

# EE&I – Strategic Risk Monitoring Report

Quarter Q4, 2022/23

RISK	IMPACT / CONSEQUENCE				
LIKELIHOOD	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Critical (5)
Almost certain (5)	5	10	15	20	25
Highly likely (4)	4	8	12	16	20
Probable (3)	3	6	9	12	15
Possible (2)	2	4	6	8	10
Rare (1)	1	2	3	4	5

## Summary overview

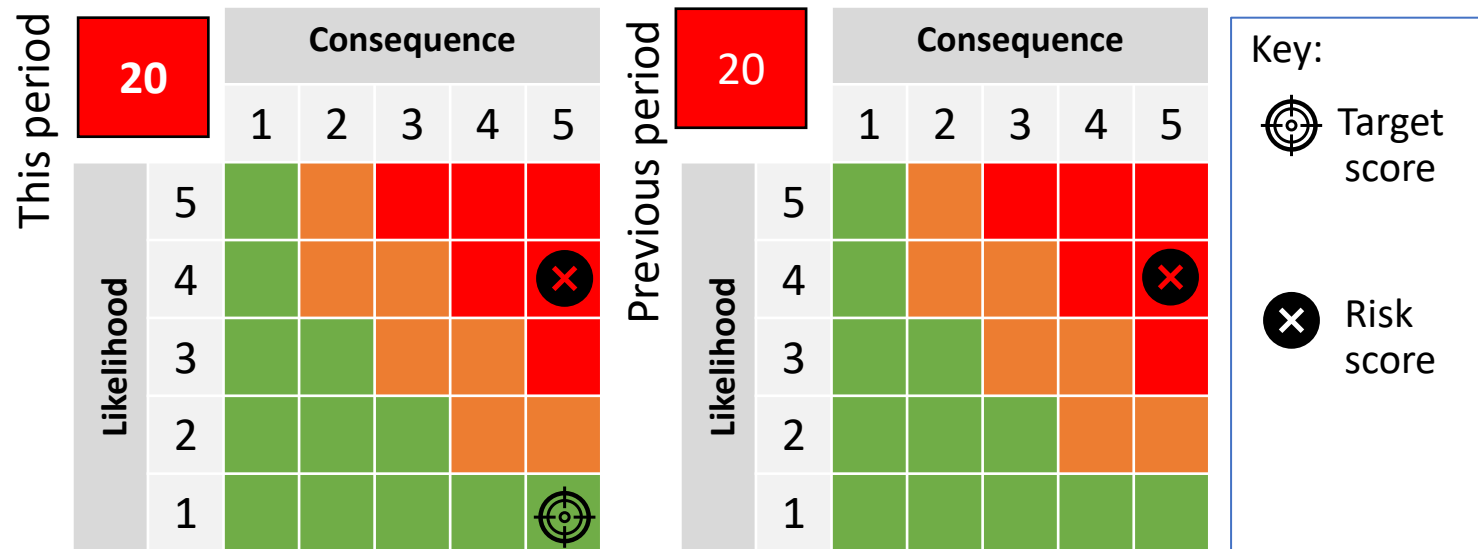
Ref	Risk Owner	Strategic Risks	Residual risk score	Direction of travel
SR 10.8	Colin Chick	Dept for Transport's Covid Bus Recovery Subsidy (BRS) is withdrawn	High 20	→
SR 14.1	Colin Chick	Implementation of the Community Infrastructure Levy	High 16	→
SR 12.1	Colin Chick	Failure of GCC/Gloucestershire to mitigate and adapt to a more volatile climate	Medium 10	→

# SR 10.8 - Dept for Transport's Covid Bus Recovery Subsidy (BRS) is withdrawn (new risk transferred from Gold register)

Community isolation, operational and financial impacts through the withdrawal of the Government's Bus Recovery Subsidy (BRS) prior to passenger levels returning to pre-covid levels; and the reduction/withdrawal of specific bus services by the existing contractor and difficulties in the market with attracting alternative contractors. Additional GCC financial support has been provided to protect passenger routes in response to the sharp fall in revenue caused by Government advice initially to avoid passenger transport & subsequent customer confidence of using the services during the pandemic.

**Risk Owner:** Colin Chick, Exec. Director of Economy, Environment and Infrastructure

**Cabinet Member:** Cllr Phillip Robinson



**Key:**

- Target score
- Risk score

- Current controls:**
- 1) Integrated Transport Unit will develop a post-pandemic 'bus service strategy' to outline what actions will be required should the DfT's Covid bus service revenue support grant be withdrawn
  - 2) Work with bus operators to explore the formation of 'recovery partnerships' to stabilise the bus network after the DfT's Covid Bus Service Support Grant ends and new networks emerge in response to changes in passenger demand
  - 3) Lead Cabinet Members informed on status of existing contracts
  - 4) Delay re-procurement of high value bus service contracts
  - 5) Bus Service improvement plan in progress.
  - 6) The county council has joined other local authorities in asking central government to not withdraw the grant - awaiting government response.
  - 7) Support grant was to be in place until October 2022.
  - 8) Underspend on concessionary fares is being redirected to provide a package of interim support until April 2023.
  - 9) Support grant has been extended until June 2023, but funding beyond this will be directed to areas of the country that need it most.
  - 10) Significant risk raised with Cabinet Members and MPs.
  - 11) Savings have been reinvested to provide an 8% inflationary uplift to contracted providers.

## Period comments:

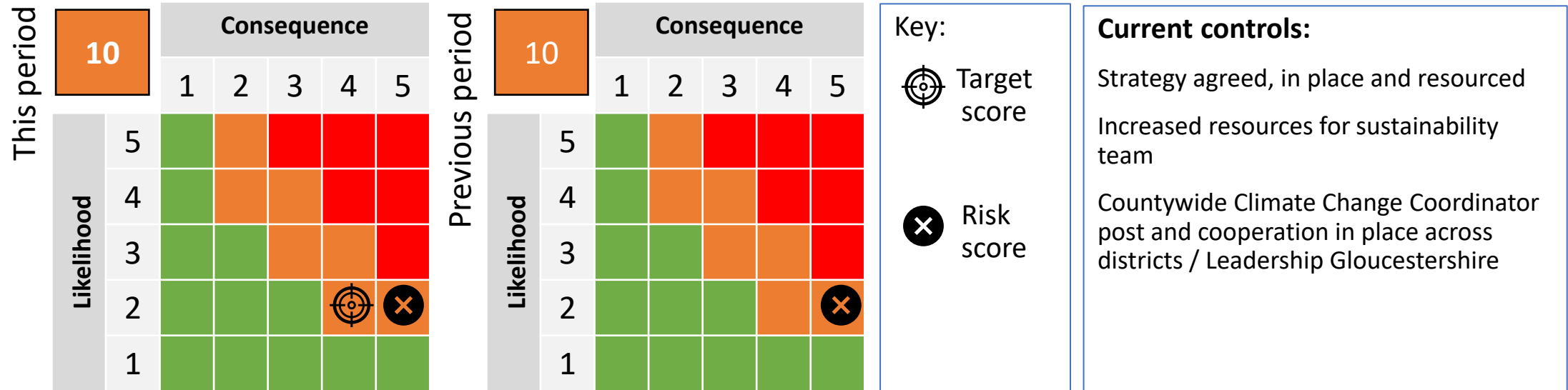
This scheme has had a further 3 month extension and now runs to 30 June 2023. Further extension is possible but not confirmed at this stage. The long term impact on viability of bus services remains, although no short term risk of lost services.

# SR 12.1: Failure of GCC/Gloucestershire to mitigate and adapt to a more volatile climate

Failure to deliver the county council’s climate change strategy, impacting our ability to deliver our organisation, partnership, and community activities, and to secure Government funding, and therefore limiting our ability to mitigate the impacts of a changing climate on Gloucestershire’s natural environment, communities, business and visitors.

**Risk Owner:** Colin Chick, Exec. Director of Economy, Environment and Infrastructure

**Cabinet Member:** Cllr David Gray



## Period Comments:

Year to date carbon emissions to quarter 3 (reported a quarter in arrears) remain ahead of target.

Biodiversity Officer appointed in January supporting delivery of new Local Nature Recovery Strategy and progressing a number of biodiversity projects including wild flower planting with Highways. Excellent tree planting season completed Mar 23 with over 100,000 trees planted across the county. Currently recruiting for two Defra funded posts to support tree planting, 2-year fixed.

Interim Manager appointed to kick-start energy/buildings decarbonisation projects using Salix loan. This funding had been at risk due to lack of progress by GCC.

£100k provided to a Climate Leadership Gloucestershire joint fund to support an increase in coordination capacity and joint projects including a climate risk and adaptation study.

A review and prioritisation exercise of the CLG themes is underway.

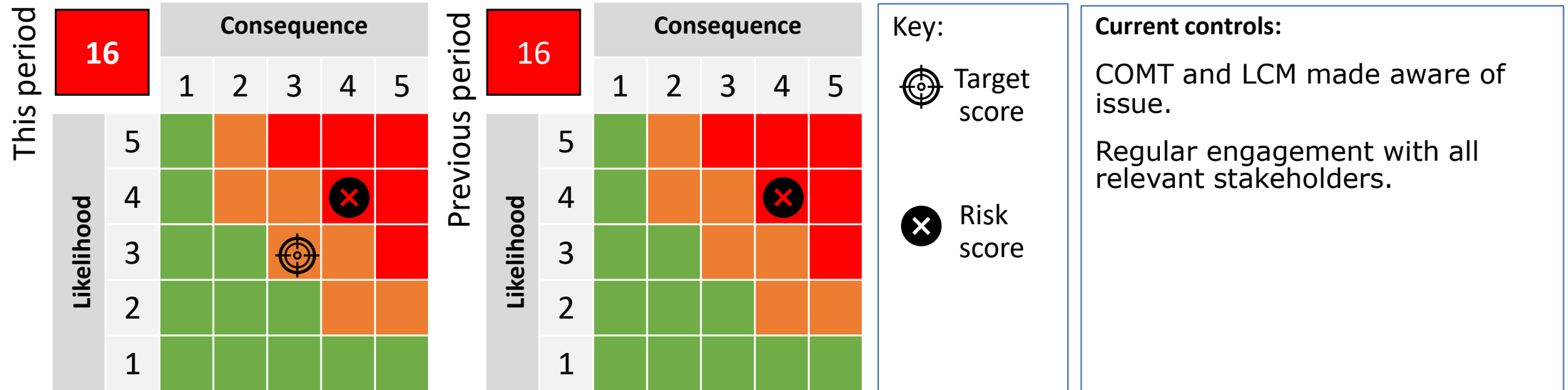
Environment& Waste restructure ongoing. A vacancy and extended sickness absence are affecting current capacity and progress

# SR 14.1 Implementation of the Community Infrastructure Levy

The implementation of Community Infrastructure Levy (CIL) in Gloucestershire has resulted in a decrease in the County Council’s developer contributions receipts. This has placed significant additional pressures on the relevant County Council’s budgets, such as education, transport and highways.

**Risk Owner:** Colin Chick, Exec. Director of Economy, Environment and Infrastructure

**Cabinet Member:** Cllr David Gray



**Current controls:**

COMT and LCM made aware of issue.  
 Regular engagement with all relevant stakeholders.

**Period comments:**

This risk continues. There are ongoing discussions with all 6 District Councils.