

REPORT TO	DATE OF MEETING
Governance Committee	17 th February 2010

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SUBJECT	PORTFOLIO	AUTHOR	ITEM
Corporate Risk Register – Key Project/Action No.7 (Local Transport Issues)	Finance and Resources	G Barclay, A Armstrong & J Dalton	4

SUMMARY AND LINK TO CORPORATE PRIORITIES

The purposes of this report are to provide members with:

- Assurances as to the robustness of the Council’s performance management system, and therefore the risk management process in providing accurate and objective information on progress in respect of key corporate projects;
- A specific briefing of work undertaken with regard to Key Project / Action no 7 in relation to local transport issues and an explanation of how this work resulted in a green project level rating and provided mitigation for the relevant risk as at the end of September 2009.

This report impacts on all the Council’s priorities but it specifically relates to ensuring that South Ribble is an excellent organisation.

RECOMMENDATIONS

That members note the report.

DETAILS AND REASONING

At the January meeting of the Governance Committee members received a risk monitoring report showing the progress made mid-way through the current financial year to implement a range of projects and actions in the Corporate Plan and Service Plans that sought to address the key risks in the 2009/10 Corporate Risk Register.

All the projects & actions received a green traffic light rating indicating that they had been implemented or were still “on track”. Members were informed that our assessment was largely based on the information taken from “Ten” (the Council’s performance management system).

Members questioned the objectivity and independence of the performance management system in providing accurate information to support the traffic light ratings awarded.

Officers provided a range of assurances on this, including an explanation of how progress against the Corporate Plan was subject to rigorous evaluation by Senior Management Team and also by members themselves through Scrutiny.

Members were also advised that a wide range of projects and actions impact on key corporate risks and no single project would be considered in isolation when reviewing progress in mitigating corporate risks.

The Chair also pointed out that the role of the Governance Committee was to ensure that systems and processes were in place to monitor risks rather than to evaluate the actual performance of service areas, which was primarily the remit of Scrutiny.

Nevertheless members felt it would be helpful if a briefing was provided at a future meeting to explain the background to how the score and rating was arrived at for a specific project and Key Project / Action no7 in relation to local transport issues was chosen as an example.

The purpose of this report therefore is to provide members with a briefing of the work undertaken with regard to Key Project / Action no 7 as at the mid-point of 2009/10 and an explanation of how this work resulted in a green project level rating and provided mitigation for the relevant risk.

The relevant section of the 2009/10 Corporate Risk Register is appended to this report for members' information.

KEY PROJECT / ACTION NO.7

The objective of this project is to **“identify local transport issues, including car parking, and implement actions to maximise sustainable transport and reduce traffic congestion in the area, in conjunction with LCC and other partners”**

It is one of 5 projects which are aligned with key corporate risk of **“delivering the regeneration of Leyland and the South Ribble area”**.

The rationale for classing this project as “green” and “on track” as at the end of September 2009 is explained below.

In the first instance it must be stressed that this key action from the Corporate Plan is a strategic project and is not focused on day to day operational matters such as car park management. At September 2009 working with LCC Officers initial transport issues had been identified from the draft Lancashire-wide transport study as well as from local knowledge. The study identified hot spots on the highway network but also potential park and ride schemes and public transport initiatives. In terms of solutions to these issues there are 2 key delivery mechanisms - the LDF including Growth Point and the Local Transport Plan (LTP). As is highlighted elsewhere in the performance reports, the LDF Core Strategy is being prepared and is on target for presentation to Cabinet at the end of March 2010. This will include a strategy to achieve an outer ring of park and ride sites around Preston facilitated by high quality bus routes as well as policies to help generally improve connectivity and at the same time reduce in particular short car journeys. In addition car parking standards for new developments are being reviewed as part of the LDF process. The LDF Site Allocations document scheduled for July 2010 will specify the level of infrastructure that each allocation must provide and will include highway schemes, park and ride sites and public transport investment. The Local Transport Plan is now reaching the end of its life and is due to be replaced. Currently, the LTP expenditure is fully committed by the County Council.

Therefore, in the short term the only potential investment to address some of the local transport issues is the Growth Point funding. As was reported, working through the Growth Point partnership, transport projects capable of being potentially delivered within 2 years were identified in South Ribble and Central Lancashire and a bid was successful from Growth Point Funds for some £5m towards infrastructure projects in Central Lancashire and Blackpool. The process for selecting which schemes to bring forward this year was being developed. In addition, the bid for £3.2m funding (Community Infrastructure Fund - Round 2) towards the opening of a railway station at Buckshaw including a park and ride had been successful. On this basis the project was viewed as being on track.

As was reported in December decisions had been made on the distribution of Growth Point funding

for this year and these had focused on the development of a transport model for Central Lancashire in order to support and substantiate further bids to Government for funding of transport schemes. Potential schemes in South Ribble unfortunately could not be delivered within the 2 year time frame. Work was also due to start on the opening of a new station at Buckshaw Village using the successful bid of £3.2m funding from the Community Infrastructure Fund - Round 2 which would be of benefit to South Ribble residents. The distribution of Growth Point funds for next year has not yet been agreed by the Partnership.

In addition the final version of the Lancashire-wide transport study had been launched in November, along with the County Council's initial programme for developing the Local Transport Plan by March 2011. Although not explicitly reported under this heading, but reported elsewhere, Members have been directly involved in transport issues and solutions through the workshops held for the LDF Core Strategy and the Site Allocations. Further workshops will be held over the next months for transport matters to be included in the LDF as well in the emerging Local Transport Plan.

Again continued progress had been made in that quarter to warrant the project being viewed as on track.

IMPLICATIONS OF REPORT

The Governance Committee's terms of reference require it to oversee all aspects of governance including risk management. This report gives members the assurance that the Council's strategic risk management arrangements are effective and its strategic risks are actively managed.

WIDER IMPLICATIONS

In the preparation of this report, consideration has been given to the impact of its proposals in all the areas listed below.

FINANCIAL	Every attempt is being made to maximise the inward investment potential to address local transportation issues.		
LEGAL	None directly.		
RISK	The identification of corporate risks means that risk owners can put mitigating actions in place therefore reducing exposure to the Council.		
OTHER (see below)			
<i>Asset Management</i>	<i>Corporate Plans and Policies</i>	<i>Crime and Disorder</i>	<i>Efficiency Savings/Value for Money</i>
<i>Equality, Diversity and Community Cohesion</i>	<i>Freedom of Information/ Data Protection</i>	<i>Health and Safety</i>	<i>Health Inequalities</i>
<i>Human Rights Act 1998</i>	<i>Implementing Electronic Government</i>	<i>Staffing, Training and Development</i>	<i>Sustainability</i>

BACKGROUND DOCUMENTS

Draft Corporate Plan 2009/11
Corporate Risk Register 2009/10

KEY CORPORATE RISKS & OPPORTUNITIES 2009/10MID-YEAR MONITORING STATEMENT

Corporate Priority	Risks / Opportunities	New or Carried Forward	Risk Score	Risk Owner	Key Project / Action	Project Level Rating	Comments	
All Corporate Priorities	CR/2009/04 Deliver regeneration of Leyland and the South Ribble area.	c/f	12	HR&HC	2	Review development plans for major parks and open spaces in a joined-up way, including securing external funding	GREEN	On Track
					6	Deliver an integrated approach to regional and Central Lancashire activities and plans	GREEN	On Track
					7	Identify local transport issues, including car parking, and implement actions to maximise sustainable transport and reduce traffic congestion in the area, in conjunction with LCC and other partners	GREEN	On Track
					8	Work in partnership to maintain confidence and support people through the impact of the economic downturn	GREEN	On Track
					9	Take the lead on delivering regeneration in Leyland and South Ribble, including securing funding, in conjunction with partners	GREEN	On Track