

# Transport for the North

## Corporate Risk Register

Updated September 2021



## **Introduction to Transport for the North's Corporate Level Risks**

It is essential that Transport for the North (TfN) recognises, understands and manages the range of risks that could negatively impact on its ability to achieve the objectives set out in the 2021/2022 Business Plan. TfN's approach to managing risk is set out in its Risk Management Strategy which provides guidance for how risks are identified, assessed, managed and reported. Each programme and corporate function within TfN 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 annual reporting of the corporate level risks to TfN Board.

TfN 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. TfN's corporate risks stem from a range of sources, some of which are beyond TfN's direct control. The challenges and uncertainty faced by TfN create both threats that need to be addressed, and opportunities that can potentially be exploited.

The 2021/22 corporate risk register presents the corporate risks that might directly have an impact on TfN's business plan objectives. To ensure effective management of risks, the reports provides full risk information such as the proximity of the risk, potential consequences on TfN's objectives and priorities and the mitigation measures in place to manage the downside risks.

**Section 1** summarises TfN's corporate level risks and the senior owner(s).

**Section 2** outlines TfN's defined Probability Impact Criteria to undertake the qualitative assessment of the risks in order to produce a risk exposure score for each risk.

**Section 3** provides a guideline in regard to the assessment of TfN's level of control on the proposed mitigation risk plans.

**Section 4** provides a detailed analysis of each risk, the mitigating actions that have been adopted and the mitigation level of controllability as it is important to understand the extent to which TfN is able to influence or control the risk outcomes.

## Section 1: Summary of TfN's Corporate Risk Themes, Probability & Impact Assessments and Ownerships

<b>Corporate Risk Theme</b>	<b>The Covid-19 Pandemic prevents or delays TfN from delivering its objectives (TCR01)</b>		
<b>Risk Probability</b>		<b>Medium</b>	
<b>Nature of Risk Impact</b>	Business deliverables may not be completed on time if: <ul style="list-style-type: none"> <li>(i) A number of staff within TfN or its supply chain might be affected by Covid-19.</li> <li>(ii) TfN decision making / governance processes might be impacted by the availability of Constituent Authority or departmental colleagues.</li> <li>(iii) Covid-19 related uncertainty causes wider policy announcements to be delayed. There is the potential for additional costs to be incurred through the measures that might be put in place to address the issues caused by Covid-19.</li> </ul>		
<b>Current Risk Impact</b>			<b>High</b>
<b>Post-Mitigation Impact</b>		<b>Medium</b>	
<b>Risk/Mitigation Owner(s)</b>	<b>Chief Executive</b> (Martin Tugwell)		
<b>Corporate Risk Theme</b>	<b>TfN Reputational and Political Engagement (TCR02)</b>		
<b>Risk Probability</b>			<b>High</b>
<b>Nature of Risk Impact</b>	<ul style="list-style-type: none"> <li>(i) Reduced core funding in 21/22 (mitigated partly by DfT agreeing cost allocations into the NPR programme) and no funding for the IST programme means that TfN's ability to deliver in line with member aspirations will be reduced.</li> <li>(ii) The future role of Sub-national Transport Bodies (STBs) such as TfN needs greater clarity otherwise TfN's ability to deliver the economic, social and sustainability benefits could be reduced.</li> <li>(iii) The leaking of confidential information may create a legal liability, and/or erode trust between TfN and the Department of Transport and thereby could potentially harm TfN's reputation, weaken its relationship with DfT and other partners and ultimately impact upon its financial position.</li> </ul>		
<b>Current Risk Impact</b>			<b>High</b>
<b>Post-Mitigation Impact</b>		<b>Medium</b>	
<b>Risk/Mitigation Owner(s)</b>	<b>Chief Executive / Finance Director</b> (Martin Tugwell / Iain Craven)		
<b>Corporate Risk Theme</b>	<b>Embedding the Strategic Transport Plan (STP) Across Programmes (TCR03)</b>		
<b>Risk Probability</b>	<b>Low</b>		
<b>Nature of Risk Impact</b>	<ul style="list-style-type: none"> <li>(i) TfN Programmes of work may develop in a way that does not contribute to, or runs counter to, the overall objectives and plan set out in the STP, resulting in the failure to achieve the aims of the STP.</li> <li>(ii) Inconsistent messaging as a result of uncoordinated activity could also weaken TfN's reputation with</li> </ul>		

	government, constituent authorities and wider stakeholders.		
<b>Current Risk Impact</b>			<b>High</b>
<b>Post-Mitigation Impact</b>	<b>Low</b>		
<b>Risk/Mitigation Owner(s)</b>	<b>Interim Strategy &amp; Programme Director</b> (Tim Foster)		
<b>Corporate Risk Theme</b>			
	<b>Delivery of Robust and Compelling Evidence to Support Investment Programmes (TCR04)</b>		
<b>Risk Probability</b>		<b>Medium</b>	
<b>Nature of Risk Impact</b>	An insufficiently compelling evidence base, particularly around the programme-level economic case may delay or prevent strategic transport infrastructure investments being made, with consequential impacts on TfN's ability to deliver its objectives.		
<b>Current Risk Impact</b>		<b>Medium</b>	
<b>Post-Mitigation Impact</b>	<b>Low</b>		
<b>Risk/Mitigation Owner(s)</b>	<b>Interim Strategy &amp; Programme Director</b> (Tim Foster)		
<b>Corporate Risk Theme</b>			
	<b>Transport Decarbonisation and Climate Change Emergencies (TCR05)</b>		
<b>Risk Probability</b>		<b>Medium</b>	
<b>Nature of Risk Impact</b>	The failure to develop relevant policy positions, and undertake identified priority decarbonisation activities, would adversely impact on TfN's credibility and influence as a Sub-National Transport Body and reduce its ability to deliver on the commitments laid out within the TfN Decarbonisation Strategy.		
<b>Current Risk Impact</b>			<b>High</b>
<b>Post-Mitigation Impact</b>	<b>Low</b>		
<b>Risk/Mitigation Owner(s)</b>	<b>Interim Strategy &amp; Programme Director</b> (Tim Foster)		
<b>Corporate Risk Theme</b>			
	<b>TfN Operations (TCR06)</b>		
<b>Risk Probability</b>		<b>Medium</b>	
<b>Nature of Risk Impact</b>	<p>(i) The uncertainty regarding the outcome of the impending CSR and delays in the publication of key policy documents could create potential impacts in relation to TfN's ability to recruit and retain the right people with the right skills and as a result could negatively impact on TfN's ability to deliver its 2021/22 business plan.</p> <p>(ii) Funding reductions may mean that TfN is unable to deliver the full range of its members aspirations.</p>		
<b>Current Risk Impact</b>			<b>High</b>
<b>Post-Mitigation Impact</b>		<b>Medium</b>	
<b>Risk/Mitigation Owner(s)</b>	<b>Finance Director / Business Capabilities Director</b> (Iain Craven / Dawn Madin)		
<b>Corporate Risk Theme</b>			
	<b>TfN Compliance with Relevant Laws and Regulations (TCR07)</b>		

<b>Risk Probability</b>	<b>Low</b>			
<b>Nature of Risk Impact</b>	<ul style="list-style-type: none"> <li>(i) Potential reputational impacts with both stakeholders and the public.</li> <li>(ii) Financial impact, including fines or other penalties, for breach of statutory obligations such as Data Protection, Freedom of Information, Employment or Health and Safety legislation.</li> <li>(iii) The ICO may issue a decision notice or the HSE may issue an enforcement notice if it found that TfN was in breach of the legislation. Employees/Ex-Employees may raise employment tribunal claims against TfN.</li> </ul>			
<b>Current Risk Impact</b>			<b>High</b>	
<b>Post-Mitigation Impact</b>	<b>Low</b>			
<b>Risk/Mitigation Owner(s)</b>	<b>Business Capabilities Director / Head of Legal Services</b> (Dawn Madin / Julie Openshaw)			
<b>Corporate Risk Theme</b>	<b>The Northern Powerhouse Rail (NPR) Strategic Outline Case (SOC) (TCR09)</b>			
<b>Risk Probability</b>				<b>Very High</b>
<b>Nature of Risk Impact</b>	<ul style="list-style-type: none"> <li>(i) Following the agreement that the publication of the Integrated Rail Plan will precede the NPR SOC, further delay in the release of the IPR will delay the submission of the NPR SOC and could affect the future scope of business cases, such as OBC and FBC</li> <li>(ii) The recommendations that might be in the IRP when it is published may not be aligned with the route / phasing advice that TfN has previously provided to the SoS. This would severely impact on the ability of the NPR Programme to deliver TfN's preferred network.</li> <li>(iii) The outcome of the IRP may include conclusions relating to the TRU option selection which ranges from small to larger improvements. There is a lack of engagement between NPR &amp; TRU programmes (i.e., TfN, DfT, NR) which is likely to affect the programme and thus impact on TfN's credibility and reputation with our Partners and the public.</li> </ul>			
<b>Current Risk Impact</b>				<b>Very High</b>
<b>Post-Mitigation Impact</b>			<b>High</b>	
<b>Risk/Mitigation Owner(s)</b>	<b>NPR Programme Director</b> (Tim Wood)			
<b>Corporate Risk Theme</b>	<b>Rail Operations (Franchise Management and Investment) (TCR10)</b>			
<b>Risk Probability</b>				<b>Very High</b>
<b>Nature of Risk Impact</b>	<ul style="list-style-type: none"> <li>(i) The long-term effect of Covid-19 on the viability of train services and future investment decisions.</li> <li>(ii) The publication of the Rail Reform White Paper has insufficient detail about the role of TfN and other devolved bodies to allow a clear appreciation of their future role.</li> <li>(iii) Proposed timetable changes on the East Coast Main Line (ECML) in May 2023 and Manchester in</li> </ul>			

	December 2022 will have an impact on local connectivity, thereby reducing choice for passengers.		
	(iv)	TRU fit with the wider investment strategy in the North.	
<b>Current Risk Impact</b>			<b>Very High</b>
<b>Post-Mitigation Impact</b>			<b>Very High</b>
<b>Risk/Mitigation Owner(s)</b>	<b>Strategic Rail Director</b> (David Hoggarth)		

## Section 2: TfN's Probability & Impact Scoring and Assessment Criteria

TfN's Probability Impact Criteria, as illustrated below, is a risk management tool that enables the risk likelihood and impact to be calculated to produce an aggregated risk severity and exposure for each risk. The corporate risks are plotted according to the probability of occurrence and the impact upon an activity should the risk happen.

The qualitative risk ranking (risk score) could be generated by multiplying the probability with the maximum of the impacts (i.e., financial, reputation etc.) for each risk.

Rating		Probability of the Risk Materialising (%)	Definition of Impact
<b>5</b>	<b>An Issue</b>	100% probability that the risk will materialise or the has materialised	<ul style="list-style-type: none"> <li>One or more of the implications will have an effect on Business Plan objectives and/or KPIs</li> </ul>
<b>4</b>	<b>Very High</b>	81-100	<ul style="list-style-type: none"> <li>Financial Implication: <b>£&gt;2m</b></li> <li>Schedule Implication: <b>&gt; 12 months</b></li> <li>National long-term negative media coverage, significant loss of trust and credibility</li> <li>Severe relationship issues with partners and/or third parties (such as Local Authorities, public)</li> </ul>
<b>3</b>	<b>High</b>	51-80	<ul style="list-style-type: none"> <li>Financial Implication: <b>£1m - £2m</b></li> <li>Schedule Implication: <b>9 - 12 months</b></li> <li>National short-term negative media coverage</li> <li>Evidence of relationship issues with partners/or and third parties (such as Local Authorities, public)</li> </ul>
<b>2</b>	<b>Medium</b>	21-50	<ul style="list-style-type: none"> <li>Financial Implication: <b>£500K - £1m</b></li> <li>Schedule Implication: <b>3 - 9 months</b></li> <li>Local media damage</li> <li>Minimal strained relationship with partners and/or third parties (such as Local Authorities, public)</li> </ul>
<b>1</b>	<b>Low</b>	≤20	<ul style="list-style-type: none"> <li>Financial Implication: <b>£0 - £500K</b></li> <li>Schedule / Time delay Implication: <b>0 - 3 months</b></li> <li>Local media attention quickly remedied</li> <li>No strain relationship with partners and/or third parties (such as Local Authorities, public)</li> </ul>

### **Section 3: Qualitative Assessment on the Levels of Mitigation Control**

In order to assist the user to understand how TfN's key risks are impacted by the mitigation activities set out in this document, TfN has assessed the level of control on the mitigation risk action plans and the extent to which TfN is able to influence or control those risk outcomes.

The following corporate risks have been subject to an evaluation by identifying the level of control:

- **High Control:** TfN has direct control over most of the available mitigation options - strategies that TfN has the power and/or ability to implement and as a result, contribute to the successful mitigation of the associated risk.
- **Medium Control:** TfN has some control over the available mitigation in conjunction with collaborative efforts with relevant partners or other stakeholders in order to be successful in the management of the action plans. TfN may be able to deploy additional resources to increase its ability to influence risk outcomes.
- **Low Control:** TfN has very limited control over the identified mitigations which must be a collaboration with the relevant internal and external parties. Without joint involvement, the likelihood of the risk materialising increases. Whilst TfN can attempt to influence the factors impacting on these risks, it has a low level of control over if or how these mitigations are implemented.

Each assigned control level will be accompanied by a progress summary and the most recent date that it was assessed and updated.

## **Section 4: Qualitative Risk Analysis of TfN’s Corporate Level Risks**

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**Risk ID: TCR01 - The Covid19 pandemic prevents or delays TfN from delivering its objectives**

**Description of Identified Risks:**

- (1) There is still a potential, albeit significantly reduced, for a number of staff within TfN or its supply chain to be affected by coronavirus, or by steps taken by suppliers to respond to the pressures caused by the pandemic;
- (2) TfN decision making / governance processes might be impacted by the availability of Constituent Authority or departmental colleagues;
- (3) The COVID-19 related uncertainty continues to cause wider policy announcements to be delayed;
- (4) The pandemic reduces the efficiency with which certain activities can be delivered and therefore increases the costs associated with delivering them.

**Impacts of Identified Risks:**

- TfN’s key programme and business deliverables may not be completed on time if the number of staff affected by COVID-19 is significant.
- In addition, TfN’s ability to take forward its programmes will be affected if partner officers, and other stakeholders are unable to fully engage in Client Reference groups and other TfN governance processes.
- Impacts on central government decision-making in key areas such as the Integrated Rail Plan (IRP), the Environment Bill, the Comprehensive Spending Review and the Devolution White Paper might also impact upon TfN’s ability to drive programmes.

	<b>Current Risk Impact</b>				
	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Very High</b>	<b>An Issue</b>
<b>Risk Probability</b>					
<b>Low</b>		(risk 1, 4)			
<b>Medium</b>		(risk 2)			
<b>High</b>					
<b>Very High</b>					
<b>An Issue</b>			(risk 3)		

<b>Risk Trend since Previous Report</b>	Decreased
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## Mitigations of Identified Risks, Level of Control and Updates:

Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
a	1, 2, & 4	High	On-going	24/08/21
Organisational and individual Directorate Contingency Plans have been developed and are in place. These are further underpinned by TfN Corporate Business Continuity Plan (BCP). This includes the identification of a core Crisis Management Team to coordinate all business-critical activities should these plans need to be instigated, and to maintain effective communication with employees.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
b	1, 2, & 4	High	On-going	24/08/21
Programme and policy teams continue to identify and focus on the critical organisational outputs and deploy the available resources in the achievement of those priorities.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
c	1, 2, & 4	High	On-going	24/08/21
Programme teams continue to re-programme delivery plans and communicate changes to partners. The teams continue to work with consultants and partners to provide support where possible.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
d	1, 2, & 4	High	On-going	24/08/21
TfN continues to deliver its Business Plan where possible so as to minimise delays in delivering outputs and allow activity to be expedited once policy decisions by central Government have been communicated.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
e	3	Low	On-going	26/08/21
TfN has made representations to DfT regarding the challenges created by delays to policy announcements and in particular the IRP.				

## Risk ID: TCR02 - Transport for the North’s Reputational and Political Engagement

### Description of Identified Risks:

- (1) Central Government’s intention with regard to the future role of Sub-national Transport Bodies (STBs) is unclear. This uncertainty may prevent the organisation from fulfilling its objectives and delivering its programme of works. DfT's preference is for STBs to give their views in private rather than in public. Clarity on this position is required and DfT has indicated that it is considering proposing changes to the Communications MoU and/or Partnership Agreement;
- (2) There is ongoing uncertainty with regard to TfN’s longer term funding settlement. With the exception of a small quantum of Rail North Partnership / Strategic Rail funding, all of TfN’s funding streams expire at the end of the 2021/22 financial year. The Comprehensive Spending Review exercise that is expected later this year will provide an opportunity for TfN to make the case for its funding in the longer term. TfN’s ability to deliver in line with member aspirations will be dependent on that settlement;
- (3) There is a risk of mismatch between the expectations placed upon TfN regarding its ability to deliver improvements to the Northern transport system in the short to medium term, and the limited extent of its statutory powers and functions that focus on the provision of strategic advice rather than infrastructure delivery.
- (4) The leaking of confidential information may create a legal liability, and/or erode trust between TfN and the Department of Transport and thereby could potentially harm TfN’s reputation, weaken its relationship with DfT and other partners and ultimately impact upon its financial position.

### Impacts of Identified Risks:

- TfN could lack the powers or the influence to deliver the economic, social and sustainability benefits to the North that it set out in the Strategic Transport Plan.
- The uncertainty in relation to TfN’s ongoing levels of Core funding makes it more difficult for TfN to deliver member aspirations to facilitate transformational economic growth in the North by means of transport interventions.
- Failure to make timely decisions with regard to projects and programmes and could delay or prevent the benefits of strategic transport infrastructure from being delivered.
- TfN’s credibility could be negatively impacted by being unable to deliver across an “expectation gap” between its actual statutory responsibilities and powers and its perceived role.
- TfN’s reputation with DfT, partners and members could potentially be adversely affected.

	Current Risk Impact				
	Low	Medium	High	Very High	An Issue
Risk Probability					
Low					
Medium			(risk 3)		
High				(risk 2, 4)	
Very High				(risk 1)	
An Issue					

<b>Risk Trend since Previous Report</b>	Decreased
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### Mitigations of Identified Risks, Level of Control and Updates:

<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
a	1 & 3	Medium	On-going	19/08/21
TfN aspirations in relation to its future role and associated powers have been set out in the Northern Transport Charter. TfN's 2021/22 Business Plan includes activity to develop capability and additional evidence on investment plans aligned with the Northern Transport Charter proposals.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
b	1 & 3	Medium	On-going	19/08/21
There is continuous engagement with Members and constituent authorities (at a political and officer level), stakeholders, and partners, to continue to represent 'One Voice' for the North.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
c	1 & 3	Medium	On-going	19/08/21
There is structured engagement with central government officials and decision-makers. TfN continues to respond to any DfT proposals to update the Communications MoU/Partnership Agreement once seen.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
d	1 & 3	Medium	On-going	19/06/21
TfN to focus on contributing to the recovery phase of the pandemic by ensuring we have ongoing dialogue with DfT, including the DfT Acceleration Unit, and with NTAC on the Economic Recovery Plan proposals.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
e	1, 2 & 3	Medium	On-going	19/06/21
TfN to highlight where necessary the limits of its powers and, when directed, to seek to extend its influence for greater decision making.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
f	2	High	On-going	24/08/21
TfN has undertaken a business planning and budgeting process for FY21/22 that focuses its available resources on key Member priorities. It has also introduced a revised monthly activity review and virement process to help ensure it delivers its business plan.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
g	2	High	On-going	19/08/21
TfN has commenced engagement with the Board in relation to the 2021 Comprehensive Spending Review with a view to securing early agreement with regard to the key elements of its submission.				

<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
h	4	Medium	On-going	18/08/21
TfN has in place Confidentiality Agreements with Constituent Authorities in relation to Northern Powerful Rail and the Rail North Partnership to regulate information disclosed. In addition, the Confidentiality Agreement demonstrates how information and data may and may not be used, ensures compliance with data protection legislation and impose responsibility for compliance.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
i	4	Medium	On-going	19/08/21
TfN's Disciplinary Policy defines misuse of information as gross misconduct and all employees have been reminded and will continue to be reminded of their obligation of confidence through a staff briefing.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
j	4	Medium	On-going	19/08/21
The Codes of Conduct relating to Members of Constituent Authorities make provision as to the circumstances in which information may be disclosed. Each Constituent Authority will have its own Officer Code of Conduct and/or Disciplinary Policy which are likely to have similar provisions to TfN's, dealing with the treatment of confidential information.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
k	4	Medium	On-going	19/08/21
TfN's processes seek to restrict where possible disclosure of data only to those within the organisation who need to possess such data in order to carry out TfN's business as a local authority. This will support the reduction of the risk of deliberate or accidental disclosure of information shared on a confidential basis.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
l	4	Low	On-going	19/08/21
As part of TfN's electronic communication processes, document classification is required as part of the Azure Information Protection for all documents and emails sent from within the TfN working environment. This provides validation of all information sent internally and externally.				

**Risk ID: TCR03 - Embedding the Strategic Transport Plan (STP) across programmes**

**Description of Identified Risk:**

- (1) The Strategic Transport Plan (STP) was adopted by TfN in February 2019. It sets out the “Why, What and How” of TfN’s approach to facilitating inclusive and sustainable transformational economic growth across the North. If TfN programmes (and research) are not embedding or aligning with the STP, it is likely to impact the delivery and cost of the STP programme. In addition, it creates reputational risk if TfN is inconsistent in its external messaging and statutory advice to government. Furthermore, it could impact on the development of additional detailed policy positions resulting in sub-optimal outputs from investments when measured against TfN’s overarching objectives.

**Impacts of Identified Risks:**

- Programmes of work developed in a way that does not contribute to, or runs counter to, the overall objectives and plans set out in the STP, resulting in the failure to achieve the aims of the STP and/or leads to sub-optimal impacts from transport investments.
- Inconsistent messaging as a result of uncoordinated activity weakens TfN’s reputation with government, constituent authorities and wider stakeholders.

	<b>Current Risk Impact</b>				
	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Very High</b>	<b>An Issue</b>
<b>Risk Probability</b>					
<b>Low</b>					
<b>Medium</b>			(risk 1)		
<b>High</b>					
<b>Very High</b>					
<b>An Issue</b>					

<b>Risk Trend since Previous Report</b>	No Change
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### Mitigations of Identified Risks, Level of Control and Updates:

Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
a	1	High	On-going	20/08/21
Co-ordination mechanisms have been established within TfN and with partners (such as the Strategic Oversight Group) to facilitate the co-ordination of programmes of work.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
b	1	High	On-going	20/08/21
A Policy Development Framework (previously known as the Internal Assurance Framework) is being developed. The work will identify clear and consistent approaches to policy development across the organisation, building on the coordination work already underway in Strategic Oversight Group (SOG). In addition, the Policy Development Framework will enable decision makers to decide TfN's priorities for future projects and programmes to ensure alignment within the TfN programme as well as with partner programmes.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
c	1	High	On-going	20/08/21
A robust benefits realisation framework is being developed to enable the evaluation of programme KPIs and allow the assessment of outcomes in relation to STP objectives.				
Mitigations #	Risk Factors	Control Level	Status of Mitigation	Updated
d	1	Medium	On-going	20/08/21
A Strategic Transport Plan (STP) Programme is being developed for TfN Board to agree and approve in September 2021. The STP programme will define and sequence the required activities needed, with clear milestones in place for the development and production of a revised STP. Furthermore, there is a plan for consultation and formal adoption by the Board, which is expected in 2024. Following its approval by TfN Board, the STP programme will be managed by the Strategic Oversight Group.				

## Risk ID: TCR04 - Delivery of Robust and Compelling Evidence to Support Investment

### Description of Identified Risks:

- (1) One of the objectives of developing the Analytical Framework (AF) is to allow the capture of the economic, social, and environmental impacts of transformational transport schemes. Further developments are underway to ensure robust evidence around these impacts can be captured and quantified or qualified through the AF.

There is a risk that TfN might be unable to make a timely, robust, credible, evidence-based case to support NPR and the wider Investment Programme. This risk could lead to either delays to the delivery of business cases or limited ability to represent transformational benefits which could thus be discounted by decision makers due to a reduction in the quality and assurance rating of the analysis. This could limit TfN's ability to deliver agreed outputs outlined in the Strategic Transport Plan (STP). In addition, the full requirements for TAME's contribution to the NPR programme in 2021/22 will remain uncertain until the publication of the Integrated Rail Plan (IRP). This uncertainty is likely to create a resourcing risk and required support to other TfN programmes.

### Impacts of Identified Risks:

- An insufficiently compelling evidence base, particularly around the programme-level economic case may delay or prevent strategic transport infrastructure investments being made, with consequential impacts on TfN's ability to deliver its objectives.
- The inability to make a transformational case could damage TfN's reputation with partners as the organisation's key objective is to take a leadership role in delivering innovative business cases to secure investments.

	Current Risk Impact				
	Low	Medium	High	Very High	An Issue
Risk Probability					
Low					
Medium			(risk 1)		
High					
Very High					
An Issue					

<b>Risk Trend since Previous Report</b>	No Change
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## Mitigations of Identified Risks, Level of Control and Updates:

Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
a	1	Medium	On-going	23/08/21
TAME staff are working closely with DfT officials to build confidence in the robustness of Analytical Framework tools, dedicating resources to responding to requests for information in a professional and timely manner. In addition, the NoRMS peer review, critical for NPR Strategic Outline Case has been completed which received a positive outcome.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
b	1	High	On-going	23/08/21
Programme timescales are being adjusted where it is sensible to make those adjustments without significantly impacting delivery against TfN's core objectives.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
c	1	Medium	On-going	23/08/21
Scope is being managed in consultation with DfT, TfN Partners and Peer Reviewers to ensure essential functionality for robustly representing transformation is prioritised and "added value" functionality is deprioritised where appropriate. This will ensure that the approach is proportionate for the stage of scheme development.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
d	1	High	On-going	23/08/21
Added value work will be brought into programmes at a later stage in the form of sensitivity analysis, ensuring that work undertaken to date can still provide value to TfN programmes.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
e	1	High	On-going	23/08/21
The TAME team structure was revised, and additional senior resources were introduced with improved engagement with TfN programmes to ensure Analytical Framework development and application activities meet the needs of the programmes. A number of consultants continue to work with the team providing senior level input until the Analysis Support Partner contract is in place in September 2021.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
f	1	High	On-going	23/08/21
The team is undertaking scenario planning for different outcomes of the IRP. Additionally, the team has developed flexible professional services contracts, which can be scaled up and down to meet different levels of NPR resource requirements, thereby, providing a control mechanism to protect TAME's resources that are committed to other programmes.				

## Risk ID: TCR05 - Transport Decarbonisation and Climate Change Emergencies

### Description of Identified Risks:

- 1) The UK government has set a climate change ambition that the UK will have net zero greenhouse gas emissions by 2050. This is an ambitious target, which moves from the previous government position of 80% reduction. Within the Strategic Transport Plan (STP), TfN has committed to develop a "Pathway to 2050" which has now been developed and is reported within the Decarbonisation Strategy. It outlines how net zero emissions can be delivered within the North and the trajectory for change, with the impact of the Covid-19 pandemic accounted for within our Future Travel Scenarios. The Decarbonisation Strategy has been approved by TfN Board for public consultation during the summer of 2021. Assuming final adoption of the Strategy in late 2021, the Strategy details a number of recommendations, commitments and future activities for TfN. There is potential, due to funding and resource constraints, that TfN falls behind in developing appropriate and timely policy positions, as well as progressing the priority decarbonisation activities identified within the Strategy, leading to a risk that that the level of policy commitment at both a national and local level does not materialise and that the North fails to achieve close to zero carbon emission for surface transport by 2045 (the key objective within TfN's Decarbonisation Strategy).
- 2) There is also a related risk that TfN's Investment Programme is misaligned to the agreed Decarbonisation Trajectory and may require review in the light of this.

### Impacts of Identified Risks:

- There is a risk that the required level of policy commitment at both a local and national level to achieve the agreed rate of decarbonisation is not achieved and therefore TfN fails to deliver on its commitments laid out within the TfN Decarbonisation Strategy.
- Failure to develop relevant policy positions and undertake identified priority decarbonisation activities, adversely impacts on TfN credibility and influence as a Sub-National Transport Body.
- TfN's Investment Programme may not be compliant with TfN's Decarbonisation Trajectory. Any review may result in an Investment Programme which is misaligned with partners priorities. If the required level of policy commitment to deliver close to zero by 2045 is not achieved in the medium to long term, this might contribute towards an excess of agreed global temperature rise (as defined by the Paris Agreement) and climate change which might impact upon the resilience of the North's transport infrastructure.

	Current Risk Impact				
	Low	Medium	High	Very High	An Issue
Risk Probability					
Low				(risk 2)	
Medium			(risk 1)		
High					
Very High					
An Issue					

<b>Risk Trend since Previous Report</b>	Decreased
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### Mitigations of Identified Risks, Level of Controls and Updates

<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
a	1	High	On-going	23/08/21
Careful programme planning to ensure TfN activities proposed in the Strategy are accommodated in business planning up until 2025 to ensure priority activities are given appropriate focus, resourcing, and funding. By undertaking these research, evidence and data building, and facilitation activities, and providing the outputs to our Partners and national government, there is a higher likelihood of the required levels of policy commitment being achieved.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
b	1	High	On-going	23/08/21
TfN has appointed an Environmental and Sustainability Officer responsible for developing the environmental policy and to ensure the integration of the work into the development of TfN's transport strategies, this will include ensuring that TfN adopts appropriate and timely decarbonisation policy positions.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
c	2	High	On-going	23/08/21
To ensure that the decarbonisation and broader sustainability / environmental policies that are developed by TfN are properly reflected in both strategic and project level decision making, including through the IPBA process, and therefore appropriately weighted within TfN decision making processes.				

## Risk ID: TCR06 - Transport for the North's Business Operations

### Description of Identified Risks:

- (1) There is a general risk that TfN fails to deliver programmes' output in a way that achieves Value for Money in TfN expenditure.
- (2) Uncertainty in relation to TfN's medium- to long-term funding position, particularly following funding reductions for 2021/22, might impact on TfN's ability to manage / deliver multi-year activity and may also negatively impact on its ability to recruit and retain suitably qualified staff.
- (3) The cessation of the IST programme, and the delays of the publication of the Integrated Rail Plan (IRP), the Devolution White Paper and the Transport Decarbonisation Plan continues to create significant uncertainties. In addition, the uncertainty of the outcome of the impending Comprehensive Spending Review (CSR) and the full impact of policy of the Williams-Shapps Review upon TfN continues. Consistent with last year, this ongoing uncertainty beyond March 2022 means that TfN has instituted a pause in its recruitment of permanent roles. These factors taken together have the potential to affect TfN's ability to recruit and retain and therefore has an impact on wider employee morale and confidence and by extension its ability to deliver the 2021/22 business plan.

### Impacts of Identified Risks:

- Failure to achieve Value for Money could impact on TfN's ability to access funding in the future.
- Failure to recruit and retain the right people with the right skills could negatively impact on TfN's ability to deliver its objectives and priorities.

	Current Risk Impact				
	Low	Medium	High	Very High	An Issue
Risk Probability					
Low			(risk 1, 3)		
Medium					
High				(risk 2)	
Very High					
An Issue					

<b>Risk Trend since Previous Report</b>	Decreased
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## Mitigations of Identified Risks, Level of Control and Updates:

Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
a	1	High	On-going	19/08/21
Clear and well documented processes and procedures are in place. VfM and governance to be undertaken by both internal and external audits.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
b	1	High	On-going	19/08/21
Commissioning processes include OBT sign-off of expenditure, and explicit approval for expenditure against a schedule of delegations.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
c	2	High	On-going	19/08/21
Engagement with stakeholders to ensure the case for TfN's funding is supported by members, business and in Parliament.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
d	3	High	On-going	19/08/21
Due to funding uncertainties beyond 2021/22, TfN has constituted a temporary pause on recruitment on permanent posts. To mitigate the impact on the business, TfN continues, where funding conditions / certainty allows, to hire suitable qualified officers in all senior positions in a timely manner, but also including critical programme and back-office roles to provide the organisation with the resources it needs to meet its objectives. TfN has communicated to staff the need to continue to deliver the activity set out in the 2021/22 business plan.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
e	2 & 3	High	On-going	19/08/21
A comprehensive People Strategy has been developed and is in place covering reward, workforce/skills planning, succession planning, recruitment and selection, talent, and performance management.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
f	3	High	On-going	19/08/21
An emerging leaders' programme is being delivered in the final two quarters of FY 2021/22 to further support leadership capability within the organisation.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
g	1, 2 & 3	High	On-going	19/08/21
To continue to brief and update staff through the monthly updates, regular bulletins, employee forum and SMT meetings with regards to budget setting, IRP and other current uncertainties TfN is facing to keep them fully apprised and address any questions or concerns in a timely fashion.				

**Risk ID: TCR07 - Transport for the North’s Compliance with Relevant Laws and Regulations**

**Description of Identified Risks:**

- (1) Transport for the North is a statutory body with limited statutory powers and duties. There is a risk that in carrying out its functions, TfN fails to comply with applicable law or exceed its powers.

**Impacts of Identified Risks:**

- If TfN fails to adhere to applicable law, or acts outside its powers, there could be reputational impacts with both stakeholders and the public, which may affect its ability to meet its objectives and/or result in legal proceedings against TfN.
- There is also a potential financial impact including fines, costs and/or other penalties for breach of regulatory laws such as Data Protection, Freedom of Information, Health & Safety or Procurement.
- The ICO may issue a decision notice or the HSE may issue an enforcement notice if it found that TfN was in breach of information or health and safety legislation.
- TfN could be subject to substantial financial damages for breach of the Public Contracts Regulations.
- Important work may be delayed by a failure to comply with necessary obligations such as statutory consultation.

	<b>Current Risk Impact</b>				
	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Very High</b>	<b>An Issue</b>
<b>Risk Probability</b>					
<b>Low</b>		(risk 1)			
<b>Medium</b>					
<b>High</b>					
<b>Very High</b>					
<b>An Issue</b>					

<b>Risk Trend since Previous Report</b>	No Change
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### Mitigations of Identified Risks, Level of Control and Updates:

Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
a	1	High	On-going	18/08/21
TfN has suitably qualified officers in all senior positions, particularly the HoPS, S151 and Monitoring Officer. In addition, TfN has employed an in-house legal team.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
b	1	High	On-going	18/06/21
TfN ensures there are clear and well documented processes and procedures in place.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
c	1	High	On-going	18/08/21
Ongoing training on laws and legislations and communication across the organisation.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
d	1	High	On-going	18/08/21
Procedures are in place through modern.gov to ensure that there is continuous legal review to TfN's Boards and Committees.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
e	1	High	On-going	18/08/21
TfN employs in house legal and procurement specialists and where necessary seeks external legal advice on commissioning and procurement.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
f	1	High	On-going	18/08/21
A new process, modern.gov has been implemented to streamline report approvals and support efficient decision-making.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
g	1	High	On-going	18/08/21
TfN will seek external legal advice on legal issues as identified by the legal in-house team.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
h	1	High	On-going	18/08/21
TfN has employer's liability, public liability, and professional indemnity insurance in place to mitigate any financial liability.				

## **Risk ID: TCR08 - Northern Powerhouse Rail (NPR) Business Case Delivery and Programme Development**

### **Description of Identified Risks:**

Northern Powerhouse Rail is a high-profile programme that involves Northern partners, DfT, NR and HS2 and which is co-cliented by TfN and DfT as set out in the NPR MOU. TfN has developed a Strategic Outline Case (SOC) over the last 12 months, which detailed a reduced number of options from those identified at Strategic Outline Business Case (SOBC) and included the Member endorsed (February 2021) phasing scenarios and preferred NPR network. TfN had planned to submit the SOC in March 2021. However, the delay to the publication of the government's Integrated Rail Plan (IRP) and the Secretary of State's request that TfN (and DfT as co-clients) delay the submission of the SOC until the IRP is published means that the submission of the SOC remains on hold.

The significant risks associated to the Business Case Delivery and Programme Development are listed below:

### **Key Significant Risks**

- (1) **Integrated Rail Plan (IRP) Conclusions and Decision-Making:** The IRP was due to be published by the government in December 2020, however, this did not occur. Despite TfN's efforts in support of achieving a July 2021 publication, no further update has been provided by DfT on the publication date. The IRP and its conclusions carry some additional risks:
  - (a) The conclusions of the IRP could have consequences for the SOC if its recommendations on funding envelope, phasing and/or specifying route options are different to those agreed by TfN Board. TfN has no direct involvement in the IRP and is unable to influence its conclusions beyond the statutory advice that it has already provided. This could result in delays to the next stage of the NPR programme both in terms of funding available for 2021/22 and scope of works (additions/removals) on permitted development. Furthermore, the NPR network may be decided by the government as a consequence of the IRP, which could result in the lack of partner agreement relating to the network.
  - (b) There is no certainty of when the IRP will be published. The later the IRP is made available to TfN, the less time TfN will have to understand the impacts of the review on the work done to date, address the conclusions, manage the consequential impacts and/or update the SOC if appropriate.
  - (c) The IRP is expected to recommend a way forward on the scope, phasing and sequencing of delivery of NPR (and other proposed rail investments upon which NPR is dependant). The recommendations may be different to TfN's Member endorsed preferred network and phasing and as a result, partners may not be able to agree with IRP decision(s). This could affect ways of working and result in programme delays.
- (2) **Co-client agreement of 2021/22 Scope:** Due to the delay to the IRP publication and the continued uncertainty of when it will be published, TfN may be unable to agree as co-clients the full suite of activity proposed for FY2021/22. This is likely to cause delays to proposed programme activity for FY2021/22, including the impacts of commissioning and mobilising programme teams.
- (3) **TRU Integration:** The outcome of the IRP may include conclusions relating to the TRU option selection which ranges from small to larger improvements. The further TRU goes with the option development, it is likely that some NPR corridors may be scaled back which might create a misalignment with the TRU Programme. Moreover, there is a risk of lack of engagement between NPR & TRU programmes



(i.e., TfN, DfT, NR) which might affect the programme and thus impact on TfN's credibility and reputation with our Partners and the public.

### Impacts of Identified Risks:

- Following SoS advice for the publication of the IRP to precede the SOC submission, this could impact on the development of the SOC as well as the future scope of business cases (for instance – OBC and FBC) on NPR.
- The network that emerges may not be aligned with TfN's preferred network as advised to DfT.
- The outcome of the IRP may influence the NPR programme, the timing of submission of SOC, the next sequence of delivery and the OBC.
- The continued delay of the IRP publication and the possible impact it could have on co-client's ability to make long term programme decisions, might affect the achievability of the Member endorsed phasing scenario. In addition, it could affect TfN's ability to exploit delivery opportunities across the industry.
- This may cause delays to proposed programme activity for 2021/22, including the impacts of commissioning and mobilising programme teams
- There is a risk lack of engagement between NPR & TRU programmes (i.e., TfN, DfT, NR) which might affect the programme and, thus impact on TfN's credibility and reputation with our Partners and the public.

	<b>Current Risk Impact</b>				
	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Very High</b>	<b>An Issue</b>
<b>Risk Probability</b>					
<b>Low</b>					
<b>Medium</b>					
<b>High</b>				(risk 1c)	
<b>Very High</b>				(risks 1a, 1b, 2, 3)	
<b>An Issue</b>					

<b>Risk Trend since Previous Report</b>	Increased
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### Mitigations of Identified Risks, Level of Control and Updates:

Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
a	1	Medium	On-going	17/08/21
<p><b>Integrated Rail Plan Mitigation:</b> TfN to continue to liaise with DfT to seek information regarding the publication date. A dedicated team has been established within the NPR Programme to review and respond to the IRP once available. Following the publication of the IRP, an assessment exercise is to take place on how the conclusions of the IRP differs to those presented in the SOC and how acceptable they might be to Partners. In addition, the team will ensure that there is robust Partner engagement to support the understanding and positioning of the IRP and what it means for the Strategic Outline Case.</p>				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
b	2	Medium	On-going	17/08/21
<p><b>Co-client agreement of 2021/22 Scope Mitigation:</b> A Scope activity paper was submitted to NPR Programme Board in February 2021 for endorsement to proceed on the majority of scope activities. Discussions are continuing on areas impacted by the IRP, including Liverpool - Manchester and Manchester – Leeds.</p>				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
c	3	Medium	On-going	17/08/21
<p><b>TRU Integration:</b> A TRU-integration working group has been created at a working level to make sure appropriate discussion / agreement is taking place. An initial meeting was held with Network Rail in August 2021 to discuss the way forward on knowledge sharing between TfN and Network Rail. Subsequently, these sessions are intended to become monthly meetings to allow for more collaboration on key infrastructure. In addition, it is also intended that senior TfN officers (NPR Programme Director, Tim Wood and/or Strategic Rail Director, David Hoggarth) will attend regular TRU oversight and TRU Programme Board meetings.</p> <p>These planned measures will enable discussions to take place at working and strategic levels, ensuring areas of interest are sufficiently communicated and understood by the organisations involved (TfN, DfT and NR).</p>				

## **Risk ID: TCR09 - Rail Operations – Franchise and Delivery**

### **Description of Identified Risks:**

There has been a significant drop in demand for rail services as a result of the Covid-19 pandemic and it may take several years before passenger numbers recover to previous levels. In addition, the publication of the Rail Reform White Paper has insufficient detail about the role of TfN and other devolved bodies to allow a clear appreciation of their future role. These challenges, combined with the capacity of the current infrastructure, have created or exacerbated the following risks:

- (1) **The long-term effect of Covid-19 on the viability of train services and future investment decisions.** The impact of the pandemic on travel is likely to continue to affect the time it will take for the industry to recover to pre-Covid-19 levels. There is a risk that the current services could be cut due to the increased cost of the subsidy that is required from the Treasury. In addition, the reduced current services could further impact future schemes, making schemes less viable as they have to be assessed against lower demand forecasts.
- (2) **The publication of the Rail Reform White Paper has insufficient detail about the role of TfN and other devolved bodies to allow a clear appreciation of their future role.** There is a risk that TfN could have a different role in service delivery following the publication of the Williams-Shapps review. The role of devolved bodies or Rail North Partnership is not outlined in the White Paper with current proposals showing rail contracts aligning under a new organisation (Great British Rail).
- (3) **Proposed timetable changes on the East Coast Main Line (ECML) in May 2023 and Manchester in December 2022 will have an impact on local connectivity, thereby reducing choice for passengers.** On the ECML, there is a risk of reduction in East-West connectivity to facilitate an additional North-South service from Newcastle to London. Furthermore, and in relation to Manchester, a new timetable is likely to reduce services to improve performance on the routes through Manchester putting pressure on some services and stopping patterns as there is currently no commitment to infrastructure works to restore services in the future. Initial ECML timetable delivery date has been postponed from May 2022 to at last May 2023.
- (4) **TRU fit with the wider investment strategy in the North.** There is a risk that the IRP reopens discussion on existing government commitments to the main 'building blocks' including both legs of HS2 Phase 2b, NPR and TRU.

### **Impacts of Identified Risks:**

- Low passenger numbers post-Covid could reduce the viability of some existing services.
- Less investment in services and infrastructure as a result of weaker business cases.
- If there is a delay in investment and delayed rolling stock, passengers will continue to be frustrated and experience poor quality services. Severe adverse reputational impact and pressure from partners.
- The franchise system is being replaced by service contracts directly funded by the Treasury through Great British Rail, potentially diminishing TfN's role and influence over operations (although this also represents an opportunity for TfN to make a case for further involvement in the management of the rail network).
- Timetable amendments to address capacity issues could result in a decline in services to some areas.

- Failure to integrate investment programmes could affect TfN’s reputation by impacting on a significant part of its rail transformational programmes and the delivery of the Strategic Transport Plan.

	<b>Current Risk Impact</b>				
	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Very High</b>	<b>An Issue</b>
<b>Risk Probability</b>					
<b>Low</b>					
<b>Medium</b>					
<b>High</b>			(risk 3,4)		
<b>Very High</b>				(risk 1,2)	
<b>An Issue</b>					

<b>Risk Trend since Previous Report</b>	Decreased
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## Mitigations of Identified Risks, Controls and Updates:

Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
a	1	Medium	On-going	15/09/21
To continue to use our influence in the monthly Rail North Partnership Board, Rail North Committee and North of England Contingency Group to shape the re-introduction of services, new rolling stock and infrastructure developments and re-build passenger confidence.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
b	1	Medium	On-going	15/09/21
To continue with the close working relationship and communication with TfN member authorities on deliverables and risks - feeding back information through TfN governance structures.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
c	1	Medium	On-going	15/09/21
To continue to track train service performance and delivery via regular reporting dashboards.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
d	1	Medium	On-going	15/09/21
Strategic Rail and Rail North Partnership (RNP) to work together to support Network Rail and Operators in producing recovery plans that meet passengers' needs and rebuild confidence.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
e	1	Medium	On-going	15/09/21
Following the implementation of the Blake Jones action plan, continue to provide greater focus on passengers and ensure transparency with members as the COVID19 restrictions ease.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
f	2	Medium	On-going	15/09/21
TfN, through its role on the RNP, continues to engage with the DfT at the highest level. TfN has appointed a consultant to respond to the White Paper and put forward the role TfN can play in GBR in the future. This paper goes to TfN Board on 29 September for endorsement as the agreed position.				
Mitigation #	Risk Factors	Control Level	Status of Mitigation	Updated
g	3	Low	On-going	15/09/21
In their consultation response for the ECML, TfN working with Partners has outlined to Operators and the Department the key concerns of the regions. TfN has appointed a consultant to explore how regional services that would be lost can be restored on ECML. To support this TAME has been commissioned to produce economic impacts of the timetable change on the ECML.				

<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
h	3	High	On-going	15/09/21
A collaboration between DfT and TfN to develop a roadmap of investment to support further capacity on the ECML will be established. Likewise, regarding Manchester, collaborative work continues with DfT to underpin a roadmap linking infrastructure to future service development.				
<b>Mitigation #</b>	<b>Risk Factors</b>	<b>Control Level</b>	<b>Status of Mitigation</b>	<b>Updated</b>
i	3	Medium	On-going	15/09/21
Strategic Rail, Strategy & Programmes, and NPR to continue to work together to identify potential integration between TRU, NPR and HS2 and understand how they best interface with other's programmes across the North (Manchester, Leeds/Sheffield/York etc).				

**Note:** The post-mitigation risk assessment in Table 1 is rated Very High (VH) following the adoption of some of the identified mitigations. This is the same rating as the current risk assessment as TfN does not have the full range of levers within its current powers and responsibilities to implement the mitigations that is, in order to effectively carry out the mitigations. The avoidance and reduction of the assessed impacts are contingent on partners and members taking further actions.



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