

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

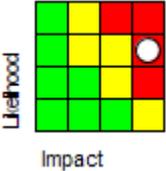
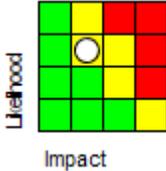
Report Author: Joanne Hill
Generated on: 7 March 2023



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
<p>CR21 Air Quality</p> <p>07-Oct-2015</p> <p>Juliemma McLoughlin</p>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Liability</p> <p>Impact</p>	<p>6</p>	<p>94% of the publicly accessible area met the target level for Nitrogen Dioxide in 2022. Only areas adjacent to the busiest roads remained a problem. Levels of nitrogen dioxide increased slightly in 2023 as the country returned to normal post pandemic but levels are significantly lower than pre pandemic. New national targets for PM2.5 have been introduced to be achieved by 2040. Coordinated action across many sectors is required to meet the target as only 4% of the PM2.5 measured in the Square Mile is emitted within its boundary, most is therefore not within our direct control.</p> <p>07 Mar 2023</p>	<p>Liability</p> <p>Impact</p>	<p>2</p>	<p>31-Dec-2026</p>	
							<p>Reduce</p>	<p>Decreasing</p>

Appendix 2

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	Work has commenced on the 2022 annual status report. All data needs to be ratified and equipment audited before it can be included in the report.	Ruth Calderwood	07-Mar-2023	31-Dec-2025
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 8 hybrid and 19 pure electric vehicles. A database has been created of fleet carbon and air pollution (NOx and PM) emissions.	Ruth Calderwood	07-Mar-2023	31-Dec-2025
CR211	Assess percentage compliance rate with NO2 target	The % area compliance for 2021 was 94%.	Ruth Calderwood	07-Mar-2023	31-Dec-2024

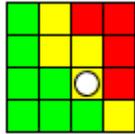
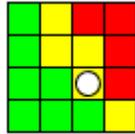
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<p>ENV-PHPP 001 Brexit - Impact on Port Health and Animal Health</p> <p>08-Nov-2016 Gavin Stedman</p>	<p>Cause: The outcome of Brexit negotiations does not secure continuity of contracts, access to talent, ongoing grant funding and/or security of supply 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>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 "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".</p> <p>The CoL has received Defra funding for Brexit readiness but this will come to an end on 31 March 2023. However, Defra have confirmed that we are able to maintain an additional eight funded posts until March 2024.</p> <p>23 Feb 2023</p>	 <p>6</p>	<p>31-Dec-2023</p>	<p>Reduce</p>	<p>Constant</p>

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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	23-Feb-2023	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	23-Feb-2023	31-Dec-2023

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ENV-CO-GC 002c	<p>Monitor the percentage of City of London staff who have completed Driver Check and ensure that it remains above 92.5%.</p> <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>Pending completion of work by HR to improve the certainty regarding who works for the City of London, this risk remains RED. Whilst going through the information with HR, an IT issue has arisen with the data so this has to be resolved and the matter has been escalated. Part of the 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 3981 people on the HR System, 496 have yet to complete Drivers Check (including 42 who are in the process of completing it). That is, 87% 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> <p>This issue has recently been escalated via the Corporate Transport Coordinating Group to Director level.</p>	Vince Dignam	07-Mar-2023	30-Sep-2023

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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>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>	<p>8</p>	<p>A Review of actions from the Business Continuity Plan exercise in January 2023 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 April 2023 and the next Business Continuity Exercise is scheduled for October 2023.</p> <p>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.</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>07 Mar 2023</p>	<p>Likelihood</p>  <p>Impact</p>	<p>8</p>	<p>Accept</p>	<p>Constant</p> 

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ENV-CO-GC 006a	Conduct annual Business Continuity Exercise.	<p>A Review of actions from the Business Continuity Plan exercise in January 2023 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 will be discussed at the Quarterly Partnership board meeting in April 2023.</p>	Vince Dignam	07-Mar-2023	31-Oct-2023