the proactive action, the City of London implemented a City wide Traffic Management Order (TMO) under the Road Traffic Regulation Act 1984. The TMO turns idling into a strict civil traffic contravention. Civil Enforcement Officers can issue Penalty Charge Notices (PCNs) to drivers who do not turn engines off when parked. The PCN is £160 reduced to £80 if paid within 14 days. If a vehicle is found idling, the CEO will issue a warning notice which is held on record against the vehicle registration. Any subsequent unnecessary idling observation of the same vehicle results in a PCN being issued without further warning.

6. CEOs collated data over a six-month period in 2026 to assess the scale of unnecessary engine idling. During this time 3,700 observations were recorded. More than 85% of vehicles observed already had their engines switched off. Of the remaining drivers, 95.7% of them moved on or switched off their engines when approached. In total, 21 warning notices and three PCNs were issued. The very low number of PCNs issued, as a proportion of the observations, is an indication of the effective engagement that is taking place between the CEO and the driver.

7. The Department for Transport has issued guidance for local authorities regarding idling engine enforcement action[1]. The guidance says: 'The scheme is a very simple one – to encourage all drivers to switch off their vehicle engines when parked for more than a minute or two.' The guidance also states that 'action should be purely advisory in the vast majority of cases'. It also lists situations where vehicles are permitted to be stationary with the engine running:

    - where a vehicle is stationary due to traffic – e.g. when vehicles are queuing at traffic lights;
    - where an engine is being run so that a defect can be traced and rectified;
    - where machinery on a vehicle requires the engine to be running – e.g. where the engine powers refrigeration equipment or the compaction equipment in a refuse vehicle;
    - where a vehicle is propelled by gas produced by the functioning of plant carried on the vehicle.

8. The guidance encourages careful consideration of the level of enforcement action to take, including the consideration of mitigating circumstances for leaving an engine running, such as:

    - on a cold day at a taxi rank;
    - if the driver is elderly to keep warm;
    - if the vehicle is a recovery vehicle carrying out a recovery and needing to run lights off the engine; or
    - to help defrost a windscreen in very cold weather.

[1] DfT Guidance issued under Section 88 of the Environment Act 1995: Local Authority Powers to Require Drivers to Switch Off Engines when Parked

Corporate & Strategic Implications

9. Tackling unnecessary engine idling supports the following Corporate Plan Outcomes:

    - Leading Sustainable Environment
    - Providing Excellent Services

Financial implications

10. None

Resource implications

11. None

Legal implications

12. Enforcement is undertaken within the relevant statutory framework and guidance.

Risk implications

13. Air quality is listed as a departmental risk. Department risks are reviewed quarterly by the Environment Department Senior Leadership Team. Quarterly risk management update reports are presented to the PHES Committee.

Equalities implications

14. Action to reduce air and noise pollution has a positive impact on all sections of the population. In terms of air quality, 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/or cardiovascular conditions.

Climate implications

15. Action to tackle unnecessary engine idling has a positive impact on the climate through the reduction of carbon emissions, although the overall impact is expected to be limited.

Security implications

16. None

Conclusion

17. The City Corporation is taking a wide range of action to deal with unnecessary engine idling. Enforcement powers are available, but the evidence indicates that advisory engagement generally secures compliance, and formal penalties are rarely required.

18. Data collected over six months in 2026 show a high level of compliance: of 3,700 observations, only 21 led to warning notices and three to Penalty Charge Notices.

Background Papers

- Committee Report: New approach to address vehicle idling, PHES and P&T Committees March 2020
- Committee report: Coordinated action to deal with unnecessary vehicle engine idling, PHES & P&T Committees May 2017
- City of London's Air Quality Strategy 2025 – 2030
- City of London's Transport Strategy 2024

Rachel Pye
Assistant Director Public Protection

David Morris
Assistant Director Parking

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City of London Corporation Committee Report

Committee(s): Port Health and Environmental Services Committee – For information Health and Wellbeing Board – For information	**Dated:** 23/09/2026 23/09/2026
Subject: Air Quality Annual Status Report for 2025	**Public report:** For Information
This proposal: • **Delivers Corporate Plan 2024-29 outcomes** • **Provides statutory duties**	Leading Sustainable Environment. Providing Excellent Services. Diverse Engaged Communities.
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:	Katie Stewart, Executive Director, Environment
Report author:	Paul Bentley, Air Quality Officer

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. The report is designed to detail the progress with the actions contained within the City Corporation Air Quality Strategy, and to present air quality monitoring data. A copy of the full report, which is produced using a prescribed template, is available on the City Corporation website. The report was approved by the Greater London Authority on the 13th of July 2026.

The City Corporation runs a dense and comprehensive air quality monitoring network. In 2025, data was collected using four nitrogen dioxide (NO_2) continuous monitors, three particulate PM_{10} monitors, two particulate $PM_{2.5}$ monitors and one ozone monitor. NO_2 was also monitored at 79 additional locations in 2025 across the Square Mile using low-cost diffusion tubes.

Following a significant reduction between 2019 and 2020 there has been a levelling out in annual mean concentrations of NO_2. In 2025, 98% of all locations measured

met the national standard of 40µg/m^3 and 67% met the CoL 2030 Air Quality Strategy aim of 30µg/m^3.

Particulate matter, presented as PM_{10} or $PM_{2.5}$, is made up of many sources, local, national and international. All three PM_{10} monitoring sites have complied with the national standard since 2017. In 2025, $PM_{2.5}$ concentrations at Farringdon Street and The Aldgate School continued to meet the new national standard of 10µg/m^3. This is ahead of the 2040 UK deadline.

Recommendation

Members are asked to:

- Note the contents of the Air Quality Annual Status Report for 2025.

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 standards. The City Corporation also has a responsibility to protect public health.

2. A five-year Air Quality Strategy (AQS), 2025-2030, was adopted in January 2025. This outlines actions that will be taken to fulfil the City of London Corporation's statutory responsibility under the London Local Air Quality Management (LLAQM) framework, and for reducing the health impact of air pollution within the Square Mile.

3. As part of the LLAQM framework, an Annual Status Report is submitted to the Mayor of London. The report outlines progress towards actions in the City Corporation AQS and provides the results of air quality monitoring undertaken over a seven-year period. A copy of the full report, which is produced using a prescribed template, is available in the Members Room and on the Air Quality Reports section of the City Corporation website.

Air Quality Data

4. In 2025, monitoring data was collected using continuous monitors at:
   - Four nitrogen dioxide (NO_2) sites
   - One ozone site
   - Three particulate matter (PM_{10}) sites
   - Two particulate matter ($PM_{2.5}$) sites

5. These monitors provide hourly readings with near real-time data made available to the public via two websites; Air Quality in England and Air-Aware. The annual average data is presented in Table 1.

6. Concentrations of air pollution are compared to health-based standards. The national standards for NO_2 and particulate matter are taken from those originally

laid down by the European Union. These standards were based on 2005 World Health Organisation Air Quality Guidelines. The Guidelines were updated in 2021 and, in most cases, tightened. The new Guidelines have not resulted in changes in domestic legislation, but they have been used to inform the aims of the City Corporation Air Quality Strategy.

7. The data is presented alongside both the national standards (UKS) and the City Corporation AQS aims for comparison. The existing annual average national standard for $PM_{2.5}$ is 20µg/m^3. Given the health impact of $PM_{2.5}$, the UK government adopted a new $PM_{2.5}$ standard of 10µg/m^3 to be achieved by 2040.

Table 1: Air Pollution Monitoring Data, values expressed as annual averages and in µg/m^3

Location	Pollutant	UKS	AQS Aim	2019	2020	2021	2022	2023	2024	2025
The Aldgate School	NO_2	40	30	33	22	23	23	22	20	22
The Aldgate School	PM_{10}	40	15	19	16	16	17	15	16	18
The Aldgate School	$PM_{2.5}$	10	10	12	12	11	12	10	9	10
Upper Thames St.*	NO_2	40	30	74	45	46	52	-	-	-
Upper Thames St.*	PM_{10}	40	15	27	24	19	-	-	-	-
Bell Wharf Lane	NO_2	40	30	-	-	-	-	32	30	28
Bell Wharf Lane	PM_{10}	40	15	-	-	-	20	17	16	19
Beech Street	NO_2	40	30	62	29	31	41	36	37	33
Beech Street	PM_{10}	40	15	22	18	15	17	15	15	18
Farringdon Street	NO_2	40	30	-	-	-	-	-	-	34
Farringdon Street	$PM_{2.5}$	10	10	12	12	11	13	10	9	10

* The Upper Thames Street monitors were relocated to Bell Wharf Lane due to changes to office accommodation and an issue with electricity supply.

8. Over the past 20 years, there has been a long-term decline in air pollution in the Square Mile. There was a significant drop in concentrations of NO_2 between 2019 and 2020/21 due to the impact of the country's response to the COVID 19 pandemic. In 2022 a rebound in concentrations at roadside monitoring sites was experienced, but not to pre-pandemic levels. In 2025 the four monitoring sites met the national standard of 40µg/m^3.

9. PM_{10} concentrations continue to meet the national standard of 40µg/m^3 at each of the three monitoring sites. Concentrations of $PM_{2.5}$ have met the national standard of 10µg/m^3 to be achieved by 2040 since 2023.

10. Compared to 2024, 2025 resulted in higher PM_{10} and $PM_{2.5}$ annual mean concentrations, and slightly higher NO_2 concentrations at The Aldgate School. During early 2025 elevated concentrations were recorded across London resulting in two distinct pollution episodes. These were driven by several cold, high pressure weather systems resulting in increased use of domestic wood burning and heating and a polluted air mass from continental Europe.

11. Local Authorities do not have a statutory duty to measure or take action relating to ozone, however, ozone levels are monitored at the Guildhall to assist with public health messaging. The national standard for ozone is 100µg/m^3 expressed as an 8-hour average, not to be exceeded more than ten times a year. In 2025

there were 21 8-hour periods greater than 100µg/m^3, therefore the national standard was exceeded.

12. In contrast to NO_2 and PM, there are no major emission sources of ozone. It is a secondary pollutant that once formed, can travel long-distances. The vast majority of ozone at ground level is formed in the air from reactions between other pollutants in the presence of ultraviolet light (sunlight).

13. In addition to the four continuous monitors, NO_2 is also monitored at 79 additional locations in the Square Mile using low-cost diffusion tubes. In 2025 97% of these sites met the national standard of 40µg/m^3. The following monitoring sites exceeded the national standard and work is in progress to establish what action can be taken to reduce concentrations:

    - Upper Thames Street, outside Walbrook Wharf.
    - Cannon Street, opposite the main entrance to Cannon Street station.

14. The two sites are within 2.5m of the kerb, and both are in complex street canyon environments. Upper Thames Street experiences the highest traffic volume within the Square Mile with approximately 30,000 vehicles per day passing the monitoring site, and on Cannon Street approximately 15,000 vehicles per day pass the monitoring site. Additional monitoring on both road-links complies with the NO_2 national standard of 40µg/m^3 therefore the elevated concentrations are extremely localised.

15. The data for all locations is presented in the Annual Status Report and summarised in Appendix 1.

Progress with Actions

16. The Annual Status Report includes a brief update, where relevant, on each action in the City Corporation AQS. Examples of actions taken during 2025 are as follows:

    - The NO_2 monitoring network was reviewed, with new monitoring sites established on Cannon Street and Upper/Lower Thames Street.
    - A partnership was secured with the Environment Agency to install a new NO_2 continuous analyser at the Farringdon Street monitoring site.
    - Annual monitoring reports were produced for each school and nursery within the Square Mile.
    - Completed an indoor air quality project in conjunction with the London Borough of Hackney advising residents on the sources of indoor air pollution and how to minimise their exposure.
    - A revised Air Quality Supplementary Planning Document was drafted.
    - A series of air quality themed lessons were delivered to the pupils of the City of London Girls and City of London Boys schools.
    - Took action to discourage unnecessary vehicle idling:
        - Responded to complaints.

    - Membership of the pan-London Idling Action London group funded by the Greater London Authority.
    - Completed quarterly anti-idling patrols.
- Conducted 61 audits of construction sites to ensure compliance with the London low emission zone for non-road mobile machinery.
- Assessed all major planning applications for air quality impact.
- Inspected retail premises to ensure any wood sold complied with solid fuel regulations.
- Provided advice for restaurants on their responsibilities for complying with local smoke control regulations.
- Completed an assessment of the impact of standby generator use on local air quality.

Corporate & Strategic Implications

Strategic implications

17. Air quality policy and action is framed in the City of London Corporation Air Quality Strategy 2025 – 2030. It is supported by the Climate Action Strategy, Transport Strategy, Procurement Strategy, and draft City Plan 2040.

18. The work on air quality supports the following Corporate Plan Outcomes:

- Leading Sustainable Environment
- Providing Excellent Services
- Diverse Engaged Communities

Financial implications

19. None

Resource implications

20. None

Legal implications

21. None

Risk implications

22. Air quality is listed as a departmental risk. Department risks are reviewed quarterly by the Environment Department Senior Leadership Team. Quarterly risk management update reports are presented to the PHES committee.

Equalities implications

23. 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/or cardiovascular conditions.

Climate implications

24. There are a high number of synergies between reducing emissions of carbon and air pollutants. The implementation of the Air Quality Strategy will have a positive impact upon the climate in terms of reducing carbon emissions within the Square Mile. The Air Quality Team liaise with the Climate Action Strategy team to advise upon air quality implications, both positive and negative, of relevant projects.

Security implications

25. None

Conclusion

26. The City Corporation has completed its 2025 Air Quality Annual Status Report and submitted it to the Greater London Authority for approval. This fulfils part of the City of London Corporation's statutory obligations for London Local Air Quality Management.

27. In 2025, the national standards for particulate matter, both PM_{10} and $PM_{2.5}$, were met at all monitoring sites. Of 83 locations monitored for NO_2, two were above the national standard of 40µg/m^3.

28. Action to improve air quality 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 Climate Action Strategy. The newly adopted Air Quality Strategy runs up to 2030, and within the five-year strategy cycle ambitious aims have been adopted to continue to reduce air pollutant across the Square Mile and improve the health of our communities.

Appendices

29. Appendix 1 – Air Quality Annual Status Summary Report for 2025

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Air Quality Officer

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Appendix 1: Air Quality Annual Status Summary Report for 2025

Air Quality Monitoring Data

All monitoring data within this Appendix is presented as annual averages and in µg/m^3 (micrograms per cubic meter). Any exceedance of the relevant national standard in the tables below is presented in **bold**. Data over a seven-year period is presented as it is considered sufficient to demonstrate a long-term trend.

Within the legend of the charts:

- UKS – The relevant national (UK) standard
- AQS – The relevant aim from the City of London Corporation Air Quality Strategy 2025-2030

All air quality monitoring sites are reviewed annually. Core monitoring sites are maintained, and other sites are added and removed according to the needs of research projects, planned programmes and local investigations/concerns.

1. Nitrogen Dioxide (NO_2)

The current national standard is an annual average of 40µg/m^3.
The aim of the City Corporation Air Quality Strategy is for over 90% of the Square Mile to achieve an annual average of 30µg/m^3 by 2030

Continuous Analysers

Table 1: Nitrogen Dioxide Monitoring Data, Continuous Analysers

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
The Aldgate School	Urban Background	33	22	23	23	22	20	22
Beech Street	Roadside	**62**	29	31	**41**	36	37	33
Upper Thames Street, Walbrook Wharf*	Roadside	**73**	**45**	**46**	**52**	-	-	-
Bell Wharf Lane	Roadside	-	-	-	-	32	30	28
Farringdon Street**	Roadside	-	-	-	-	-	-	34

* NO_2 monitoring ceased at Walbrook Wharf in 2022 due to changes to office accomodation. A new site was set up in 2023 in Bell Wharf Lane
** NO_2 monitoring began at Farringdon Street in 2025 through an agreement with the Environment Agency

Diffusion Tube Sites

Table 2: Nitrogen Dioxide Monitoring Data, Long-Term Diffusion Tube Sites

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
St Bartholomew's Hospital Courtyard	Urban Background	**42**	33	31	32	34	28	29
St. Andrew's Church, Queen Victoria St	Roadside	**41**	28	28	30	28	28	27
St Dunstan's Church, Fleet Street	Roadside	**57**	31	36	37	38	39	34
Guinness Trust Estate, Mansell Street	Roadside	39	33	27	27	26	27	26
Speed House, Barbican Estate	Urban Background	28	19	19	20	19	19	18

Table 3: Nitrogen Dioxide Monitoring Data, Bank on Safety Diffusion Tube Sites

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
Cannon Street	Kerbside	**40**	38	37	38	38	**42**	**42**
Queen Victoria Street	Kerbside	**51**	35	31	39	28	26	27
King Street	Kerbside	**47**	30	30	28	29	26	26
Magistrates Court	Roadside	**56**	36	32	33	29	26	26
King William Street	Kerbside	**61**	**42**	35	36	33	30	30
Lombard Street	Kerbside	**45**	30	28	28	27	25	23
Cornhill-Royal Exchange	Kerbside	**41**	26	27	29	26	26	26
Threadneedle Street	Kerbside	**42**	31	28	29	26	23	26
31 Old Broad Street	Kerbside	**45**	28	26	27	25	26	28
Wormwood Street	Kerbside	**49**	32	32	36	32	29	32
3 London Wall	Kerbside	**53**	33	38	37	38	31	28
81 London Wall	Kerbside	**53**	36	**41**	**40**	38	32	33
55 Moorgate	Roadside	**52**	36	36	34	34	32	30
85 Gresham Street	Kerbside	**46**	30	30	27	29	29	26
Lothbury	Roadside	39	24	24	23	26	22	23
Princes Street	Kerbside	**49**	36	34	34	33	31	27
Gracechurch Street /Leadenhall	Kerbside	**51**	33	36	**42**	34	**41**	31

Table 4: Nitrogen Dioxide Monitoring Data, Transport Strategy Diffusion Tube Sites

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
Byward Street	Roadside	**51**	35	40	38	37	35	36
Seething Lane / Byward Street	Roadside	**57**	**44**	**46**	**45**	**46**	40	39
Crosswall	Kerbside	**44**	26	27	30	27	29	26
Minories	Kerbside	**49**	36	37	40	38	38	34
Stoney Lane	Roadside	39	25	25	27	24	26	26
Heneage Lane	Urban Background	33	27	25	26	24	24	23
St Mary Axe	Kerbside	**42**	26	25	24	25	24	23
Blackfriars Bridge	Kerbside	**56**	**41**	38	37	38	36	35
Victoria Embankment	Kerbside	**57**	38	38	40	38	36	35
Fleet Street	Kerbside	**47**	36	30	35	33	33	28
Ludgate Hill	Kerbside	**50**	31	31	34	31	32	30
Museum of London	Kerbside	**55**	36	35	37	38	36	33
London Wall, opposite Noble Street	Kerbside	**52**	39	36	37	32	31	25
The Fable	Kerbside	**51**	38	30	36	33	31	30
Old Bailey (north end)	Kerbside	**56**	36	**43**	**44**	**42**	**42**	37
The Gherkin	Roadside	-	-	27	26	22	25	25

Table 5: Nitrogen Dioxide Monitoring Data, School and Nursery Diffusion Tube Sites

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
Hatching Dragons Nursery	Urban Background	-	22	22	23	23	22	20
Bright Horizons Nursery	Urban Background	-	24	21	21	20	20	19
St Pauls School, New Change	Roadside	**42**	31	28	30	32	33	28
St Pauls Cathedral, Festival Garden	Urban Background	39	24	24	26	26	28	24
CoL Boys School, access ramp	Urban Background	-	21	23	24	21	21	21
Charterhouse Square School	Roadside	-	-	25	25	23	22	24
West Smithfield / Giltspur Street	Roadside	38	28	27	29	28	27	26

Table 6: Nitrogen Dioxide Monitoring Data, City West Diffusion Tube Sites

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
Upper Thames Street, Walbrook Wharf	Roadside	**64**	**41**	**44**	**50**	**49**	**46**	**45**
Southwark Bridge	Urban Background	35	29	31	34	31	29	31
Liverpool Street	Urban Background	**52**	35	35	31	35	32	33
Fenchurch Avenue	Urban Background	35	26	25	24	21	23	22
Whitecross Street / Beech Street	Roadside	40	23	25	26	26	26	26
Goodmans Yard	Roadside	**44**	25	28	28	28	28	25
London Wall / Moorgate	Kerbside	**52**	34	37	36	34	32	31
Wood Street	Roadside	29	23	24	21	22	20	21
Finsbury Circus	Roadside	-	-	25	25	23	23	22
Christchurch Greyfriars Church Garden	Urban Background	-	-	27	27	27	26	24
Tower Millennium Pier	Urban Background	-	-	-	-	-	26	29
Bishopsgate	Kerbside	-	-	-	-	-	25	27
Middlesex Street	Kerbside	-	-	-	-	-	24	24
Lower Thames Street, Loval Lane	Roadside	-	-	-	-	-	-	31
Idol Lane	Urban Background	-	-	-	-	-	-	23
Camomile Street	Kerbside	-	-	-	-	-	-	37

Table 7: Nitrogen Dioxide Monitoring Data, City East Diffusion Tube Sites

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
Fetter Lane	Roadside	**44**	29	30	31	28	31	30
Beech Street / Aldersgate Street	Roadside	**50**	33	30	37	37	35	32
Aldersgate Street South	Kerbside	**47**	**41**	35	**43**	35	34	33
Fann Street	Kerbside	36	23	23	25	23	21	22
Aldersgate Street North	Kerbside	**47**	37	39	**44**	37	37	29
Goswell Road	Kerbside	-	31	36	35	34	34	30
Citigen	Roadside	-	30	30	30	32	32	26
Cheapside Sunken Garden	Roadside	-	-	-	27	29	-	27
Temple Church Courtyard	Urban Background	-	-	-	21	23	21	22
Holborn Circus	Kerbside	-	-	-	-	-	34	33
Upper Thames Street, High Timber St	Kerbside	-	-	-	-	-	-	36
St Dunstan in the West Burial Ground	Urban Background	-	-	-	-	-	-	21

Table 8: Nitrogen Dioxide Monitoring Data, St Martin's Le Grand Regeneration Project Diffusion Tube Sites

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
Cheapside East	Kerbside	-	-	-	-	33	33	29
Newgate Street East	Kerbside	-	-	-	-	40	36	34
Postman's Park West	Roadside	-	-	-	-	33	29	25
St Martin's Le Grand North	Kerbside	-	-	-	-	**42**	39	37

2. PM_{10} Data

The national standard is an annual average of 40µg/m^3.
The aim of the City Corporation Air Quality Strategy is to support national and regional action that leads to the Square Mile meeting an annual average of 15µg/m3 by 2030

Table 9: PM_{10} Monitoring Data

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
The Aldgate School	Urban Background	19	16	16	17	15	16	18
Beech Street	Roadside	22	18	15	17	15	15	18
Upper Thames Street*	Roadside	27	24	19	-	-	-	-
Bell Wharf Lane	Roadside	-	-	-	20	17	16	19

* PM_{10} monitoring ceased at Upper Thames Street in 2021 due to a change in access to the electricity supply. A new site was set up in 2022 in Bell Wharf Lane

3. $PM_{2.5}$ Data

The national standard is an annual average of 10µg/m^3, to be met by 2040.
The aim of the City Corporation Air Quality Strategy is to support national and regional action that leads to the Square Mile meeting an annual average of 10µg/m3 by 2030

Table 10: $PM_{2.5}$ Monitoring Data

Site	Site Type	2019	2020	2021	2022	2023	2024	2025
Farringdon Street	Roadside	**14**	**12**	**12**	**12**	10	9	10
The Aldgate School	Urban Background	**12**	**12**	**11**	**13**	9	9	10

Bar charts

Figure 1: Nitrogen Dioxide Monitoring Data, Continuous Monitoring Sites

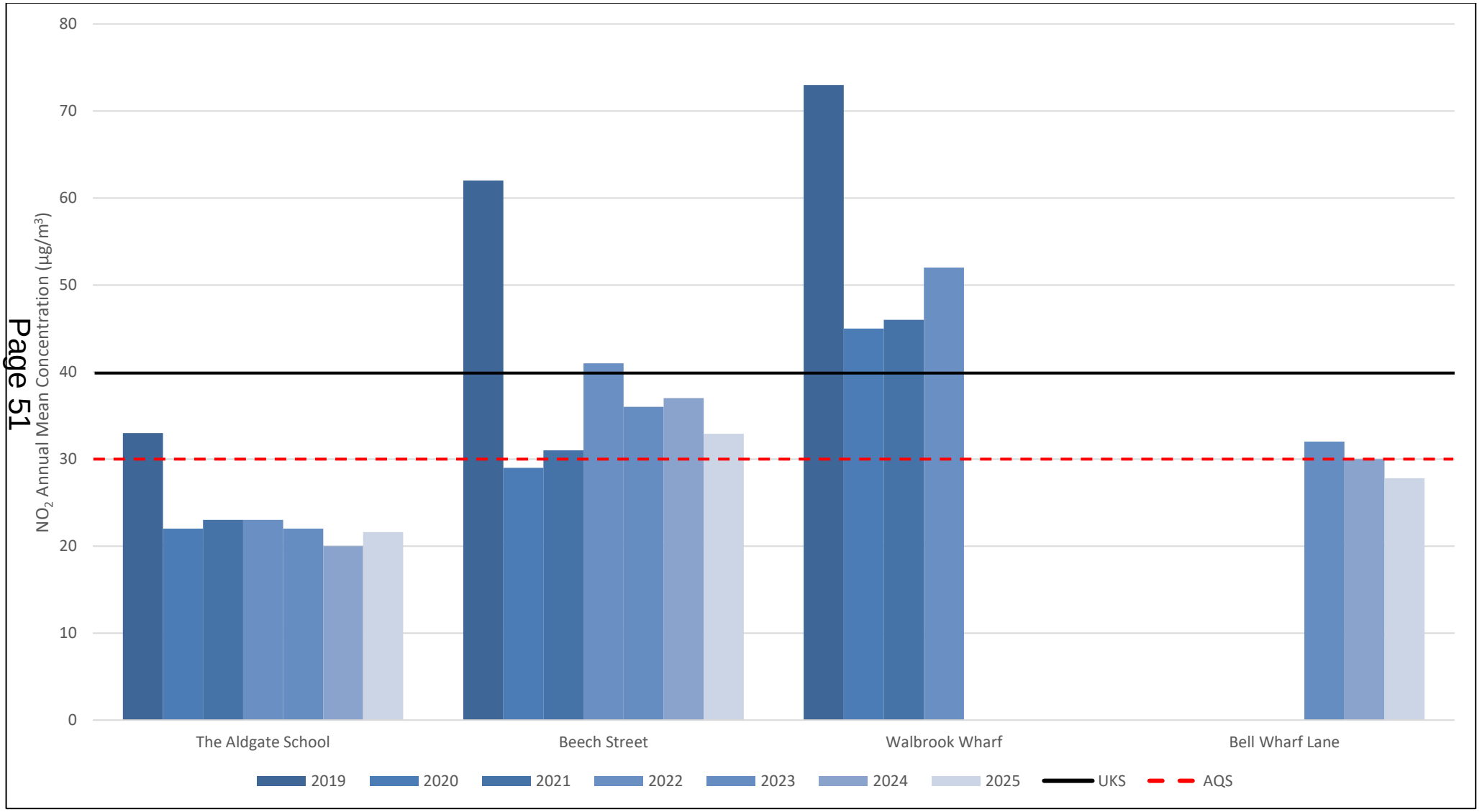


Figure 2: Nitrogen Dioxide Monitoring Data, Long-Term Diffusion Tube Sites

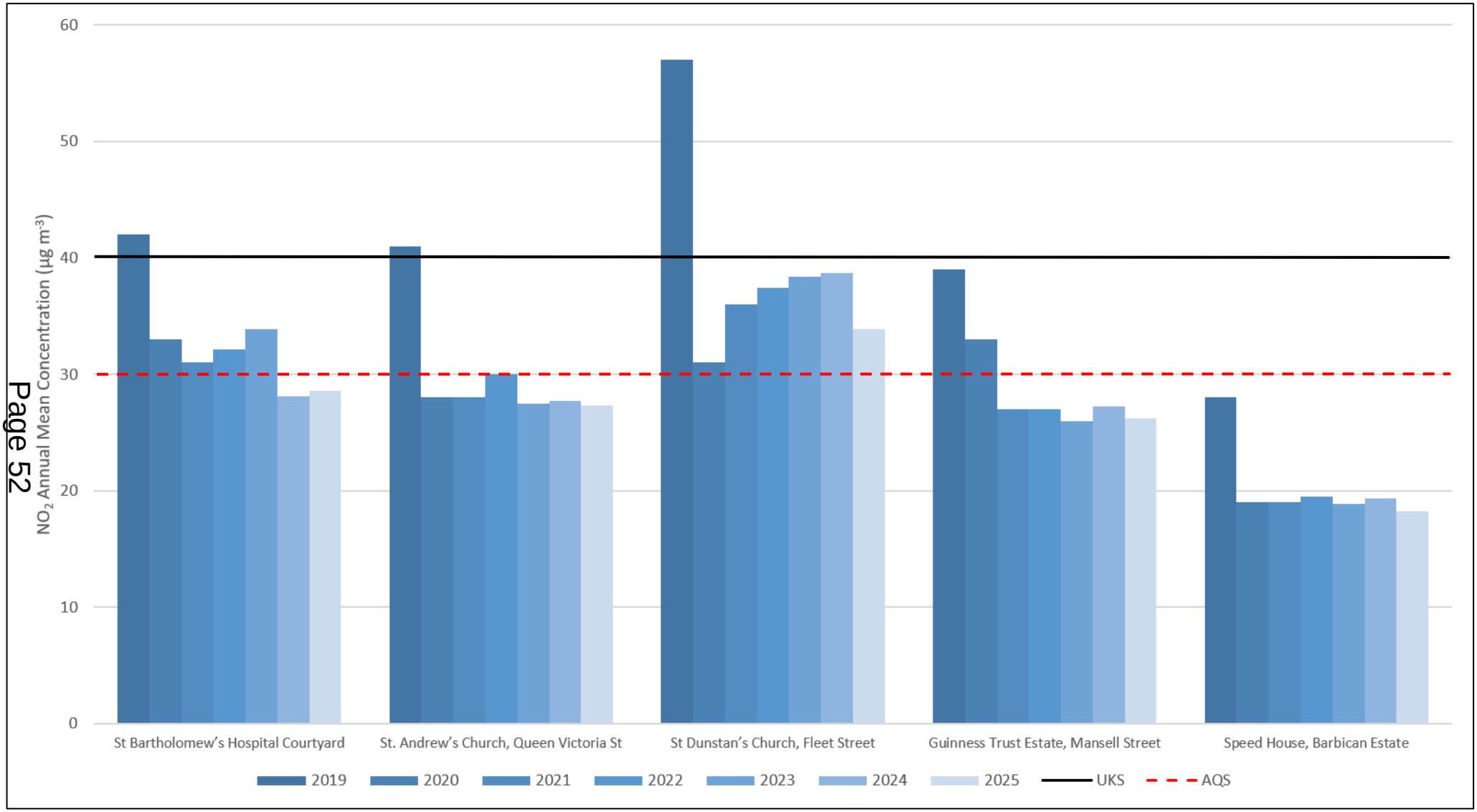


Figure 3: Nitrogen Dioxide Monitoring Data, Bank on Safety Diffusion Tube Sites

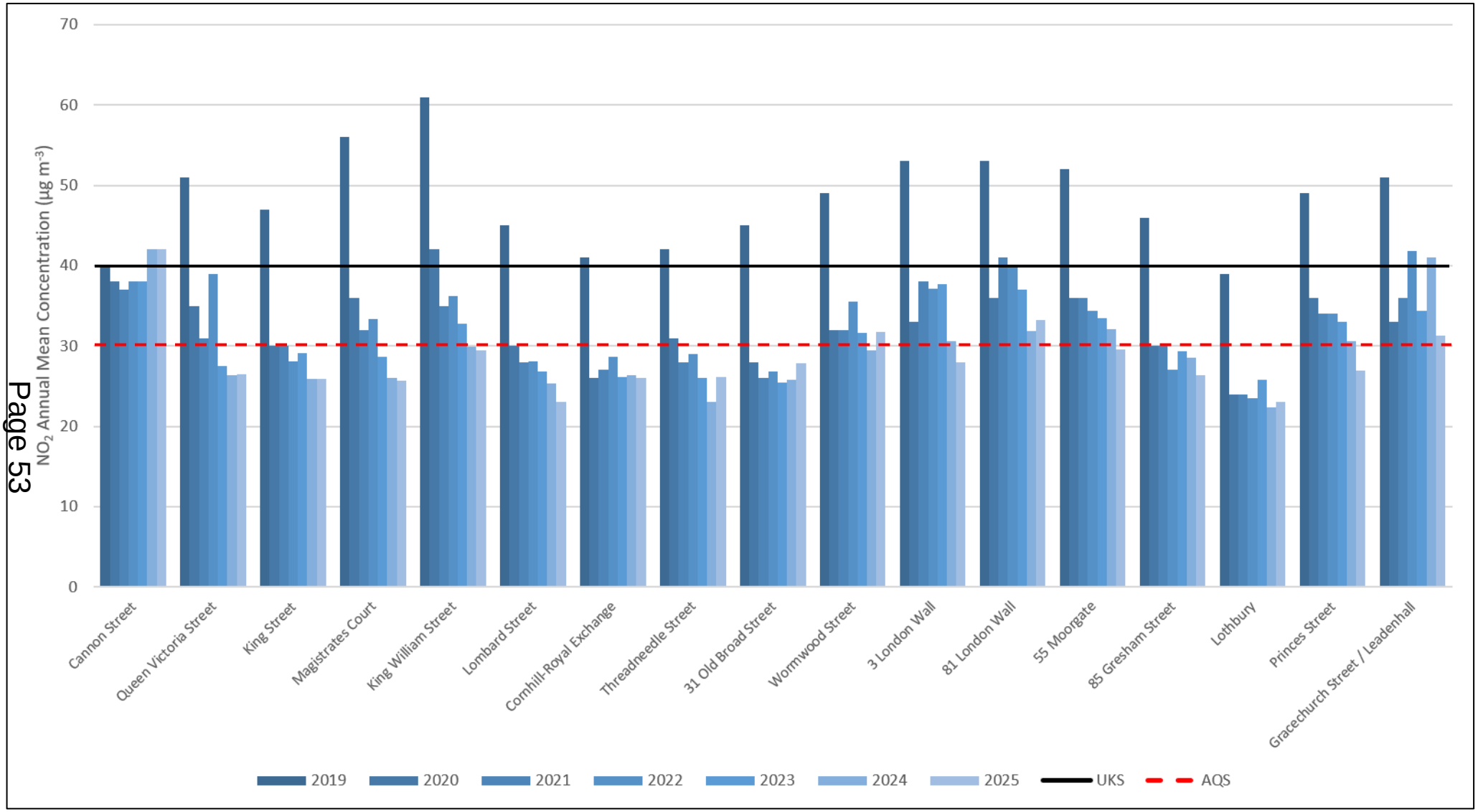


Figure 4: Nitrogen Dioxide Monitoring Data, Transport Strategy Diffusion Tube Sites

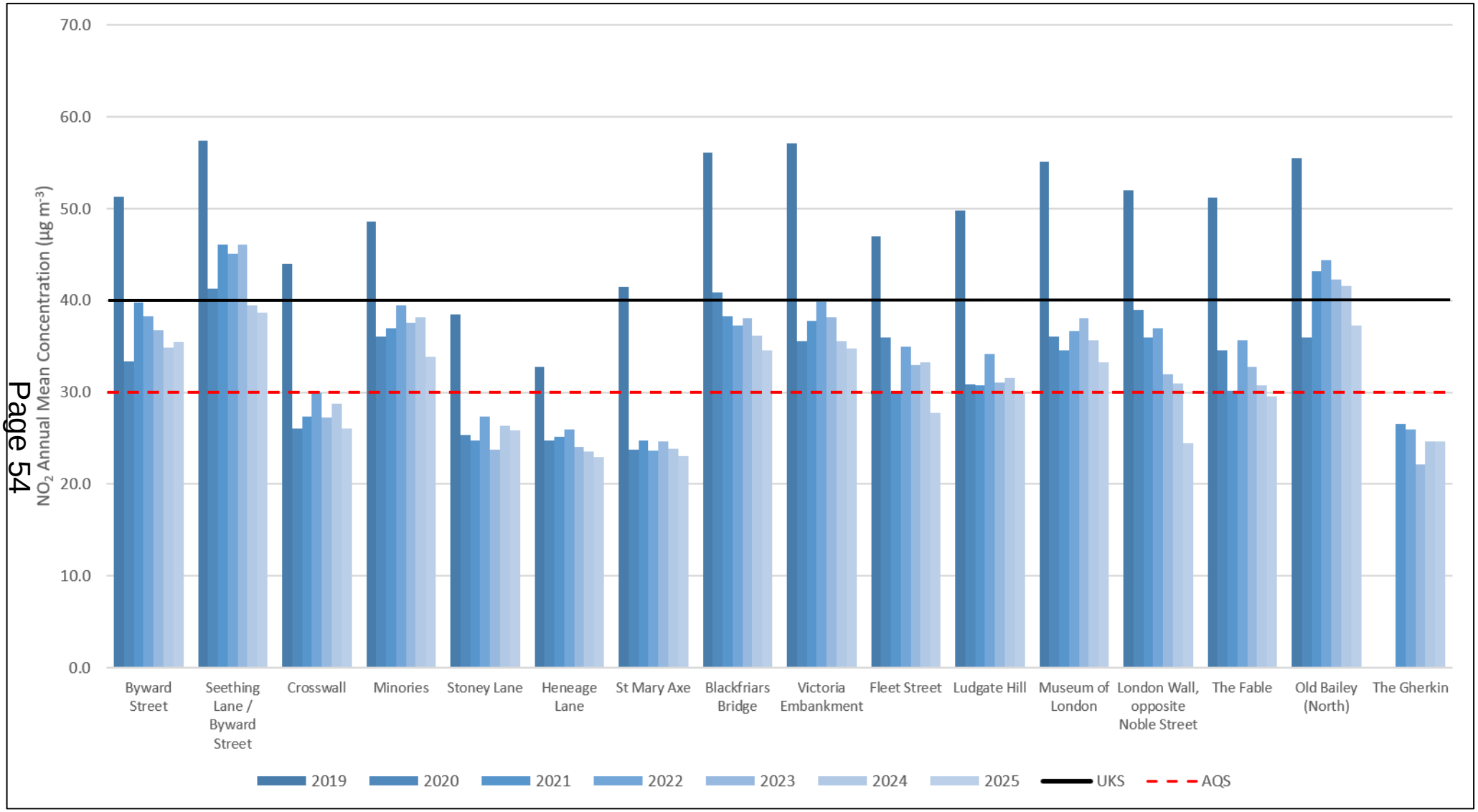


Figure 5: Nitrogen Dioxide Monitoring Data, School and Nursery Diffusion Tube Sites

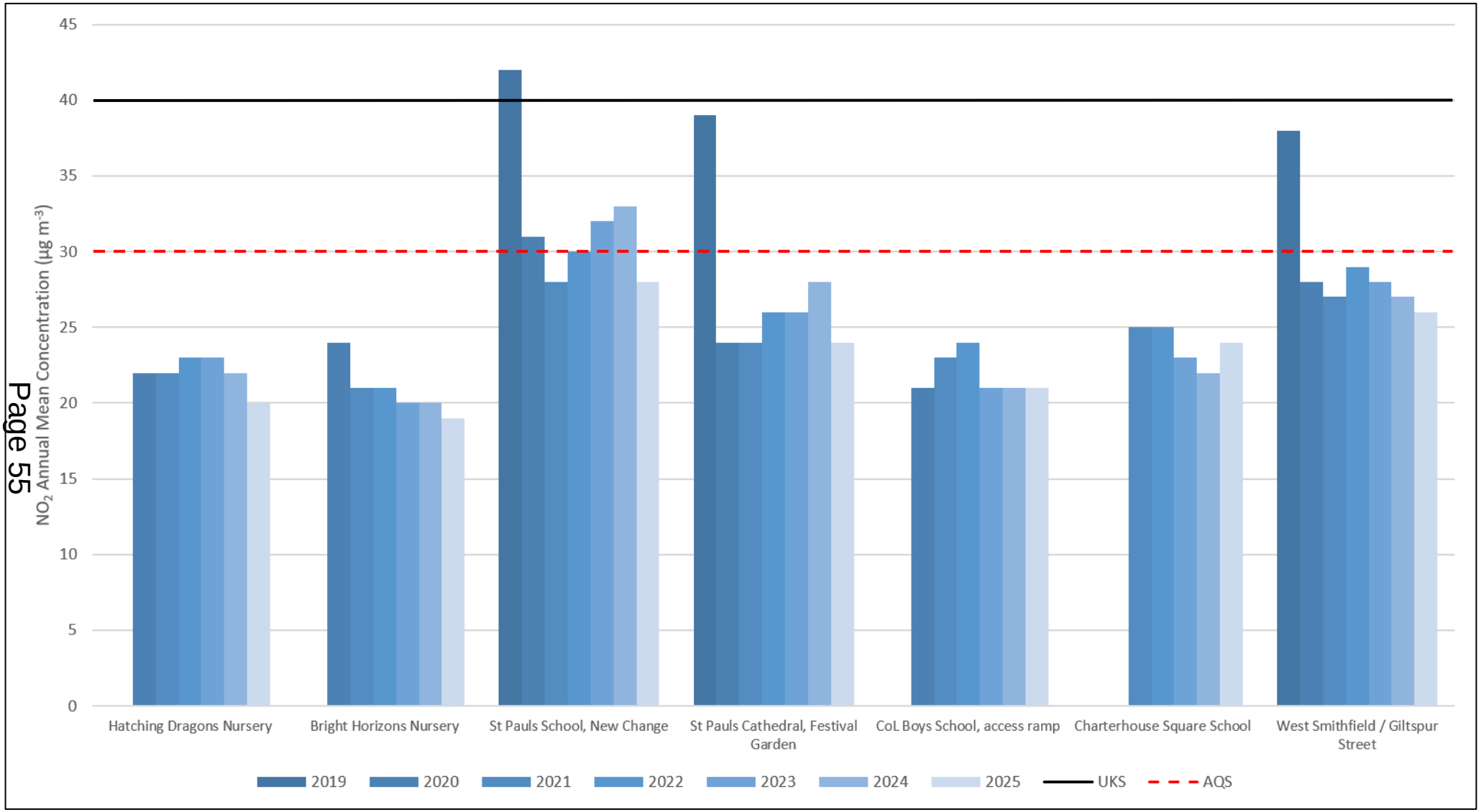


Figure 6: Nitrogen Dioxide Monitoring Data, City West Diffusion Tube Sites

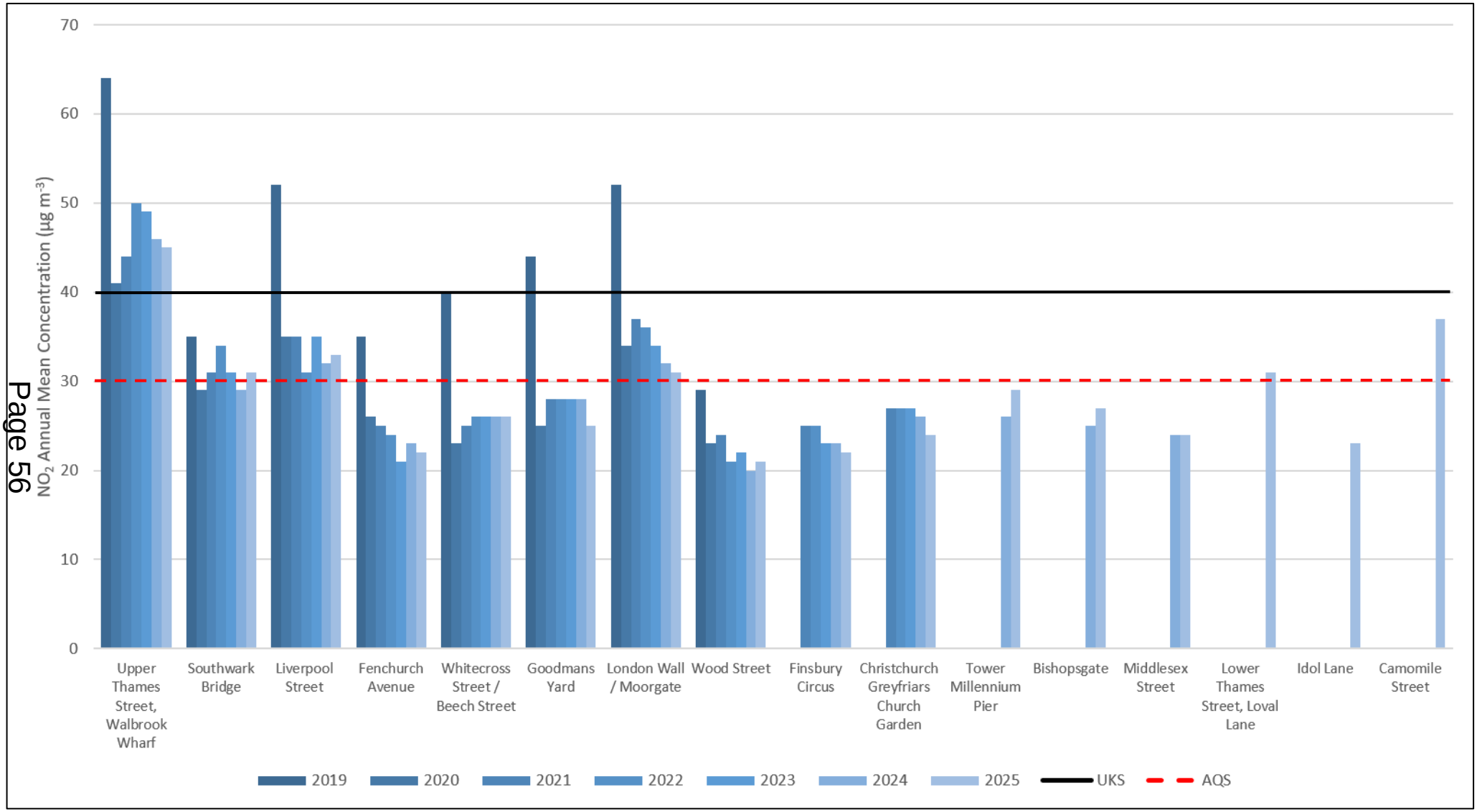


Figure 7: Nitrogen Dioxide Monitoring Data, City East Diffusion Tube Sites

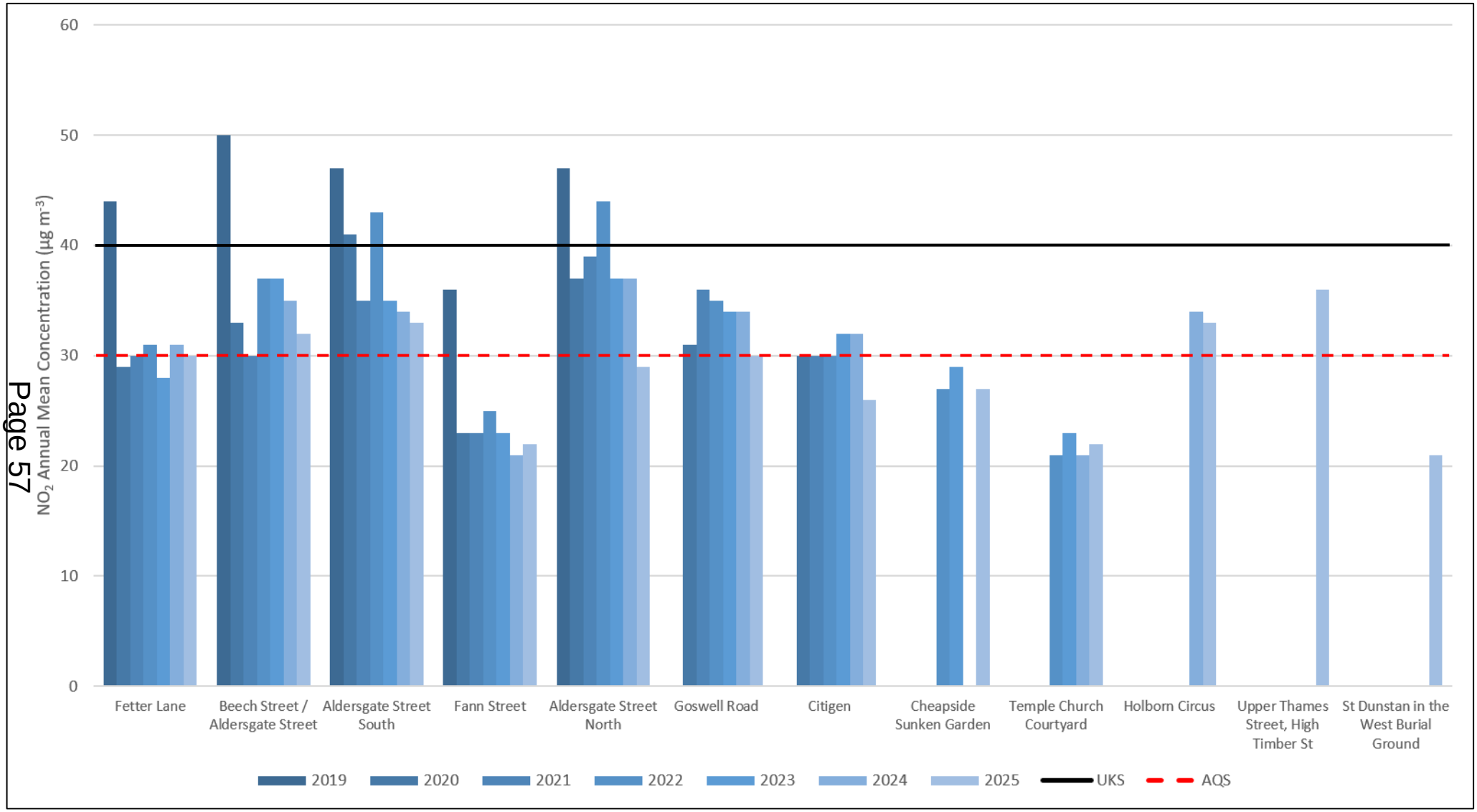


Figure 8: Nitrogen Dioxide Monitoring Data, St Martin's Le Grand Regeneration Project Diffusion Tube Sites

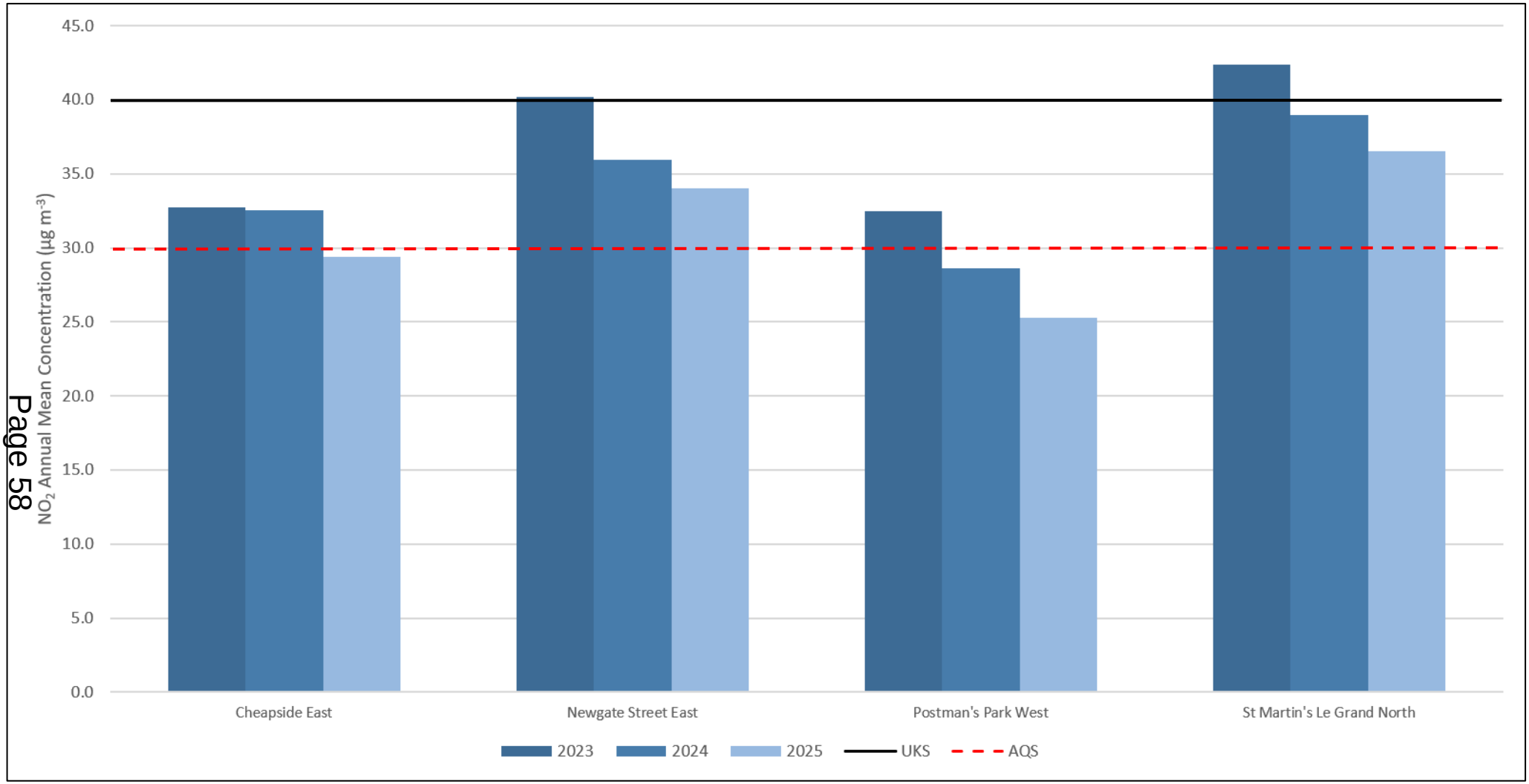


Figure 9: PM_{10} Monitoring Data

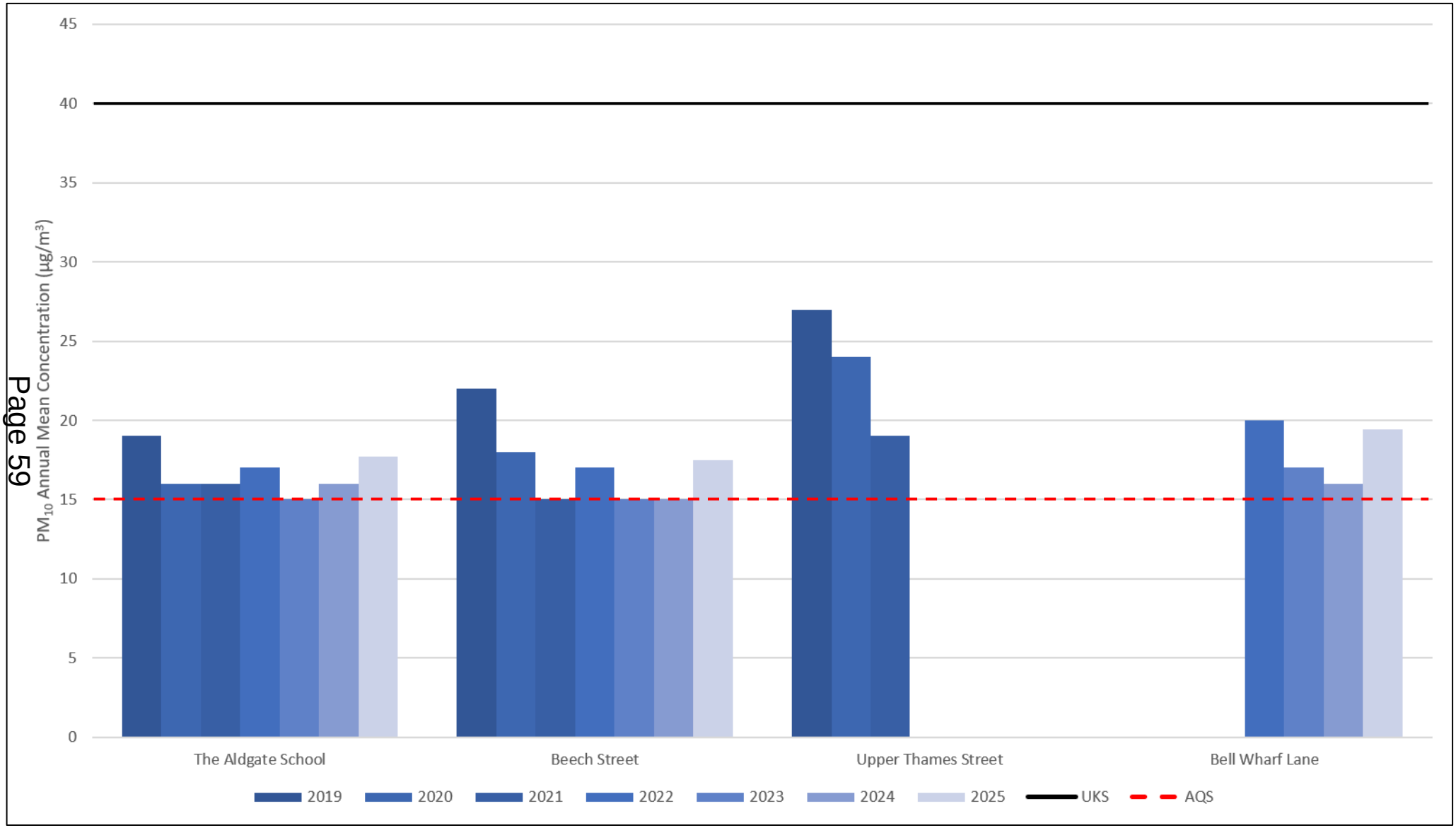
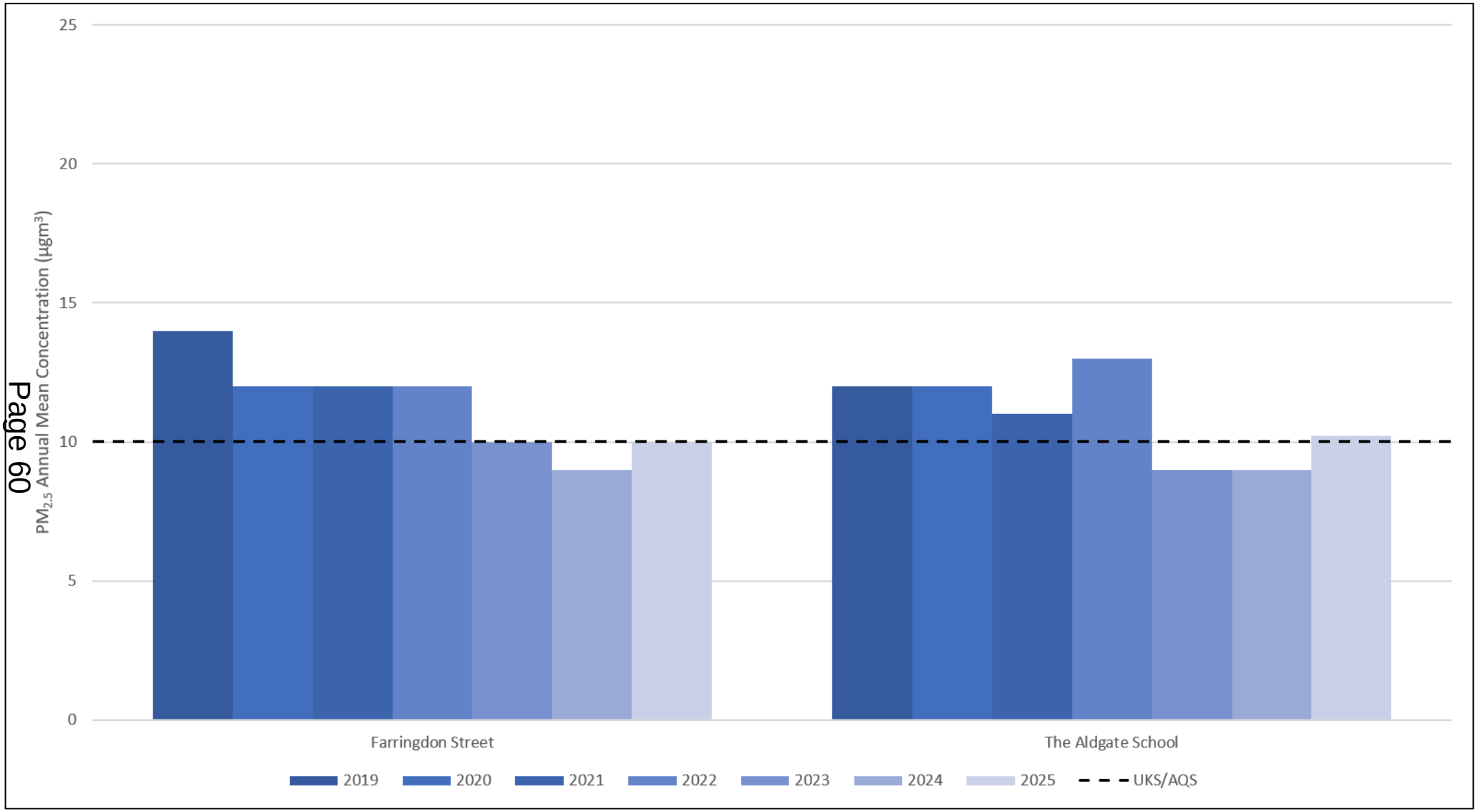
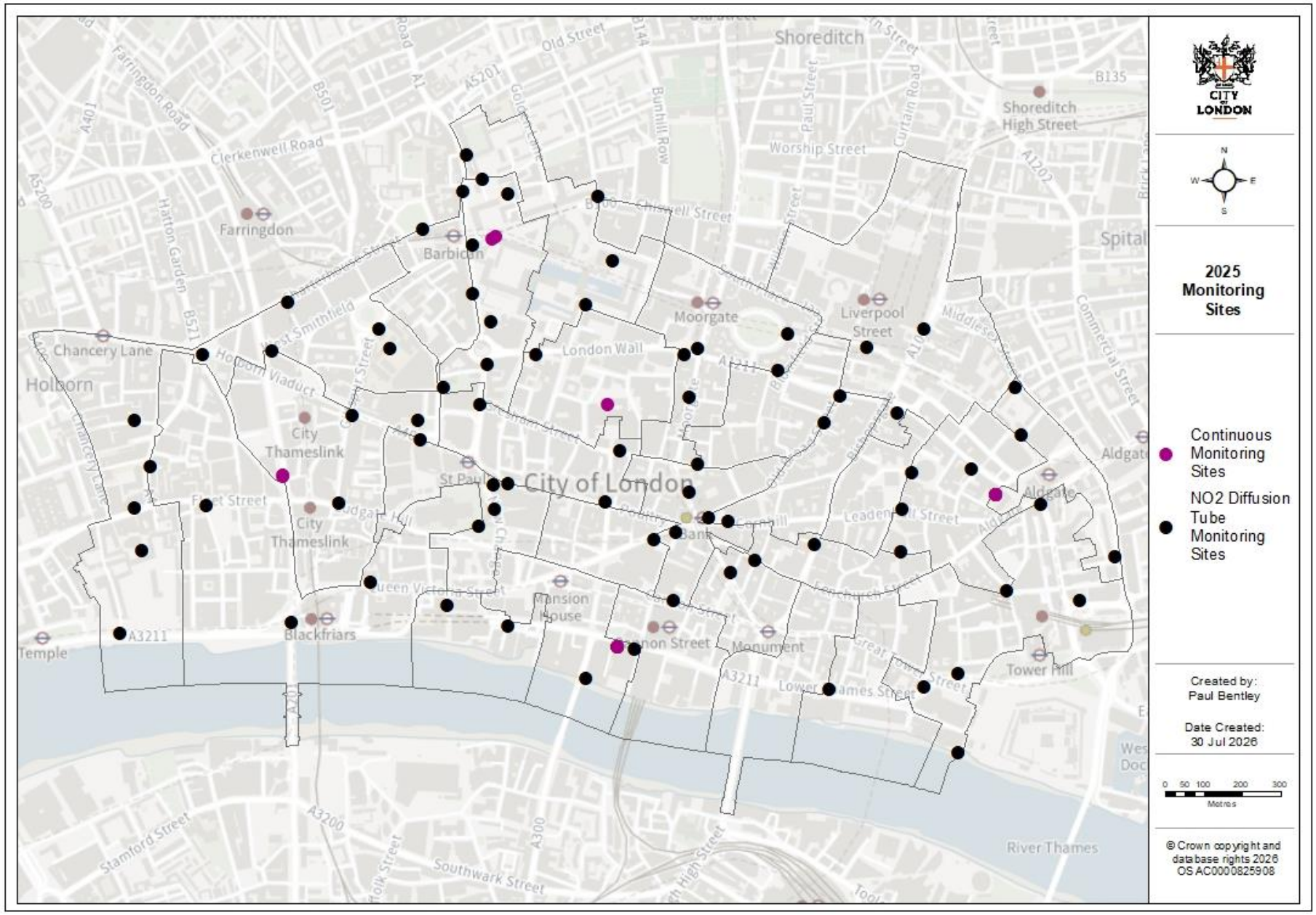


Figure 10: $PM_{2.5}$ Monitoring Data



Note – The national standard, to be achieved by 2040, and the Air Quality Strategy aim are the same for $PM_{2.5}$.

The map below presents the locations where air quality monitoring was completed in 2025.



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City of London Corporation Committee Report

Committee: Port Health and Environmental Services Committee	**Dated:** 03/11/2026
Subject: Risk Management Update	**Public report:** For Information
This proposal: • **delivers Corporate Plan 2024-29 outcomes** • **provides statutory duties** • **provides business enabling functions**	• Providing Excellent Services • Vibrant Thriving Destination • Leading Sustainable Environment • Dynamic Economic Growth
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:	Katie Stewart, Executive Director Environment
Report author:	Joanne Hill, Environment Department

Summary

This report provides the Port Health and Environmental Services Committee with assurance that risk management procedures in place within the Environment Department are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

Risk is reviewed regularly within each service area as part of the ongoing management of operations. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

This report considers the key risks managed by the following service areas which fall within the remit of your Committee:

- Port Health and Public Protection
- The Cleansing Service

Recommendation

Members are asked to:

- Note the report and the actions being taken by the Environment Department to monitor, mitigate and effectively manage risks arising from their operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee on the key risks faced by their department.

2. To fulfil this requirement, the key risks of the service areas of the Environment Department which fall within the remit of the Port Health and Environmental Services Committee are presented to the Committee every four months.

3. Risk Management is discussed regularly by the Department's Senior Leadership Team and at the meetings of each service area's Senior Management Team.

4. Between Management Team meetings, risks are reviewed in consultation with risk and control owners, and updates are recorded in the corporate risk management system.

Current Position

5. This report provides an update on the key business risks that exist in relation to the operations of service areas of the Environment Department which fall within the remit of the Port Health and Environmental Services Committee:

   - Port Health and Public Protection
   - Cleansing Service

Summary of key risks

6. The register of key risks held by the Port Health and Public Protection Division and the City Operation Division's Cleansing Service includes one departmental level risk (Air Quality) and three service level risks, as summarised below. The detailed risk register is presented at Appendix 2.

7. **ENV-SLT 005 Air Quality**
   (Current risk score: Green 3, Possible/Minor)
   Since this risk was added to the register in 2015, the score has reduced from Red 16 (Likelihood: likely; Impact: major) to Green 3 (possible; minor). The target is now to reduce the risk further by the end of 2026. This reflects the City of London's long-term commitment to improving air quality in the City.

Apart from at a very small number of busy roadside locations, the air quality in the City consistently meets statutory targets. This significantly reduces the impact on health. Air quality data collected in 2025 (the most recent available data) demonstrated that levels of particulate air pollution PM10 and PM2.5 both met the health-based standards.

A new Air Quality Strategy for 2025 to 2030 has been adopted. The Strategy aims to exceed national standards, further demonstrating the City of London's commitment to maintaining and improving air quality. Delivery of the Strategy's Action Plan is monitored and reported on annually. The annual assessment and progress report for 2025 has been submitted to the Greater London Authority and will be presented to this Committee in a separate report.

8. **ENV-PHPP 001 Border controls – Impact on Port Health and Animal Health**
   (Current risk score: Red 24, Possible/Extreme)
   The risk remains high (Red 24) due to continued uncertainties with the new regime and the new Government desire for a closer relationship with the EU, including discussions regarding a future veterinary agreement with the EU. The Port Health Service continues to engage with stakeholders and respond to the government's consultations.

9. **ENV-CO-GC 002 - Road traffic collision caused by City of London staff or contractor who is unfit to drive while on City business**
   (Current risk score: Red 16, Unlikely/Extreme)
   All employees must complete a mandatory 'Driver Check' questionnaire. If that questionnaire identifies them as someone who drives on City of London business, they are automatically registered with an online licence checking system. Obtaining automated reports to determine compliance with the initial 'Driver Check' questionnaire continues to be problematic. Officers are now working to find a solution using the new SAP (HR and Finance) system but have a manual system in place in the meantime. Once a new automated system is in place, the risk will be reassessed and the score reduced if appropriate.

10. **ENV–CO-GC 006 - A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot**
   (Current risk score: Amber 8, Unlikely/Major)
   This risk remains at a score of Amber 8: unlikely, but with a major impact on the ability to deliver cleansing and waste services should it occur. A robust Business Continuity Plan is in place. A Business Continuity exercise will be undertaken in February/March 2027 and if actions are identified they will be implemented. This risk has also been identified as a longer-term risk linked to Climate Change and is being addressed as part of the Climate Adaptation Action Plan. Officers continue to undertake a range of actions to control the likelihood and impact of the risk, and keep it under review, but are unable to reduce the score any further at present.

Identification of New Risks

11. New and emerging risks are identified through several channels, the main being:
    - Directly by Senior Management Teams as part of the regular review process.
    - In response to ongoing review of progress made against Business Plan objectives and performance measures, e.g., slippage of target dates or changes to expected performance levels.
    - In response to emerging events and changing circumstances which have the potential to impact on the delivery of services, such as a border control agreement between the UK and EU.
    - The risk register may be refreshed over and above the stated process for review and oversight, in response to emerging issues or changing circumstances.

Corporate and Strategic Implications

12. Effective management of risk is at the heart of the City Corporation's approach to delivering cost effective and valued services to the public as well as being an important element within the corporate governance of the organisation.

13. The proactive management of risk, including the reporting process to Members, demonstrates that the department is adhering to the requirements of the City of London Corporation's Risk Management Policy and Strategy.

14. The risk management processes in place in the Environment Department support the delivery of the Corporate Plan, our Departmental and Divisional Business Plans and relevant Corporate Strategies

Conclusion

15. Members are asked to note that risk management processes within each service area adhere to the requirements of the City Corporation's Risk Management Framework. Risks identified within the operational and strategic responsibilities of each area are proactively managed.

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Environment Department Key Risks (Port Health and Environmental Services Committee)

Contact

Joanne Hill, Business Planning and Compliance Manager, Environment Department
Joanne.Hill@cityoflondon.gov.uk

City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

(A) Likelihood criteria

	Rare (1)	Unlikely (2)	Possible (3)	Likely (4)
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

(B) Impact criteria

Impact title	Definitions
Minor (1)	**Service delivery/performance**: Minor impact on service, typically up to one day. **Financial:** financial loss up to 5% of budget. **Reputation**: Isolated service user/stakeholder complaints contained within business unit/division. **Legal/statutory**: Litigation claim or find less than £5000. **Safety/health**: Minor incident including injury to one or more individuals. **Objectives**: Failure to achieve team plan objectives.
Serious (2)	**Service delivery/performance**: Service disruption 2 to 5 days. **Financial:** Financial loss up to 10% of budget. **Reputation:** Adverse local media coverage/multiple service user/stakeholder complaints. **Legal/statutory**: Litigation claimable fine between £5000 and £50,000. **Safety/health**: Significant injury or illness causing short-term disability to one or more persons. **Objectives:** Failure to achieve one or more service plan objectives.
Major (4)	**Service delivery/performance**: Service disruption > 1 - 4 weeks. **Financial:** Financial loss up to 20% of budget. **Reputation**: Adverse national media coverage 1 to 3 days. **Legal/statutory**: Litigation claimable fine between £50,000 and £500,000. **Safety/health**: Major injury or illness/disease causing long-term disability to one or more people **objectives:** Failure to achieve a strategic plan objective.
Extreme (8)	**Service delivery/performance**: Service disruption > 4 weeks. **Financial**: Financial loss up to 35% of budget. **Reputation**: National publicity more than three days. Possible resignation leading member or chief officer. **Legal/statutory**: Multiple civil or criminal suits. Litigation claim or find in excess of £500,000**. Safety/health**: Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. **Objectives:** Failure to achieve a major corporate objective.

(C) Risk scoring grid

Likelihood	X	Impact: Minor (1)	Impact: Serious (2)	Impact: Major (4)	Impact: Extreme (8)
	Likely (4)	**4 Green**	**8 Amber**	**16 Red**	**32 Red**
	Possible (3)	**3 Green**	**6 Amber**	**12 Amber**	**24 Red**
	Unlikely (2)	**2 Green**	**4 Green**	**8 Amber**	**16 Red**
	Rare (1)	**1 Green**	**2 Green**	**4 Green**	**8 Amber**

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

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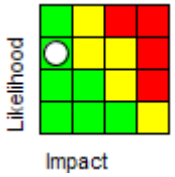
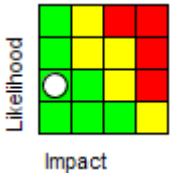
Port Health and Environmental Services Committee - Key risks

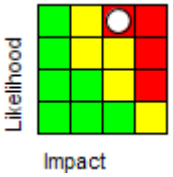
Report Type: Risks Report
Generated on: 08 October 2026

Risk Code	ENV-SLT 005	Risk Title	*Air Quality*

Description	**Cause:** Levels of air pollution in the City, specifically nitrogen dioxide and fine particles, impact on the health of residents, workers and visitors. The City Corporation has a statutory duty to take action to improve local air quality. **Event:** The City of London Corporation is insufficiently proactive and resourced and does not have the right level of competent staff, to be able to fulfil statutory obligations, as a minimum, in order to lower levels of air pollution and reduce the impact of existing air pollution on the health of residents, workers and visitors. **Effect:** The City Corporation does not fulfil statutory obligations, and air pollution remains a problem, impacting on health. Potential for legal action against the Corporation for failure to deliver obligations and protect health. Adverse effect on ability to deliver the Corporate Plan 2024-29 outcomes.

Current Risk		
Risk Score	**Likelihood**	**Impact**
3	Possible	Minor
Green	**Trend**	Constant

Target Risk		
Risk Score	**Likelihood**	**Impact**
2	Unlikely	Minor
Green	**Target Date**	31-Dec-2026

Original Risk		
Risk Score	**Likelihood**	**Impact**
16	Likely	Major
Red	**Creation Date**	07-Oct-2015

Latest Note	No change from the existing risk rating. Since this risk was added to the register in 2015, the score has reduced from Red 16 (Likelihood: likely; Impact: major) to Green 3 (possible; minor). This reflects the CoL's long-term commitment to improving air quality in the City. Apart from 2 isolated busy roadside locations, the air quality in the City meets statutory targets. This significantly reduces the impact on health. Air quality data collected in 2025 (the most recent available data) demonstrated that levels of particulate air pollution PM10 and PM2.5 both met the health-based standards. A new Air Quality Strategy for 2025 to 2030 has been adopted. The Strategy aims to exceed national standards, further demonstrating the City of London's commitment to maintaining and improving air quality. Delivery of the Strategy's Action Plan will be monitored and an annual assessment and progress report completed to demonstrate compliance.	***01-Sep-2026***

Risk Level	Departmental	**Risk Approach**	Reduce
Department	Environment	**Risk Owner**	Gavin Stedman

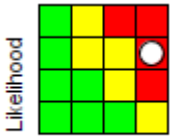
Associated Actions

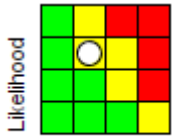
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-SLT 005n Air Quality Strategy Annual Review	Complete an annual assessment and progress report to demonstrate compliance with the aims of the Air Quality Strategy.	The annual assessment and progress report for 2025 has been submitted to the Greater London Authority and will be presented to PHES committee in November 2026 as the September Committee meeting has been cancelled	09-Sep-2026	Ruth Calderwood	31-Dec-2026

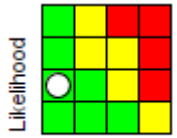
Appendix 2

Risk Code	ENV-PHPP 001	Risk Title	***Border Controls - Impact on Port Health and Animal Health***

Description	**Cause:** The outcome of the negotiations with the EU over border controls are not yet known. It is uncertain whether they will secure continuity of contracts, access to talent, ongoing grant funding and/or security of supply chains. **Event:** The City Corporation services fail to prepare appropriately for a new SPS (Sanitary and Phytosanitary) Agreement between the UK and the EU. **Effect**: There is a range of potential impacts. The City Corporation's services are disrupted due to changes in trade and as supply chains and contracts are reassessed, potentially increasing cost and reprioritisation of resources. Increased risk to public, animal and environmental health due to legislative changes. Increased risk and cost to consumers. Reduction in income if charging regimes are not established as part of a new regime.

Current Risk		
Risk Score	**Likelihood**	**Impact**
24	Possible	Extreme
Red	**Trend**	Constant

Target Risk		
Risk Score	**Likelihood**	**Impact**
6	Possible	Serious
Amber	**Target Date**	30-Jun-2027

Original Risk		
Risk Score	**Likelihood**	**Impact**
2	Unlikely	Minor
Green	**Creation Date**	08-Nov-2016

Latest Note	The risk remains high (Red 24) due to continued uncertainties with the new regime and the new Government desire for a closer relationship with the EU, including discussions regarding a future veterinary agreement with the EU. In view of this, the target date remains mid-2027.	***25-Sep-2026***

Appendix 2

Risk Level	Service	**Risk Approach**	Reduce
Department	Environment	**Risk Owner**	Gavin Stedman

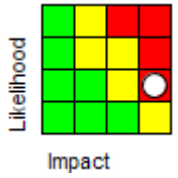
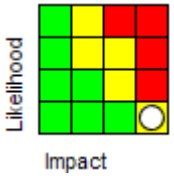
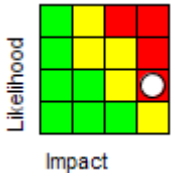
Associated Actions

Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-PHPP 001c Liaison with Remembrancer and other CoL depts.	Engage with stakeholders to assist in the identification of impacts and possible mitigations. Ensure Remembrancer and CoL departments are fully aware of the implications of Brexit on PH&PP and that they lobby accordingly.	The Port Health Service is currently operating the Border Target Operating Model (BTOM) and continues to engage with stakeholders to ensure an effective border in light of the current discussions around a new EU/UK SPS (Sanitary and Phytosanitary) Agreement. This action is ongoing and will be kept under review.	25-Sep-2026	Gavin Stedman	30-Jun-2027
ENV-PHPP 001d Respond promptly to developments	Respond promptly to policy decisions from the UK Government and the outcome of negotiations.	The Port Health Service will continue to respond accordingly to the government's stakeholder consultations on the development of the new EU/UK SPS Agreement. A Port Health Project Team continues to develop training and processes to ensure an effective border, taking into account the latest developments. This is an ongoing action and will be kept under review.	25-Sep-2026	Gavin Stedman	30-Jun-2027

Appendix 2

Risk Code	ENV-CO-GC 002	Risk Title	***Road traffic collision caused by City of London staff or contractor who is unfit to drive while on City business***

Description	**Cause:** A member of staff/contractor who is unfit or unqualified to drive causes ... **Event:** a road traffic collision which results in ... **Effect:** death or injury; financial claim.

Current Risk			Target Risk			Original Risk		
Risk Score	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**
16	Unlikely	Extreme	***8***	Rare	Extreme	***16***	Unlikely	Extreme
Red	**Trend**	Constant	Amber	**Target Date**	31-Jan-2027	Red	**Creation Date**	18-Feb-2015

Latest Note	All employees must complete a mandatory ‘Driver Check’ questionnaire. If that questionnaire identifies them as someone who drives on City of London business, they are automatically registered with an online licence checking system. The new system SAP (HR and Finance) system and the old City Learning system are currently not able to provide a correct report to demonstrate which members of staff have or have not undertaken the compulsory ‘Driver Check’. The team is working on the report, and, although a new report has been supplied, there are issues with it. The target date of the risk has been extended to the end of January 2027 to reflect the ongoing delay in resolving the issues.	***08-Oct-2026***

	The relaunch of ‘Driver Check’ to address the corporate risk is being investigated and is now being factored in as part of onboarding of the new SAP system alongside the development of a mandatory course. This will clarify who is a driver for and on behalf of the City of London, and who is not. In the meantime, audits are capturing details of City vehicle drivers, and a report based on mileage claims is identifying any new grey fleet drivers.	

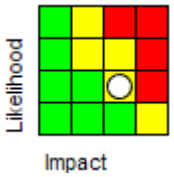
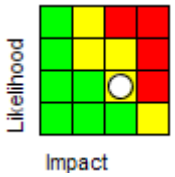
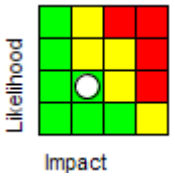
Risk Level	Service	**Risk Approach**	Reduce
Department	Environment	**Risk Owner**	Joe Kingston

Associated Actions

Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-GC 002c Business as usual mitigation	• Monitor the percentage of City of London staff who have completed Driver Check and ensure that it remains above 92.5%. • Monitor the percentage of City of London staff who have been identified, through Driver Check, as drivers (or managers of drivers) who have completed the Corporate Transport Policy online training course and ensure that it remains above 92.5%. • Monitor overall completion rates for both Driver Check and the online training course and ensure that it remains above 92.5%. • Monitor the collection and periodic monitoring of driver licence details (and, in the case of grey fleet drivers, vehicle details).	The new system SAP (HR and Finance) system and the old City Learning system are currently not able to provide a correct report to demonstrate which members of staff have or have not undertaken the compulsory driver check. The team is working on the resolving issues with reporting in the new SAP system, and this will include an overall % compliance score. In the meantime, compliance is rated as 'high risk'. The relaunch of ‘driver check’ to address the corporate risk is being investigated, alongside the development of a mandatory course. This will clarify who is a driver for and on behalf of the City of London, and who is not. In the meantime, audits are capturing details of City vehicle drivers, and a report based on mileage claims is identifying any new grey fleet drivers.	08-Oct-2026	Vince Dignam	31-Jan-2027

Risk Code	ENV-CO-GC 006	Risk Title	***A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot***

Description	**Cause:** A major incident, such as flooding or fire. **Event:** Walbrook Wharf becomes unusable as a depot. **Effect:** Unable to clean streets, collect waste or maintain City of London Police vehicles. City of London unable to meet its contractual arrangements with third parties who use the depot for their commercial purposes.

Current Risk			Target Risk			Original Risk		
Risk Score	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**
8	Unlikely	Major	***8***	Unlikely	Major	***4***	Unlikely	Serious
Amber	**Trend**	Constant	Amber	**Target Date**	31-Jan-2027	Green	**Creation Date**	13-Feb-2015

Latest Note	A robust Business Continuity Plan is in place and is discussed in quarterly partnership board meetings. A Business Continuity exercise will be carried out in Feb/March 2027 with the Town Clerk's Contingency Planning Officer. Any actions that may be identified will be implemented by the Cleansing Service, City Surveyor's Department, Veolia (our contractor) and Cory Environmental. Consultants have been instructed by City Surveyors to undertake climate resilience review of key corporate assets of which Walbrook Wharf is one. The outputs of this study will help inform any mitigation measures that are required. The Business Impact Assessment has undergone a detailed review.	***08-Oct-2026***

	This risk has also been identified as a longer-term risk linked to Climate Change and is being addressed as part of the Climate Adaptation Action Plan. We continue to undertake a range of actions to control the likelihood and impact of the risk, and keep it under review, but are unable to reduce the score any further at present. The target date shown is the date that the risk will next be reviewed.	

Risk Level	Service
Department	Environment

Risk Approach	Accept
Risk Owner	Joe Kingston

Associated Actions

Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-GC 006a Business Continuity exercise	Conduct regular Business Continuity Exercise.	A robust Business Continuity Plan is in place and is discussed in quarterly partnership board meetings. A Business Continuity exercise was carried out in February/March 2027. Actions identified through the exercise will be implemented.	08-Oct-2026	Vince Dignam	31-Jan-2027
ENV-CO-GC 006b Fire prevention/safety	Maintain fire prevention / fire safety procedures.	The City Surveyor's Department has updated Mechanical and Engineering (M&E) provision at Walbrook Wharf, including new fire walls, smoke cameras and sprinklers within the depot and around the electric vehicles and vehicle charging areas. The current fire risk assessments and Fire Strategy are due to be reviewed by an appointed contractor, and we are awaiting confirmation of dates. The City Surveyor's Department reviewed all Walbrook	08-Oct-2026	Vince Dignam	31-Jan-2027

		Wharf fire safety measures in April 2026; the outcome of the review is awaited. Systems are checked and tested on a regular basis.			
ENV-CO-GC 006c Flood control	Reduce the impact of potential flooding.	Mitigations have been put in place for weak flood defence areas due to the close proximity of the river, but the risk of flooding remains. To prevent flood water ingress, an old roof and all windows have been renewed. For our contractors, we have a Business Continuity Plan to enable them to operate from another department if necessary.	08-Oct-2026	Vince Dignam	31-Jan-2027

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City of London Corporation Committee Report

Committee(s): Port Health & Environmental Services Committee	**Dated:** 3/11/2026
Subject: UK-EU Sanitary and Phytosanitary (SPS) Agreement - Update	**Public report:** For Information
This proposal: • Delivers Corporate Plan 2024-29 outcomes • Provides statutory duties	• Providing Excellent Services • Dynamic Economic Growth
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:	Katie Stewart, Executive Director Environment
Report author(s):	Matthew Purkiss, Interim Assistant Director – Port Health

Summary

This report updates Members on the delivery of Sanitary and Phytosanitary (SPS) border controls under the Border Target Operating Model (BTOM), together with developments relating to a future UK-EU SPS agreement.

The London Port Health Authority (LPHA) continues to deliver official controls on imported food and feed under the current BTOM framework. The future UK-EU SPS agreement may materially change the volume and nature of checks and the associated cost-recovery model. Detailed implementing requirements have not yet been published by Government.

The LPHA will therefore continue engaging with Government and stakeholders while further detail is awaited.

Recommendation(s)

Members are asked to:

- Note the current position and the potential operational implications of a future UK-EU SPS agreement

Main Report

Background

1. The UK left the EU in 2020, requiring a new Sanitary and Phytosanitary (SPS) border control model to replace previous EU arrangements.

2. The Border Target Operating Model (BTOM) established a risk-based approach to SPS controls on goods imported into Great Britain from both the EU and the Rest of World (RoW). The BTOM applies to animals, their products and high-risk feed and food of non-animal origin.

3. From 31 January 2024, health certification was introduced for specified medium-risk imports from the EU, alongside pre-notification requirements for other relevant goods.

4. From 30 April 2024, documentary and risk-based identity and physical checks were introduced for medium and high-risk goods from the EU. Existing controls on imports from the RoW were also adjusted as part of the global risk-based regime.

5. The implementation of a new SPS regime is directly linked to negotiations on issues such as freedom of movement, security, energy and long standing issues such as fishing rights.

6. A new SPS regime is not expected before mid 2027 and we do not yet know the full impact of the regime. Current BTOM arrangements will remain in place until that time.

Current position

7. The City of London Corporation is the London Port Health Authority (LPHA), and delivers official controls at designated Border Control Posts (BCPs) and other approved control locations within its jurisdiction. In relation to imported food and feed, activity includes processing import notifications, documentary checks, identity and physical checks, sampling, decisions on consignments and enforcement action where non-compliance is identified.

8. The LPHA works with Government agencies including DEFRA, the Animal Plant Health Agency (APHA), the Food Standards Agency (FSA), HM Revenue and Customs (HMRC), port operators, laboratories, importers and agents to manage food and feed consignments and maintain and support the flow of compliant trade.

9. Currently, imported food and feed controls are delivered on a full cost-recovery basis. The level and composition of activity are therefore directly relevant to workforce planning, operating costs and income.

10. Following the wider UK-EU reset, the Government has announced its intention to establish a new SPS agreement with the EU. The stated direction is to reduce friction in agri-food trade while maintaining appropriate protections.

11. Detailed policy, legal and operational requirements remain under development. Matters requiring clarity include certification, inspection frequencies, product scope, regulatory alignment, BCP designation, charging, assurance arrangements and transition periods.

12. DEFRA's published implementation date for the new UK-EU SPS agreement is mid 2027. LPHA, other Port Health Authorities and stakeholders recognise and have communicated to DEFRA the importance of reasonable and clear preparation and transition timelines towards implementation. This date should therefore be treated as a planning assumption rather than a confirmed implementation date at this stage.

Key Data

SPS Consignment Activity (1 October 2025 to 31st September 2026)	**Number**
Total SPS-controlled consignments received	129,418
SPS-controlled consignments from the EU	110,218
SPS-controlled consignments from RoW	19,200
Percentage from the EU	85%
Percentage from RoW	15%

Corporate & Strategic Implications

13. Financial Implications
    - The total fees and charges income budget for 2026/27 is £7.990m.
    - Of this, c£3.9m is expected to be delivered from checks on EU food and feed imports with the remaining c£4m coming from other controls.

- It is likely that the EU income stream of c£3.9m would reduce to virtually nil under the new UK-EU SPS Agreement.

- This reduction in income may be partly offset by an increase in income from checks on RoW products. But this is currently unknown and the scale of this will be relatively small.

- The remaining shortfall would need to be met through cost reductions, including ensuring that resources meet throughput needs.

- Government has indicated that new burdens financial support will be available to support the changes. While this has not yet been confirmed in writing, there is precedence from the previous support given to implement the BTOM.

14. Risk and Resource Implications

- Transition period uncertainty poses the risk of biosecurity gaps where compliance by EU importers is reduced knowing that the border regime will change. In addition, staffing levels fall as staff seek new opportunities prior to the change. In both scenarios impacting on the ability of the LPHA to deliver BTOM controls until the implementation date of the UK-EU SPS Agreement. This is especially relevant given the frequency of emerging animal health risks in EU member states.

- The above is compounded if there are delays to the implementation of the SPS agreement. Historically border control changes have been delayed and altered numerous times before implementation.

- The new SPS agreement forms part of a wider package of negotiations which are interdependent. So, the regime may be delayed or may not be implemented if agreement cannot be reached on the wider package.

- The LPHA is managing this risk through continued delivery of statutory controls, stakeholder engagement, monitoring of Government announcements and scenario planning. Existing standard operating procedures will remain aligned with current law and will be amended when the future legal framework is sufficiently clear.

15. Legal, Equity, Climate & Security Implications

- No immediate legal changes, equalities or climate impacts have been identified at this stage.

- Security considerations relate primarily to maintaining GB biosecurity standards.

Conclusion

16. The BTOM remains the current framework for risk-based SPS import controls. The LPHA continues to deliver these controls and protect public, animal and environmental health while facilitating compliant trade.

17. The LPHA awaits detailed DEFRA guidance on legislative amendments, operational requirements and transition times.

18. The Service will continue to plan prudently and will report back to the Committee when the operational and financial implications are clearer.

Appendices

None

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