

Non-key Decision Committee Report



PURPOSE: Non-key decision update report

COMMITTEE: Transport and Connectivity Committee

DATE: 12 September 2024

TITLE: Q1 2024/25 Corporate Risk Report

Officer presenting the report: Joachim Adenusi **Title:** Senior Risk and Insurance Officer

Committee Chair: Cllr Ed Plowden

Executive Director lead: John Smith – Executive Director Growth and Regeneration

Purpose of Report: The report provides an update on current significant strategic risks to achieving the Council's objectives, within the Transport and Connectivity Committee, as set in the Corporate Strategy 2022-2027 and summarises progress in managing the risks and actions being taken as at Quarter 1_2024-25.

Evidence Base / Context

1. The Corporate Risk Report (CRR) is a key document in the council's approach to the management of risk; it captures strategic risks set out in the Corporate Strategy 2022-2027. It also provides a context through which Directorates construct their own high-level risk assessments and is used to inform decision making about business planning, budget setting, transformation, and service delivery.
2. The CRR provides assurance to management and Members that Bristol City Council's significant risks have been identified and arrangements are in place to manage those risks within the tolerance levels agreed. It should be noted that 'risk', by definition, includes both threats and opportunities, which is reflected in the CRR.
3. Ensuring that the Service Risk Registers (SRR), Directorate Risk Reports (DRR) and the Corporate Risk Reports (CRR) are soundly based will help the council to ensure it is anticipating and managing key risks to optimise the achievement of the council's objectives and prioritise actions for managing those risks.
4. The registers and reports are a management tool. They need regular review to ensure that the occurrence of obstacles or events that may put individual's safety at harm, impact upon service delivery and the council's reputation are minimised, opportunities are maximised and when risks happen, they are managed effectively to minimise the impact.
5. The CRR summary of risks is attached to this report at Appendix A1 and is the latest position following a review by managers and Directors. The risks in Appendix A1 are presented in the order of severity, starting with the highest scoring risks followed by lower scoring risks.

Summary of Corporate Risks:

6. Corporate Leadership Board (CLB) members noted the CRR as a working summary report of the critical and significant risks from the Service Risk Registers as of 31st May 2024.

7. The CRR sets out the critical, significant, and high rated threats and opportunity risks. All other business risks reside on the Service Risk Registers.
8. Further programme of work with clear instructions to colleagues was undertaken to review and revise each CRR/DRR risk description, internal controls and mitigation plans and governance. The scope of this work included where possible the identification of new risks and a fresh look to confirm ongoing risks are current along with the actions to mitigate the risks.
9. Members of Growth and Regeneration Directorate reviewed the current CRRs and the DRRs on the 5th of June 2024 to form the current CRR risks. On the 11 of June 2024, CLB members accepted the attached CRR as a working summary report of the critical and significant risks from the Service Risk Registers.
10. The Q1 24-25 Transport and Connectivity Committee Corporate Risk Report (CRR) as at June 2024 contains 2 risks:

Threat Risks	Opportunity Risks	External / Contingency Risks
0 Critical 2 High 0 Medium 0 Improving Risks 0 Deteriorating Risks 0 Escalated Risks 0 De-escalated Risks	Nil	Nil

A summary of risks for this reporting period are set out below:

High Threat Risks

11. There are two High Threat risks.
 - CRR43 - Lack of progress for Mass Transit may have on Impact on the city
 - CRR58 - Possible failure to adequately maintain and replace the Highway, Traffic, Parking and Docks infrastructure assets.

Static Risks

12. Both risks have scores that have remained static over the last 3 reporting cycles, including Q1 2024-25. These risks are summarised in Appendix A2 of this report. During Q4, risk owners were challenged to reduce the risk scores or justify why the scores cannot reduce. These reasons are stated in the ‘Summary of Progress’ contained in the table for each risk in Appendix A1.

Additional Information:

13. For more detail on individual risks and their management, please see the attached Appendix A1.
14. The closed risks are now reflected within individual risks across the Council’s Service Risk Registers.
15. All risks on the CRR have management actions in place.
16. It is not possible to eliminate the potential of failure entirely without significant financial and social costs. The challenge is to make every reasonable effort to mitigate and manage risks effectively, and where failure occurs, to learn and improve.
17. Completeness of risk information, including potential financial impact, will be an area of focus moving into the next quarter.
18. Risks are escalated to the Corporate Risk Report (CRR) if the risk scores higher than a 20 or if a risk is determined by CLB to remain on the corporate risk report due to monitoring its significance to the councils aims and objective.

Officer Recommendations:

That the Transport and Connectivity Committee note this report.

Corporate Strategy alignment: Corporate Strategy alignment: This report covers all areas of what Bristol City Council does, and therefore aligns with all themes of the Corporate Strategy. In particular, taking safe but proportionate approaches to risk aligns with Corporate Strategy Theme 7: Effective Development Organisation.

APPENDICES**Appendix A – Further essential background information and detail****YES**

Appendix A1 – Q1 Transport and Connectivity Committee - Corporate Risk Report 2024-2025

Appendix A2 – Q1 2024-2025 Transport and Connectivity Committee Static Risks Corporate Risk Report