

Norfolk County Council, Appendix E - EDT Risk Register Summary												
Risk Register Name:		Appendix E - EDT Risk Register Summary									Red	⬇️ Worsening
Prepared by:		Thomas Osborne									Amber	↔️ Static
Date updated:		September 2017									Green	⬆️ Improving
Next update due:		December 2017									Met	
Area	Risk Number	Risk Name	Risk Description	Current Likelihood	Current Impact	Current Risk Score	Target Likelihood	Target Impact	Target Risk Score	Prospects of meeting the Target Risk Score by the Target Date	Change in Prospects of meeting the Target Risk Score by the Target Date	Risk Owner
Corporate & Departmental	RM14248	Failure to construct and deliver Norwich Northern Distributor Route (NDR) within agreed budget (£179.5m)	There is a risk that the NDR will not be constructed and delivered within budget. Cause: environmental and/or contractor factors affecting construction progress. Event: The NDR is completed at a cost greater than the agreed budget. Effect: Failure to construct and deliver the NDR within budget would result in the shortfall having to be met from other budgets. This would impact on other NCC programmes.	5	5	25	5	5	25	Red	↔️	Tom McCabe
Planning and Economy	RM14231	Increase in the amount of left over waste collected by local authorities.	The risk is that the amount of waste exceeds the budget provision in 2017/18 of £23.190m. Increases above projected tonnages would lead to additional costs of around £110 per tonne, ie an additional 1,000t is a pressure of around £110,000 and a 2.5% increase is around £580,000. An increase could be caused by any combination of factors such as increases in household numbers, change in legislation, or export related issues, economic growth, weather patterns, a collapse in the recycling markets or an unexpected change in unit costs.	3	4	12	1	4	4	Amber	⬇️	Tracy Jessop
Planning and Economy	RM14202	Insufficient drainage controls in place as new development continues to take place increasing local flood risk on site or downstream.	The SUDS (Sustainable Drainage Systems) Approving Body role recommended by the Pitt Review and included in the Flood and Water Management Act 2010 has been abandoned. Flood risk controls on new development is to be continued through the planning process. The Local Lead Flooding Authority has been given a role as a statutory consultee but no funding to deliver this role. Without high levels of support, planning authority may continue to overlook flood risk in decision making.	3	3	9	2	2	4	Green	↔️	Nick Johnson
Planning and Economy	RM14203	The allocation and level of funding for flood risk mitigation does not reflect the need or priority of local flood risk within Norfolk.	There are 37,000 properties at risk from surface water flooding caused by intense rainfall within Norfolk. Historically funding for flood risk management has focused on traditional defence schemes to protect communities from the sea and rivers and not surface water flooding. There is a risk that funding continues to ignore properties at risk of surface water flooding. This is exacerbated by a reduction in the overall level of funding from government and governments requirement to seek local contributions for schemes to be successful.	3	3	9	1	4	4	Green	↔️	Nick Johnson
Planning and Economy	RM12031	Failure by any service provider to provide contracted services for disposal or treatment of waste	Would result in higher costs for alternative disposal and possible disruption to Waste Disposal Authority and Waste Collection Authority operations. If any service provider, i.e. a contractor, or Norse via an SLA, or another authority via an agreement is unable to provide a service for a significant period due to reasons such as planning, permitting, fuel or weather related issues, the Authority may have to use alternative existing contracts which may cost more and require tipping away payments to be made to the Waste Collection Authorities where they are exposed to additional costs for transporting waste significantly out of their area.	3	3	9	1	3	3	Green	↔️	Tracy Jessop
Highways	RM14292	Failure to development test and implement the Accounts Payable (AP) interface following the replacement of the HMS system.	There is a risk that payments to Tarmac will continue to be made via a manual process if the Accounts Payable interface allowing automatic payment is not fully tested and functioning. Cause: The Mayrise / Realtime AP interface. Event: Payment to Tarmac continues to be undertaken manually via CHAPS. Effect: continued risk of manual error in the payment process / inefficient payment methods.	3	2	6	2	2	4	Amber	⬇️	Nick Tupper
Highways	RM14050	Rising transport costs	Rising transport costs and changes to legislation (e.g. Bus Service Operators Grant and concessionary reimbursements) could lead to savings not being made on the local bus budgets	2	3	6	1	3	3	Green	↔️	Sean Asplin