

Appendix B: Bristol City Council Brexit ‘No Deal’ Scenario Assessment – Summary of Main Changes

11 January 2019

The following document outlines the main changes made to Bristol City Council’s ‘No Deal Brexit Scenario Assessment’ since its consultation draft was published in December 2018. The assessment itself is available at www.bristol.gov.uk/brexit.

Housing – new section

This considers the impact on housing delivery and management and is principally focused on the consequences of a slowdown in the housing market. This would deter developers and investors, potentially reducing the number of new homes, especially the number of affordable homes that can be delivered. Various mitigations are outlined, including the option of Goram Homes changing the tenure mix in new developments and taking advantage of falling land values by acquiring sites for sale on the open market.

Housing management colleagues have flagged the risk of cost inflation / skills shortages in the construction sector, as well as delays in the supply of materials for repairs and maintenance. No Deal will have a negative impact on the Housing Revenue Account owing to a reduction **in rental income due to a potential rise in energy costs, ongoing impact of universal credit and pressure placed on tenants due to rising costs on every day essentials.**

Social care

An issue not flagged in the draft report is the requirement for the council to apply for Settled Status on behalf of Looked After Children. Children’s Services are now gathering the necessary data and identifying any gaps ahead of the opening of the Settled Status scheme at the end of March.

Regulatory Services

The impact on the council’s Port Health, Trading Standards and Food Inspection activities has been assessed, focusing specifically on the impact of increased trade through the Port of Bristol. While Regulatory Services colleagues are confident they have sufficient capacity to manage in the short-term (by moving resources away from food safety inspections), if the situation continues for a longer period, extra resources may be required. Although the Government has said it has no plans to activate ‘mutual aid’ if this changes and staff are seconded to Channel ports, this would also have a significant resource implication. It has been logged as a risk on the LRF’s risk register.

City Economy

Minor changes have been made, including updating the No Deal economic forecasts and incorporating facts and figures from a Core Cities report on the economic outlook for Core Cities. It says Bristol’s GVA will fall by an estimated 2.5% relative to the previously projected forecast, in the event of a Hard Brexit.

Supply Chain

The risk scoring has been revised upwards to better reflect the likelihood and impact of supply chain disruption under No Deal. This workstream is now scored as 'high risk'. The assessment provides details on the survey of key suppliers which will shortly be issued by procurement colleagues and is an important part of the action to map and understand our vulnerability to delays, disruption and cost increases in the supply chain.

Community Cohesion

This draws on the LRF's assessment that No Deal may provoke a rise in hate crime and a deterioration in community relations. Mitigations include:

- Engagement of support organisations
- Briefings to KINs (Key and Influential Networks) and influential community members
- Situational awareness and intelligence sharing across LRF partners
- Command and Control through SCG and TCG

A new action is the proposed reintroduction of Tension Monitoring Groups between now and the end of March, probably continuing up to three months after Brexit.

[Issues picked up through TMG will then be fed directly into the LRF Tactical Coordination Group and inform the overarching Community Risk Register.](#)

[The updated assessment also contains details of existing policies, projects that will be critical in defusing / de-escalating any rise in community tensions / hate crime under No Deal.](#)

Highways

The impact on highways is referenced in the updated report. This reflects the risk of traffic congestion if there is an increase in port traffic at Portbury and Avonmouth. While Highways colleagues have been engaging with the LRF and Highways England they have not judged it necessary to make specific No Deal preparations. They believe that most of the disruption will affect the motorway network and will therefore be the responsibility of Highways England. In the event that significant a volume of traffic is displaced onto BCC roads, the impact would be managed using existing traffic management systems, in coordination with Highways England and neighbouring authorities.

Workforce

The section has been updated to reflect the most recent Home Office guidance on the Settled Status scheme. It includes details about the LGA / Home Office-run pilot scheme the council took part in before Christmas which tested the online application portal.

It also includes brief analysis of the impact of the government's Immigration White paper, which is likely to exacerbate the recruitment crisis in social care. An additional action has been added for the council to lobby government for the future Bill to better reflect the needs of the sector by adding carers to the list of 'shortage occupations' exempt from the £30,000 minimum salary threshold.