

Strategic Risk Monitoring Report – EE&I

Quarter Q1, 2023/24

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

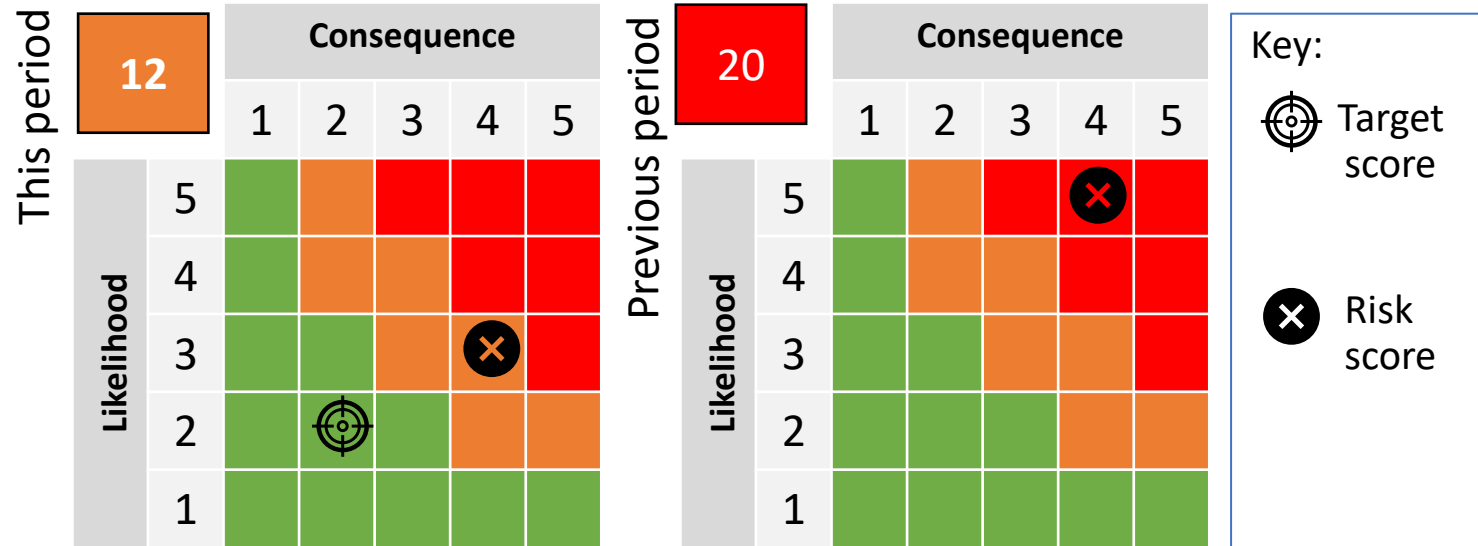
Summary overview

Ref	Risk Owner	Strategic Risks	Residual risk score	Direction of travel
SR 14.1	Colin Chick	Implementation of the Community Infrastructure Levy	High 16	↔
SR 10.8	Colin Chick	Dept for Transport's Covid Bus Recovery Subsidy (BRS) is withdrawn <i>(de-escalated to Directorate register from Quarter 2)</i>	Medium 12	↓
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SR 10.8 - Dept for Transport's Covid Bus Recovery Subsidy (BRS) is withdrawn

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



Current controls:
 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service strategy' to outline what actions will be required should the DfT's Covid bus service revenue support grant be withdrawn

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

Lead Cabinet Members informed on status of existing contracts

Delay re-procurement of high value bus service contracts
 Bus Service improvement plan in progress.

The county council has joined other local authorities in asking central government to not withdraw the grant - awaiting government response.

Support grant has been extended until April 2025, but funding beyond this will be directed to areas of the country that need it most.

Significant risk raised with Cabinet Members and MPs.

Savings have been reinvested to provide an 8% inflationary uplift to contracted providers.

Period comments:

The Department for Transport have awarded GCC BSIP+ funding that reduce this risk until April 2025, when the funding ends. Risk to be reviewed in 2024.

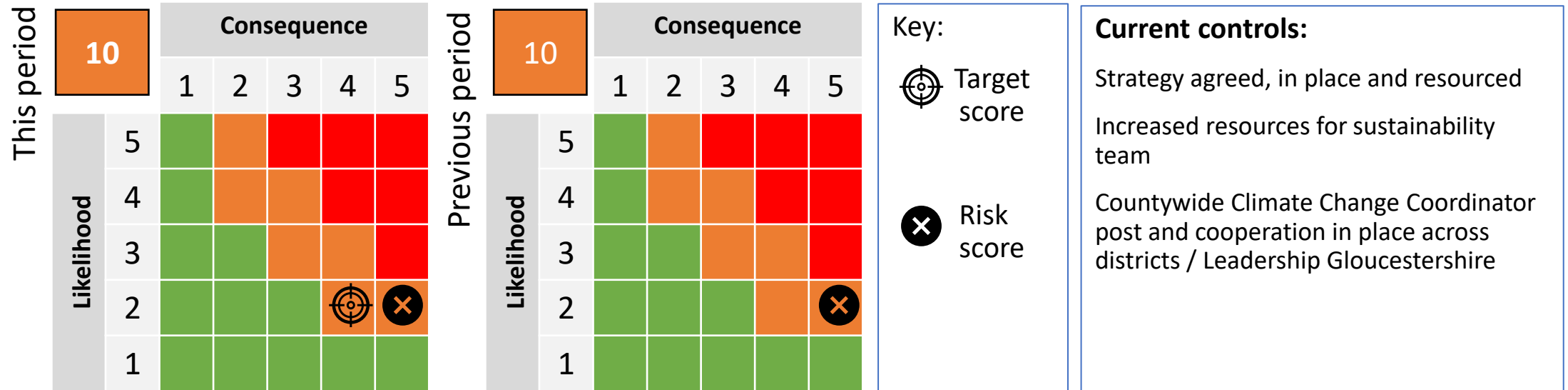
This risk will be de-escalated to the Directorate risk register for Quarter 2.

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:

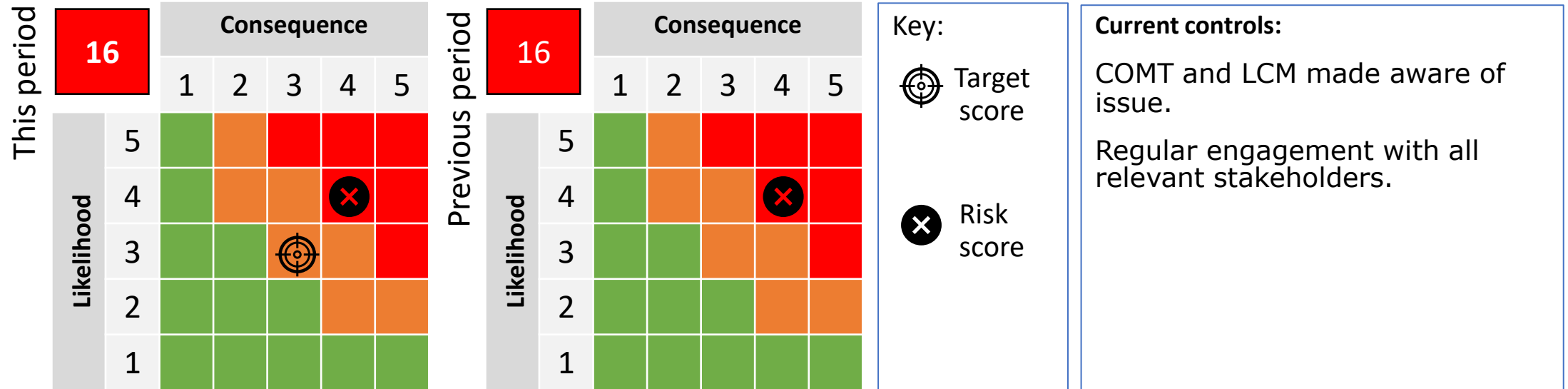
Year to date carbon emissions to quarter 4 (reported a quarter in arrears) remain ahead of target.
 Delivery of the B4063 'cycle spine' route continues with the section between Arle Court and M5 Overbridge (Staverton) now fully complete.
 On-Street EV Chargepoints (EVCPs) - Contract pricing issues resolved. First phase residents and councillor consultations completed, and 26 locations agreed (102 EVCPs). DfT funding of £297k for the first phase confirmed and orders placed with the supplier.
 Sustainability Team staffing levels continue to limit progress in some areas.
 Climate Leadership Gloucestershire 23/24 Work Programme in place. Additional countywide coordinator post starts in July (increasing capacity to 1.6FTE).

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:

GCC officers continue to actively engage in this process.