

Environment Department Key Risks (Port Health & Environmental Services Committee)

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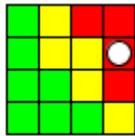
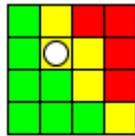


Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
CR21 Air Quality (Corporate Risk) 07-Oct-2015 Ruth Calderwood	Cause: Levels 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 outcomes 2 and 11 of the Corporate Plan	 Likelihood Impact	12	The risk remains unchanged. Defra has consulted on a new target for PM2.5. Consultation comments have been submitted supporting the proposed target but moving the compliance date from 2040 to 2030. The new target should be announced shortly 30 Aug 2022	 Likelihood Impact	6	31-Dec-2024	 Constant
							Reduce	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CR21 001h	Develop baseline model for compliance assessment and publish annual report of air quality data	The 2021 annual status report has been submitted to, and approved by, Defra and the GLA and will be presented to October PHES committee	Ruth Calderwood	16-Sep-2022	31-Dec-2025

Appendix 2

CR21 001i	100% of vehicles owned or leased by the CoL are electric or hybrid by 2025	The City Corporation continues to add zero emission vehicles to its fleet with 5 hybrid and 17 pure electric vehicles. A database has been created of fleet carbon and air pollution (NOx and PM) emissions	Ruth Calderwood	30-Aug-2022	31-Dec-2025
CR21 001j	Develop and support an Emission Reduction Private Members Bill for London local authorities	Meetings continue with DEFRA to discuss options for new powers to deal with non-transport sources of air pollution. This includes direct one -to-one meetings and workshops and commenting on consultation documents.	Ruth Calderwood	30-Aug-2022	31-Dec-2022
CR211	Assess percentage compliance rate with NO2 target	An assessment is underway for the % of the area of the Square Mile that meets the annual average nitrogen dioxide target. Concentrations during 2021 were similar to 2020 so a similar result is anticipated	Ruth Calderwood	30-Aug-2022	31-Dec-2024

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<p>ENV-PHPP 001 Brexit - Impact on Port Health and Animal Health (Departmental Risk)</p> <p>08-Nov-2016 Gavin Stedman</p>	<p>Cause: The outcome of Brexit negotiations does not 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 the end of the Brexit transition period. Uncertainty around the potential outcomes until it is too late to react. Effect: There is a range of potential impacts. The City Corporation's services are disrupted due to increases/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. Inadequate IT support if current EU software is replaced by bespoke UK systems that do not have sufficient functionality. Reduction in income if charging regimes are not established as part of Brexit. Potential for increased workload depending on whether agreement is reached from 'no deal' (check everything), through to no checks on EU products based and on risk via a full reciprocal arrangement (status quo).</p>	<p>Likelihood</p>  <p>Impact</p>	<p>24</p>	<p>On 28 April 2022, Government announced that the further import controls on EU goods which were due to be phased in from July, will not be introduced in 2022. However, the controls that have already been introduced will remain in place.</p> <p>The statement goes on to say that Government "<i>will publish a Target Operating Model in the Autumn that will set out our new regime of border import controls and will target the end of 2023 as the revised introduction date for our controls regime, which will deliver on our promise to create the world's best border on our shores</i>".</p> <p>The CoL has received Defra funding to ensure readiness for previous implementation dates. However, the latest funding ended on 30 June 2022; the CoL is in discussions with Defra regarding future funding and Border Operating Models.</p> <p>02 Sep 2022</p>	<p>Likelihood</p>  <p>Impact</p>	<p>6</p>	<p>31-Dec-2023</p> <p>Reduce</p>	<p>Constant</p>

Appendix 2

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ENV-PHPP 001c	Engage with stakeholders to assist in the identification of impacts and possible mitigations. Ensure Remembrancer and CoL depts are fully aware of the implications of Brexit on PH and PP and that they lobby accordingly.	Our previous actions have been completed. We are awaiting more details about the next implementation stages before considering further lobbying. This action is reviewed monthly.	Gavin Stedman	02-Sep-2022	31-Dec-2023
ENV-PHPP 001d	Respond promptly to policy decisions from the UK Government and the outcome of negotiations.	We are awaiting more details about the next implementation stages before considering further lobbying. This action is reviewed monthly.	Gavin Stedman	02-Sep-2022	31-Dec-2023

	<p>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%.</p> <p>Monitor overall completion rates for both driver check and the online training course and ensure that it remains above 92.5%.</p> <p>Monitor the collection and periodic monitoring of driver licence details (and, in the case of grey fleet drivers, vehicle details).</p>	<p>escalation has now proven successful but there are still issues with the reporting systems and information on the HR systems.</p> <p>In the meantime, we have carried out a manual overview of the data and calculated with HR that of the 5,000 people on the HR system, 140 have not completed Driver Check; that is 97% of City of London staff have completed Driver Check.</p> <p>Until HR have resolved the automatic reporting mechanism, this will remain a red risk but it is monitored very closely.</p>			
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<p>ENV-CO-GC 006 A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot</p> <p>(Service-level Risk)</p> <p>27-Mar-2015 Joe Kingston</p>	<p>Cause: A major incident, such as flooding or fire. Event: Walbrook Wharf unusable as a depot. Impact: 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.</p>	<p>Likelihood</p> <p>Impact</p>	8	<p>A Review of actions from the Business Continuity Plan exercise in October 2021 was carried out: the contractor and the City have updated lessons learned and added the Business Continuity Plan as a live document to the governance for review.</p> <p>The Business Continuity Plan was discussed at the Quarterly Partnership board meeting in January 2022 and the next Business Continuity Exercise is scheduled for October 2022.</p> <p>We accept that we are unable to reduce the likelihood of the risk occurring, or the impact should it occur. However, we continue to undertake appropriate mitigating actions to maintain the risk at its current level.</p> <p>24 Aug 2022</p>	<p>Likelihood</p> <p>Impact</p>	8	Accept	<p>↑</p> <p>Increasing</p>

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-GC 006a	Conduct annual Business Continuity Exercise	<p>A Review of actions from the Business Continuity Plan exercise in October 2021 was carried out: the contractor and the City have updated any lessons learned and added the Business Continuity Plan as a live document to the governance for review.</p> <p>The Business Continuity Plan was discussed at the Quarterly Partnership board meeting in January 2022 and next Business Continuity Exercise is scheduled for October 2022.</p>	Vince Dignam	13-Jul-2022	31-Oct-2022

