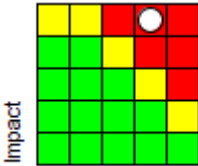
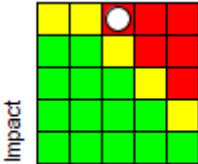

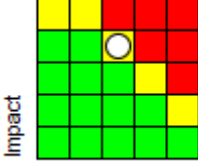
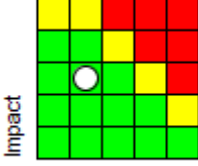


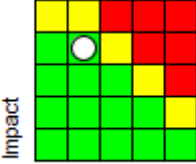

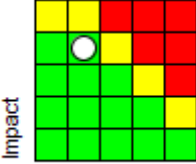



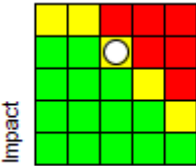


APPENDIX TWO

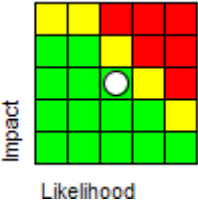
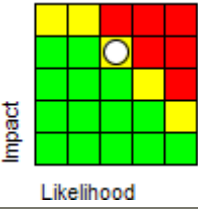
Organisational Carbon Reduction – Risk Register

Description	Current Risk Matrix	Control action
Expenditure unavailable to deliver the programme	 <p style="text-align: center;">Likelihood</p>	<p>Three-year action plan includes many actions in year one that have been included in the budget. However, additional expenditure is likely in year one. Regular monitoring and 6 monthly updates of the plan will give advance warning of costs and savings.</p> <p>Year 2 & 3 actions will form part of the annual budget setting process.</p> <p>All opportunities to draw on any external funding/grant's schemes will be used</p>
Limited staff capacity to deliver projects	 <p style="text-align: center;">Likelihood</p>	<p>Additional staff capacity to assist the Environment Manager has been agreed. However, there could be issues within teams, given the pace and scale required to deliver the programme. Regular monitoring of the action plan will flag up issues with reports to Senior Management and Members</p>
Lack of support/capacity from key managers	 <p style="text-align: center;">Likelihood</p>	<p>Key managers are part of the project team which meets regularly. This ensures that progress is monitored, and early identification of any issues can be escalated to senior management</p>
Lack of in-house and specialist expertise	 <p style="text-align: center;">Likelihood</p>	<p>Budget in place for consultancy to support Property and Facilities Department but could be an issue with other Departments.</p> <p>Monitor and provide additional training and consultancy on ad hoc basis from Departmental expenditure when needed</p>
Lack of staff support on behaviour change initiatives	 <p style="text-align: center;">Likelihood</p>	<p>Comprehensive communications plan in place, plus initial round of training on climate change. Evidence to date is that staff are engaged with this issue</p> <p>Further round of in-depth training to take place</p>
Long term target impacts on delivery	 <p style="text-align: center;">Likelihood</p>	<p>Use short term targets and action plan to maintain momentum and focus; current plan is for 3 years</p> <p>Current plan will be reviewed regularly with reports to SLT and Members every 6 months to ensure progress continues</p> <p>Regular monitoring and reporting to ensure deadlines are being met and early identification of any issues</p>

07 – Carbon Reduction Action Plan – APPENDIX TWO

Description	Current Risk Matrix	Control action
Changes in technology	 <p>Impact</p> <p>Likelihood</p>	Research into technology and assess against national reports on direction of travel e.g. reports from the Committee on Climate Change
Change in corporate priorities	 <p>Impact</p> <p>Likelihood</p>	High priority in the Corporate Plan, plus agreement of carbon neutral targets means the level of support for carbon reduction projects will remain high
Reputational risk from not demonstrating regular reductions in carbon emissions	 <p>Impact</p> <p>Likelihood</p>	Communications plan with regular reports to explain projects and outcomes; explain longer term projects if short term ones do not deliver significant carbon savings
Lack of senior management support	 <p>Impact</p> <p>Likelihood</p>	Director of Community Services is the project sponsor and SLT will receive regular updates on progress
Reliance on key officer	 <p>Impact</p> <p>Likelihood</p>	An additional post has been agreed to support the Environment Manager which means knowledge is not just with one officer
National legislation could bring forward the need for action	 <p>Impact</p> <p>Likelihood</p>	Six month review and update of the action plan will ensure that changes in legislation can be reflected in the plan
Electric vehicles - lead in time for acquiring vehicles	 <p>Impact</p> <p>Likelihood</p>	Start procurement process early, with close monitoring for delivery against the timescales
Electric Vehicle Charge Points Infrastructure - electrical capacity	 <p>Impact</p> <p>Likelihood</p>	<p>Note - Could be issues with electrical capacity in locations where charge points are needed.</p> <p>Identify ideal sites for the EVCP early and contact the DNO, giving sufficient time for an alternative location if needed.</p>

07 – Carbon Reduction Action Plan – APPENDIX TWO

Description	Current Risk Matrix	Control action
<p>Electric Vehicle Charge Point Infrastructure - Costs</p>		<p>Note - the expenditure in the budget maybe insufficient to cover the cost of installation.</p> <p>£100k is in the budget for 2022/23. Early work to identify types of charge points required, location and delivery method should ensure a more accurate estimate of the costs. Use WSCC financial model to assess whether purchasing the charge points or using the concession contract with Connected Kerb is the most cost effective approach.</p>
<p>Retrofit buildings - availability of skilled installers and material shortages</p>		<p>Note - this was an issue with the works at Blackbridge Lane Community Centre.</p> <p>Set a realistic timescale for implementation with close monitoring.</p>