#### SESTRAN

#### NET KEYS RISKS 28-May-15

| 20-1VIAy-15                                   |                        |                                                                          |                   |                |                                                                                                                                                                                                              |        |        |        |    |     |            |        |           |       |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------|------------------------|--------------------------------------------------------------------------|-------------------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------|--------|----|-----|------------|--------|-----------|-------|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                               |                        |                                                                          |                   | Business       |                                                                                                                                                                                                              | Gross  | Gross  |        |    | Net |            | Net    |           |       |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Business Unit                                 | Risk Category          |                                                                          | Risk Owner        | Objective      | Risk Detail                                                                                                                                                                                                  | Impact | Likeli | Rating |    |     | Net Likeli | Rating | Net Score |       |                                                 | Controls                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 200 - Strategy/Regional Transport<br>Strategy |                        | 0181 - Lack of                                                           | Alastair<br>Short | 006 - Economy  | Lack of local authority<br>alignment to the<br>regional transport<br>strategy may lead to<br>inconsistent actions<br>within the local<br>authority leading to<br>non-delivery of the<br>regional priorities. |        | Pr     | H      |    | Ma  | Pr         | H      |           | Treat |                                                 | <ul> <li>Controis</li> <li>01 - Regional<br/>Transport Strategy<br/>communicated to all<br/>local authorities.</li> <li>02 - Strategy Liaison<br/>Group</li> <li>03 - Chief Officers<br/>Liaison Group</li> <li>04 - Sustainable<br/>Transport Liaison<br/>Group</li> <li>05 - Bus Liaison<br/>Group</li> <li>06 - Rail Liaison<br/>Group</li> <li>07 - Programme<br/>Liaison Group</li> <li>08 - Align SOAs with<br/>Regional Transport<br/>Strategy</li> <li>09 - Review of RTS</li> </ul> |
|                                               |                        |                                                                          |                   |                |                                                                                                                                                                                                              |        |        |        |    |     |            |        |           |       |                                                 | underway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 130 - Office Management/Finance               | 05 - Financial<br>Risk | 0188 - Money may<br>not be available to<br>fund plans and<br>activities. | lain Shaw         | Office Finance | SEStran may not<br>have sufficient cash<br>to fund operational<br>requirements,<br>investment<br>opportunities or to<br>meet contingency<br>requirements.                                                    | С      | HP     | Η      | 25 | Ma  | Po         | М      | 12        |       | 01067 - Identify<br>other sources of<br>funding | <ul> <li>01 - Board policies<br/>set priorities for<br/>funding.</li> <li>02 - Partner<br/>Authorities Funding</li> <li>17 - EU Funding </li> <li>18 - Scottish<br/>Government Funding</li> <li>19 - Partnership with<br/>Priviate Sector in EU<br/>projects </li> <li>Bus Investment Fund<br/>(2014/15 only)</li> </ul>                                                                                                                                                                     |

| 400 - Programme<br>Management/Programme | 10 - Specific<br>Operational<br>risk | 0215 - Scheme<br>Specific Risk<br>Registers                                       |            | delivery of<br>projects within<br>agreed                             | As new projects and<br>initiatives are started<br>their scheme specific<br>risk registers fail to<br>be added. | Ma | HP | Η | 20 | Mo | Pr | Μ | 12 | Tolerate |                                                                                                                                                                                                                                                        | <ul> <li>01 - Conditions of<br/>Contract</li> <li>02 - Projects<br/>Management</li> <li>38 - reminder sent out<br/>to all risk managers</li> </ul>                                                                                                                                        |
|-----------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------|------------|----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----|----|---|----|----|----|---|----|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 411 - Project Management/RTPI           | 05 - Financial<br>Risk               | 0327 - Project not<br>supported by all<br>SEStran<br>authorities                  | Jim Grieve | 051 - Provide<br>reliable real-<br>time information<br>to passengers |                                                                                                                | Ma | Pr | Η | 20 | Mo | Pr | М | 12 | Treat    | 01070 - Apply for<br>addtional EU<br>funding<br>01071 - Bus<br>Improvement<br>Fund Bids & Keep<br>LAs informed                                                                                                                                         | 03 - Emphasise<br>benefits to each<br>partner authority<br>13 - EU funding for<br>some areas □<br>14 - Formal, signed<br>Operator Agreements                                                                                                                                              |
| 130 - Office Management/Finance         | 09 - External<br>Risk                | 0216 - The<br>organisation may<br>be unprepared for<br>changes in the<br>economy. |            | Office Finance                                                       | Changes in the<br>economy and<br>currency fluctuations<br>may affect project<br>costs and delivery.            | Δ  | Ρ  | Η | 16 | Μ  | Ρ  | Μ | 12 | Tolerate | 01082 - Attract<br>EU funding for<br>projects.<br>01083 - Charge<br>core staff and<br>overhead costs to<br>EU funded<br>projects.<br>01084 - Attract<br>private sector<br>funding for<br>projects<br>01085 -<br>Demonstrate<br>added value to<br>Board | <ul> <li>01 - Regular review of project costs, delivery and viability</li> <li>08 - Individual Project Risk Registers □</li> <li>09 - Maximise use of fixed lump sum contracts</li> <li>10 - Prudent Budget with contingency allowances</li> <li>11 - Conditions of contract □</li> </ul> |

| 130 - Office Management/Finance         | 05 - Financial<br>Risk               | 0193 - Inaccurate,<br>incomplete or<br>delayed financial<br>information may<br>lead to poor<br>decisions. | Iain Shaw | 004 - Support<br>Office Finance                                      | Information provided<br>or presented by the<br>finance function may<br>not be of sufficient<br>quality to support<br>decisions.          | Ma | Pr | Η | 16   | Ma | Po | Μ | 12 | Treat | 01068 -<br>Contingency<br>plannings                        | <ul> <li>01 - Qualified and<br/>experienced staff are<br/>recruited and<br/>adequate training<br/>provided for<br/>accounting<br/>employees.</li> <li>02 - Treasurer<br/>involved at an early<br/>stage in discussions<br/>of strategic and<br/>operational planning.</li> <li>03 - Where reporting<br/>involves<br/>spreadsheets, tools<br/>used are<br/>documented, tested<br/>and protected from<br/>unauthorised<br/>changes.</li> </ul> |
|-----------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|----|----|---|------|----|----|---|----|-------|------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 400 - Programme<br>Management/Programme | 06 -<br>Reputational<br>Risk         | 0292 - Delayed<br>delivery of projects                                                                    |           | 031 - Deliver<br>revenue<br>programme on<br>budget                   | Delayed delivery of<br>projects leading to<br>undermining of<br>credibility with<br>partners,<br>government, media<br>and general public | Ма | Pr | Η | 16 1 | Ма | Po | M | 12 | Treat | 01069 - Ensure<br>consultant<br>understanding of<br>briefs | <ul> <li>28 - project<br/>monitoring,<br/>mangement &amp; control</li> <li>29 - Project meetings</li> <li>30 - Contractual<br/>requirement for<br/>programme</li> <li>31 - Production of<br/>realistic programme □<br/>with commitment by<br/>all parties</li> </ul>                                                                                                                                                                         |
| 411 - Project Management/RTPI           | 10 - Specific<br>Operational<br>risk | 0335 - Data quality                                                                                       |           | 051 - Provide<br>reliable real-<br>time information<br>to passengers |                                                                                                                                          | Ma | Pr | Η | 16 M | Ma | Po | M | 12 | Treat | 01040 - Data<br>quality checks                             | 10 - Data quality<br>controls                                                                                                                                                                                                                                                                                                                                                                                                                |

| 200 - Strategy/Regional Transport<br>Strategy |                | 0261 - Issues<br>adopting            | Lisa<br>Freeman |                  | Potential issues<br>adopting sustainable | Ма | Pr | Н | 16 | Мо | Pr | М | 12 | Toler    |
|-----------------------------------------------|----------------|--------------------------------------|-----------------|------------------|------------------------------------------|----|----|---|----|----|----|---|----|----------|
| Strategy                                      | IN SK          | sustainable travel<br>measures       | Teeman          |                  | travel measures                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | Walking – Possible                       |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | issues with security                     |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | on footways (poor                        |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | lighting, individuals                    |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | may feel vulnerable                      |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | and exposed to                           |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | possible attacks),                       |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | poorly maintained                        |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | pathways⊡                                |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | Cycling - Possible                       |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | issues with potential                    |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | for accidents on cycle                   |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | routes, potential                        |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | conflict with other                      |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | oncoming traffic, cycling on the road    |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | without adequate                         |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | training, potential                      |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | lack of cycle parking                    |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | so bikes are subject                     |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | to vandalism/theft.                      |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
| 220 - Strategy/Sustainable Travel             |                | 0248 - Incorrect                     |                 |                  | Incorrect information                    | Ма | Pr | Н | 16 | Мо | Pr | M | 12 | Tolera   |
|                                               | Risk           | information on                       | Freeman         | sustainable      | on public transport                      |    |    |   |    |    |    |   |    |          |
|                                               |                | public transport                     |                 | transport across |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                | map                                  |                 | the region       |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 | -                |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | 050                                      |    |    |   |    |    |    |   |    | <u> </u> |
| 400 - Programme                               | 05 - Financial | 0287 - Money may not be available to | lain Shaw       | 031 - Deliver    |                                          | С  | Po | н | 15 | Мо | Pr | М | 12 | Tolera   |
| Management/Programme                          | Risk           | not be available to                  |                 |                  | have sufficient cash                     |    |    |   |    |    |    |   |    |          |
|                                               |                | fund plans and                       |                 | programme on     | to fund operational                      |    |    |   |    |    |    |   |    |          |
|                                               |                | activities.                          |                 | budget           | requirements,                            |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | investment                               |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | opportunities or to                      |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | meet contingency                         |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  | requirements.                            |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
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|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          |    |    |   |    |    |    |   |    |          |
|                                               |                |                                      |                 |                  |                                          | 1  |    |   |    |    | 1  |   |    | 1        |

| 12 | Tolerate | 08 - Encourage<br>maintenance of<br>footways - cycle<br>routes<br>09 - Provision of<br>adequate cycle<br>training and Parking                                                                                                                                                                                                                                                                    |
|----|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12 | Tolerate | 28 - Checking / Proof<br>reading by selected<br>staff members and<br>Local Authority<br>Specialists                                                                                                                                                                                                                                                                                              |
| 12 | Tolerate | <ul> <li>10 - Board policies<br/>set priorities for<br/>funding.</li> <li>11 - Partner<br/>Authorities Funding</li> <li>12 - Cash flow<br/>forecasts prepared<br/>and made available<br/>frequently.</li> <li>13 - Annual Business<br/>plan</li> <li>14 - Scottish<br/>Government Funding</li> <li>36 - application for<br/>European funding<br/>(BIF, CHUMS,<br/>NWeRide &amp; MOBI)</li> </ul> |

| 423 - Project<br>Management/Response to<br>External Consultations | 03 - Strategic<br>Risk               | 0374 - Inadequate<br>project appraisal                       | Alastair<br>Short |                                                                | Proposed regional<br>interventions have<br>been inadequately<br>analyses and<br>appraised leading to<br>a financial exposure<br>of the RTP | М  | Ρ  | Μ | 12 | Μ  | Ρ  | Μ | 12 | Tolerate |                              | <ul> <li>01 - Comprehensive<br/>brief</li> <li>02 - Risk analysis</li> <li>03 - Competent<br/>advisor</li> <li>04 - All significant<br/>contracts are referred<br/>for Board approval.</li> </ul>                               |
|-------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------|-------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----|----|---|----|----|----|---|----|----------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 400 - Programme<br>Management/Programme                           | 06 -<br>Reputational<br>Risk         | 0293 - Quality of<br>advice and<br>research                  | Alex<br>Macaulay  | programme on                                                   | Poor quality products<br>will result in lack of<br>credibility for SEStran<br>as a strong<br>influencing body.                             |    | P  | М | 12 | Μ  | Ρ  | М | 12 | Tolerate |                              | 32 - Quality<br>Assurance<br>33 - Internal peer<br>review<br>34 - External Audit                                                                                                                                                |
| 300 - Communications/Media<br>Response                            | 06 -<br>Reputational<br>Risk         | 0227 - Negative or<br>inaccurate media<br>coverage           | Andrew<br>Dougal  | 022 - Make<br>SEStran a<br>household<br>name in SE<br>Scotland | Negative or<br>inaccurate media<br>coverage leading to<br>misrepresentation of<br>SEStran position                                         | Ma | Po | Μ | 12 | Mo | Pr | М | 12 | Tolerate |                              | 08 - Good<br>relationships with<br>media<br>09 - quick response to<br>negative or inaccurate<br>coverage<br>10 - Proactive<br>Placement of copy<br>11 - Avaliblity of<br>Spokesperson<br>12 - Agreed broad<br>media positions □ |
| 400 - Programme<br>Management/Programme                           | 09 - External<br>Risk                | 0384 - Poor<br>communications<br>with EU project<br>partners | Jim Grieve        |                                                                | Breakdown in<br>communication could<br>lead to wrong<br>expectation of<br>progress and delivery                                            |    | Ρ  | М | 12 | Μ  | Ρ  | М | 12 | Treat    | 01100 - Progress<br>Meetings | <ul> <li>41 - Clear<br/>communications<br/>protocol with partners</li> <li>42 - Regular progress<br/>reports</li> <li>43 - Regular Board<br/>reports and<br/>Partnership Meetings</li> </ul>                                    |
| 400 - Programme<br>Management/Programme                           | 10 - Specific<br>Operational<br>risk | 0294 - Scheme<br>Specific Risk<br>Registers                  | Jim Grieve        | programme on                                                   | As new projects and<br>initiatives are started<br>their scheme specific<br>risk registers will be<br>added.                                |    | P  | М | 12 | М  | P  | M | 12 | Tolerate |                              | 35 - Constant<br>Pestering                                                                                                                                                                                                      |

# **Risk Rating Chart**

| Impact           |            |              |               |               |                 |
|------------------|------------|--------------|---------------|---------------|-----------------|
| Catastrophic (C) | 5          | 10           | 15            | 20            | 25              |
| Major (Ma)       | 4          | 8            | 12            | 16            | 20              |
| Moderate (Mo)    | 3          | 6            | 9             | 12            | 15              |
| Minor (Mi)       | 2          | 4            | 6             | 8             | 10              |
| Insignificant    | 1          | 2            | 3             | 4             | 5               |
| Likelihood       | Remote (R) | Unlikely (U) | Possible (Po) | Probable (Pr) | Highly Probable |

### Impact

# <u>Likelihood</u>

| Descriptor    | Score | Health & Safety Impact                                  | Impact on Service and<br>Reputation                                                                                                                                     | Financial Impact                                 | Descript    |
|---------------|-------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-------------|
| Insignificant | 1     | No Injury or No Apparent<br>Injury                      | No Impact on Service or<br>Reputation, Complaint<br>Unlikely, Litigation Risk<br>Remote                                                                                 | Loss/costs up to £5000                           | Remote      |
| Minor         | 2     | Minor Injury (First Aid on<br>Site)                     | Slight Impact on Service<br>and/or Reputation.<br>Complaint Possible.<br>Litigation Possible.                                                                           | Loss/costs between<br>£5000<br>and £50,000       | Unlikely    |
| Moderate      | 3     | Reportable Injury                                       | Some Service<br>Distruption. Potential for<br>Adverse Publicity,<br>avoidable with careful<br>handling. Complaint<br>Expected. Litigation<br>Probable                   | Loss/costs between<br>£50,000<br>and £500,000    | Possibl     |
| Major         | 4     | Major Injury (reportable)<br>or<br>Permanent Incapacity | Service Distrupted.<br>Adverse Publicity not<br>avoidable (local media).<br>Complaint Expected.<br>Litigation Expected.                                                 | Loss/costs between<br>£500,000<br>and £5,000,000 | Probabl     |
| Catastrophic  | 5     | Death                                                   | Service Interrupted for<br>Significant Time.<br>Adverse publicity not<br>avoidable (national media<br>interest). Major Litigation<br>Expected. Resignation of<br>Senior | Theft/loss over £5,000,000                       | Highly Prob |

# Appx 2

| Score | Example                                                      |
|-------|--------------------------------------------------------------|
| 1     | May only occur in<br>execptional<br>circumstances            |
| 2     | Expected to occur in a few circumstances                     |
| 3     | Expected to occur in a some circumstances                    |
| 4     | Expected to occur in<br>many circumstances                   |
| 5     | Expected to occur<br>frequently and in most<br>circumstances |