

# Transport for the North Board Meeting – Item 7

**Subject:** Discussion of Draft Transport for the North Corporate Level Risks

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**Sponsor:** Barry White, Chief Executive

**Meeting Date:** Thursday 13 September 2018

## **1. Executive Summary:**

- 1.1 Transport for the North's Constitution (Clause 5.3) requires Transport for the North to "implement the risk management strategy, ensuring ownership and the active management of risk and the reporting of significant risks". Therefore, establishing and maintaining a register of Corporate and departmental / programme level risks is an essential element of effective corporate governance and is particularly important to Transport for the North given the nature of its structure and programmes.
- 1.2 The Transport for the North Board meeting cycle for 2018/19 includes opportunities for the Board to review and discuss Transport for the North's corporate risks. A draft of this corporate risk report (including Appendix 1) has been discussed previously by the Transport for the North Executive Board.
- 1.3 Appendix 1 sets out principal corporate risks that Transport for the North faces and which might impact on the ability of Transport for the North to deliver the 2018/19 business plan objectives and priorities, or indeed Transport for the North activity in the longer term.

## **2. Issue:**

- 2.1 Transport for the North's Constitution (Clause 5.3) requires Transport for the North to "implement the risk management strategy, ensuring ownership and the active management of risk and the reporting of significant risks". Transport for the North has put in place a Risk Management Strategy (RMS) which provides the framework within which risks are identified and managed.
- 2.2 It is essential that Transport for the North recognises, understands and manages the range of risks that could negatively impact on its ability

to achieve the objectives set out in the Business Plan and Draft Strategic Transport Plan (STP).

- 2.3 Transport for the North's approach to managing risk is set out in its Risk Management Strategy which provides guidance regarding the identification, assessment, management and reporting of risks. Each programme and corporate function within Transport for the North has its own risk register that is updated on either a monthly or fortnightly cycle, with clear reporting in line with governance arrangements. At the apex of these arrangements is the reporting to the Transport for the North Board of corporate level risks every six months.
- 2.4 Transport for the North uses programme information to identify cross cutting risk themes that are sufficiently significant, either in their own right or in aggregate, to be reported to and discussed by the Board as risks requiring corporate focus. Transport for the North's corporate risks stem from a range of sources, some of which are beyond Transport for the North's direct control. The challenges and uncertainty faced by Transport for the North creates both threats that need to be addressed, and opportunities that can potentially be exploited. These risks are set out in Appendix 1.
- 2.5 A draft of this corporate risk report has been discussed previously by the Transport for the North Executive Board.

### **3. Purpose:**

- 3.1 The Transport for the North Board is asked to note the information included in Appendix 1, and consider the risks identified.

### **4. Discussion:**

- 4.1 Updated Appendix 1 forms the basis of the discussion.

### **Appendices:**

Appendix 1 – Transport for the North Corporate Risk Summary

**Required Considerations**

*Please confirm using the yes/no options whether or not the following considerations are of relevance to this report.*

**Equalities:**

Age	Yes	<b>No</b>
Disability	Yes	<b>No</b>
Gender Reassignment	Yes	<b>No</b>
Pregnancy and Maternity	Yes	<b>No</b>
Race	Yes	<b>No</b>
Religion or Belief	Yes	<b>No</b>
Sex	Yes	<b>No</b>
Sexual Orientation	Yes	<b>No</b>

**Environment and Sustainability**

Yes	No
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Legal	Yes	<b>No</b>
Financial	Yes	<b>No</b>
Resource	Yes	<b>No</b>
Risk	Yes	<b>No</b>
Consultation	Yes	<b>No</b>