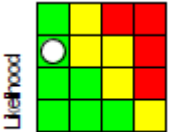
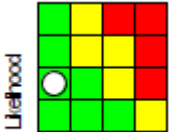



# Environment Department Key Risks (PH&ES Committee)

Generated on: 22 October 2024



Rows are sorted by Risk Score

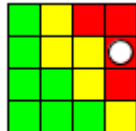
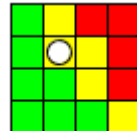

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
<b>ENV-SLT 005</b> <b>Air Quality</b>	<p><b>Cause:</b> Levels of air pollution 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><b>Event:</b> 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><b>Effect:</b> 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>3</p>	<p>The Chief Officer Risk Management Group has approved the de-escalation of this risk from the Corporate risk register to the Environment Department’s departmental risk register.</p> <p>This decision was supported by the significant improvement in air quality, meeting national standards in most locations, with expectations to meet them everywhere within the next two-to-three years. Statutory obligations have been consistently fulfilled, with annual reports submitted to the Greater London Authority and the Department for Environment, Food &amp; Rural Affairs.</p> <p>Additionally, the introduction of a new (draft) Air Quality Strategy aims to exceed national standards, further</p>		<p>2</p>	<p>31-Dec-2026</p>	

## Appendix 2

07-Oct-2015 Gavin Stedman				demonstrating our commitment to maintaining and improving air quality. The draft Strategy has been out to public consultation and the final version will be presented to PHES committee in November for approval. <b>22 Oct 2024</b>			Reduce	Constant
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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CR21 001i	100% of vehicles owned or leased by the CoL are electric or hybrid by 2025	The City Corporation has 41 electric and hybrid vehicles. This represents 35% of the fleet.	Ruth Calderwood	22-Oct-2024	31-Dec-2025
CR21 001m	Obtain approval for a new Air Quality Strategy 2025-30.	Following public consultation, the draft Strategy has been amended to reflect consultation comments where appropriate. The final version will be presented to November PHES committee for approval.	Ruth Calderwood	22-Oct-2024	30-Nov-2024

## Appendix 2

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
<b>ENV-PHPP 001 Brexit - Impact on Port Health and Animal Health</b>  08-Nov-2016 Gavin Stedman	<p><b>Cause:</b> The outcome of Brexit negotiations does not secure continuity of contracts, access to talent, ongoing grant funding and/or security of supply chains.</p> <p><b>Event:</b> 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.</p> <p><b>Effect:</b> 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 style="text-align: center;">Likelihood Impact</p>	<b>24</b>	<p>The phased border checks commenced on 31 January 2024 with the introduction of the need for importers to submit documentation.</p> <p>Phase Two began on 30 April 2024, meaning that documentary, physical and identity checks are required at the border for medium and low risk food and feed imports.</p> <p>The first six months of this new border control regime have shown that the projected throughput volumes are being realised. We have taken a pragmatic and practical approach to ensure a free-flowing border. The Service continues to develop its processes and includes additional staff to meet the new demands.</p> <p>The CoL has started charging on a full cost recovery basis for undertaking these controls at the border.</p> <p>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.</p> <p><b>22 Oct 2024</b></p>	 <p style="text-align: center;">Likelihood Impact</p>	<b>6</b>	30-Apr-2025	
	Reduce	Constant						

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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PHPP 001c	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.	Although the BTOM has now been implemented, the service continues to engage with stakeholders to ensure an effective border. The Divisional Director sits on Government's Border Biosecurity and Trade Programme Board and has an officer seconded to Defra: this enables us to engage with government at an early stage.	Gavin Stedman	22-Oct-2024	30-Apr-2025
ENV-PHPP 001d	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 delivery of the BTOM.  A Port Health Brexit Readiness Project Team continues to develop training and processes to ensure an effective border.	Gavin Stedman	22-Oct-2024	30-Apr-2025

## Appendix 2

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
ENV-CO-GC 002 Road traffic collision caused by City of London staff or contractor who is unfit to drive while on City business  13-Mar-2015 Joe Kingston	<b>Cause:</b> A member of staff/contractor who is unfit or unqualified to drive causes ... <b>Event:</b> a road traffic collision which results in ... <b>Effect:</b> death or injury; financial claim.	 Lifelihood Impact	16	Work undertaken between Corporate Transport and HR has clarified the total number of staff currently working for the City and those who have not yet undertaken a driving assessment.  Work with IT has led to the development of a process to run regular reports in order to identify those individuals and their Chief Officers, who will subsequently be notified to ensure increased compliance. Although work still remains to reduce this risk, it is an improvement. It is hoped that the new automated process will soon result in greater compliance and a reduction of the risk.  The current compliance rate across all departments is 88%. This figure is expected to increase when staff return to schools and complete their assessments.  <b>22 Oct 2024</b>	 Lifelihood Impact	8	31-Jan-2025	
							Reduce	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-GC 002c	Monitor the percentage of City of London staff who have completed Driver Check and ensure that it remains above	Work undertaken between Corporate Transport and HR has clarified total number of staff currently working for the City and those who have not undertaken a driving assessment. Work	Vince Dignam	22-Oct-2024	31-Jan-2025

## Appendix 2

	<p>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).</p>	<p>with IT has led to the development of a process to run regular reports to identify those individuals and their Chief Officers, who will subsequently be notified to ensure increased compliance.            Current compliance across all departments is 88%.            It is hoped that the new automated process will soon result in greater compliance and a reduction of the risk.</p>			
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## Appendix 2

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
ENV-CO-GC 006 A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot  27-Mar-2015 Joe Kingston	<b>Cause:</b> A major incident, such as flooding or fire. <b>Event:</b> Walbrook Wharf unusable as a depot. <b>Effect:</b> 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.	 Likelihood Impact	8	A robust Business Continuity Plan is in place and was discussed at the Quarterly Partnership Board meeting in January 2024. The next Business Continuity Exercise is being planned for December 2024, following which, we will review the outcomes and appropriate actions will be undertaken.  The Business Impact Assessment is also undergoing detailed review.  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.  <b>22 Oct 2024</b>	 Likelihood Impact	8	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-GC 006a	Conduct annual Business Continuity Exercise.	The Business Continuity Plan was discussed at the Quarterly Partnership board meeting in January 2024 and the next Business Continuity Exercise is being planned for December 2024. Following that exercise, we will review the outcomes and appropriate actions will be undertaken.	Vince Dignam	22-Oct-2024	31-Dec-2024

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ENV-CO-GC 006b	Maintain fire prevention / fire safety procedures.	<p>The City Surveyor's Department has updated Mechanical and Engineering (M&amp;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.</p> <p>Systems are checked and tested on a regular basis.</p> <p>This is an ongoing action.</p>	Vince Dignam	22-Oct-2024	30-Apr-2025
ENV-CO-GC 006c	Reduce the impact of potential flooding.	<p>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.</p> <p>To prevent flood water ingress, an old roof is being renewed and the Climate Action Team is funding sensors for gullies.</p> <p>For our contractors, we have a Business Continuity Plan to enable them to operate from another department.</p>	Vince Dignam	22-Oct-2024	30-Apr-2025