



REPORT TO: Audit & Corporate Governance Committee
DATE: 8 September 2009
SUBJECT: Strategic Risk Management
SPONSOR: Director of Finance and Corporate Services
AUTHOR: Head of Risk Management & Insurance

1. PURPOSE OF PAPER

1.1. To present the latest version of British Transport Police's (BTP) Strategic Risk Register (SRR) to the Audit and Corporate Governance (A&CG) Committee. The SRR is attached as Appendix A.

2. SUMMARY TABLE OF RISK RATINGS

2.1. The following table provides a summary of the ratings of all current strategic risks based on the 4 x 4 matrix and definitions:

	Rating	This Report	Previous Report (June 2009)
Red	16	27, 28, 37, 39	26, 27, 28, 37, 39, 40
	12	11, 25, 26, 29, 33, 36	11, 25, 29, 33, 36
	9	14, 21, 32,34, 40	14, 21, 32, 34
Amber	8	6, 38	6, 35, 38
	6		
	4	22, 31	22, 31
Green	3	1	1
	2	7, 30	7, 30
	1		
Total Open Risks:		22 (of which 2 ALARP)	23 (of which 2 ALARP)
Closed Risks		1	3
New Risks			14



3. UPDATES TO THE STRATEGIC RISK REGISTER

- 3.1. SR11 – 'BTP's inability to provide a comprehensive policing service due to absence arising from a Flu Pandemic'. Since the declaration of an Influenza Pandemic by the World Health Organisation (WHO), BTP has assembled a pandemic flu Gold Group which decides what action BTP should take in response to the current threat. Areas and departments have established silver groups to manage the position locally. BTP has a graduated response scale coded by colour, the current status of which is yellow.
- 3.2. SR14 – 'Lack of BTP custody capacity to deal with the growing demand across London'. The custody suite at Ebury Bridge was closed as it did not comply with Safer Detention guidelines. Hammersmith has been nominated as a fallback for LS Area. The LN Area Custody Project is progressing on track to deliver 20 additional cells by April 2010 subject to planning consent.
- 3.3. SR21 – 'Failure to meet BTP's Duty of Care to detainees held in Custody, resulting in death, injury or critical incident'. Further to the update for SR14 above, additional controls and actions have been identified including the dissemination of lesson learned from PSD investigations within BTP, and review of the findings of HMI inspections of custody provision in other police forces.
- 3.4. SR26 – 'Failure of a key supplier impacts upon BTP's ability to deliver policing'. Following the identification of critical suppliers by Areas and Departments, a watch-list of companies for the Horizon Scanning Manager to maintain a watching brief on has been produced. This should allow early identification of when a supplier experiences financial difficulty and allow alternative arrangements to be made. A programme of STRAG meetings is also in place. Accordingly, the probability of this risk occurring has been reduced.
- 3.5. SR36 – 'The effects of the economic recession causes an increase in the level of reported crime on the rail network...' BTP are negotiating with the Home Office to establish how a national task force, the ACPO Metal Theft Working Group, might be funded as any increase in crime due to the recession will be a national issue.



3.6. SR37 – ‘The decision of the Judicial Review to find against BTPA creates a potential funding deficit’. The BTPA have convened a special sub-group dedicated to managing the impact of the Judicial Review decision and have appointed a project manager. This sub-group is scheduled to meet on 11 September and report to the main BTPA meeting on 24 September. In addition, the Department for Transport (DfT) has agreed to provide BTPA with an initial grant of £4 million to cover a shortfall resulting from the Judicial Review finding, with further negotiations continuing how any future funding deficit might be covered.

In August 2009, two other Train Operating Companies (TOCs) gave notice to potentially commence Judicial Review proceedings against BTPA if it charges those TOCs on the basis of the Judgement made in the first Judicial Review.

3.7. SR38 – ‘The Configuration of the Wide Area Network (WAN) may not be sufficient to support future force requirements’. This risk description has been reworded to better describe the threat to BTP.

3.8. SR39 – ‘The ability for Police Staff in key operational roles to take industrial action may have an adverse affect on BTP as it may not be possible to provide adequate cover from officers alone if a strike took place’. This risk description has been reworded to better describe the threat to BTP. In addition, the specific risk SR35 – ‘Over reliance on police staff in Control Rooms and First Contact Centre leads to an inability for these units to function in the case of industrial action’ has been closed as it has subsumed by SR39.

3.9. SR 40 - Failure to resolve the future of the training estate at Tadworth results in an inability to provide statutory training for police officers. The risk rating for this risk has been reduced following decisions around location of the new training school.

4. PENDING UPDATES TO THE STRATEGIC RISK REGISTER

4.1. SR6 – ‘Recruitment and retention of Officers by BTP will be disadvantaged by the BTP Pension Scheme’, an update for this risk was presented to Human Resources and Remuneration Committee on 1 September and will be captured in the September review of the SRR.



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- 4.2. A review of the financial risks is underway as we move into the development of the financial budget round for 2010/11 to 2012/13 period.

5 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications relating to this paper other than those implicit with the content of the SRR.

6 DIVERSITY ISSUES

- 6.1 There are no diversity issues relating to this paper.

7 RISK IMPLICATIONS

- 7.1 There are no risk implications relating to this paper other than in the SRR.

8 RECOMMENDATIONS

- 8.1 That members of the A&CG Committee note the updates to the SRR.