

Appendix 2 – Strategic Risk Register

Risk	Level of Risk	Comments	Actions	Position as at 17 th May 2010
R1 Insufficient funding to deliver transport interventions necessary to support of sub-regional growth agenda	H	PUSH New Growth funding has recently been cut significantly and national transport funding could be cut significantly post general election for 2011/12 onwards irrespective of which party wins the election.	Ensure that South Hampshire Delivering a Sustainable Transport System (DaSTS) sub-regional study identifies and justifies critical need for transport interventions to deliver South East Plan growth. Recognise that any reduction in overall funding would require greater emphasis on Reduce and Manage elements of the Reduce – Manage – Invest strategy. Ongoing development of sub-regional transport and modelling evidence base is essential to justify the need for transport interventions.	Complete. Final DaSTS document to be submitted 21 st May 2010. Evidence Base underway with MVA Consultants.
R2 Insufficient staff to resource and implement the TfSH work programme	L	Adopted 2009 to 2011 TfSH Business Plan has identified the need for additional resources to deliver TfSH work programme.	Recruitment of additional staff resources is being undertaken to address this issue. External consultancy services can be procured where necessary through framework contracts as additional resource.	Three full time staff recruited on two year temporary contracts. X1 Transport Planner X1 Assistant Transport Planner X1 Technical Assistant
R3 Change of government leading to abandonment of Regional Government with consequent changes to decision making for transport funding currently made by Regional Transport Board.	L	Conservative party are committed to removing regional government. Some uncertainty over how decisions would be made on allocating transport funding.	TfSH has good contacts at regional and national level and can react to any changes in the decision making process to ensure that it can have appropriate influence on decision makers.	Government has changed. TfSH will monitor the situation regarding policy changes over the next few months and provide a verbal update at the Joint Committee if the situation has changed.
R4 Economic conditions make delivery of South East Plan growth by 2026 difficult.	H	South East Plan is due for review, which will take into account economic conditions. Lack of growth could potentially reduce justification for supporting transport investment.	If overall programme for sub-regional economic growth is extended or reduced, TfSH should promote any growth in the two cities and existing urban areas, as a priority ahead of less sustainable greenfield locations, as the necessary transport interventions are more affordable and deliverable.	New combined document – Regional Strategy.
R5 Change of Government leads to abandonment and / or revision of South East Plan development targets	M	Conservative party are committed to removing regional government, which could have significant implications for South East Plan.	TfSH should react accordingly post election to circumstance. If revisions lead to reduction in development targets, TfSH should promote any growth in the two cities and existing urban	As above.

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			areas, as a priority ahead of less sustainable greenfield locations, as the necessary transport interventions are more affordable and deliverable.	
R6 Change of Government leads to abandonment of sub-regional partnerships, such as TfSH.	L	Indications are that all political parties would support sub-regional partnership working.	No actions proposed.	No actions proposed.
R7 Poor collaboration from TfSH partner authorities	L	Three TfSH partner authorities currently work together closely through the Joint Committee, despite representing different political parties.	No actions proposed.	Political Parties have changed. No actions proposed.
R8 Poor collaboration from external partners	M	External partners are key to the delivery of the overall TfSH sub-regional transport strategy. Public transport operators in particular have a key role towards increasing the modal share of bus and rail journeys. The Highways Agency have a key role managing the Strategic Road Network.	South Hampshire MAA has led to the signing of a Memorandum of Understanding (MoU) with the Highways Agency. Refresh of the MAA aims to further formalise arrangements with the public transport operators and infrastructure providers. This includes a potential MoU with Network Rail and development of a formal partnership agreement with the South Hampshire Bus Operators Association (SHBOA).	MAA agreements to be submitted to the Joint Committee. Public Transport operators to attend for signing.
R9 Local Planning Authority LDF Core Strategy to be found unsound due to transport impacts.	M	The transport impact of sub-regional development proposed in the South East Plan is significant. The full impacts of this have yet to be identified. Highways Agency require strategic assessment of overall impact of all development on the Strategic Road Network.	M27 Corridor Study will identify overall impact of new development on key part of the Strategic Road Network. This will be supplemented by additional work by Local Planning Authorities and the transport and modelling evidence base.	M27 Corridor Study has progressed. Local Planning Authorities work and Evidence Base is underway – data collection phase.