

RISK	Project Name:	Work Package Name:	Bedminster Bridges
Doric	Project Manager:	Work Package Manager:	
Key:	Date of last full review:	Priority:	1- 4 (low); 5-12 (medium); 14-21 (high); 28 (critical)

Response (to risks): Avoid; Reduce; Fallback; Transfer; Accept; Share; or a combination
Response (to opportunities): Share; Exploit; Enhance; Reject; or a combination

Risk ID	Description	Mitigation (may be more than one)	Residual			Cost impact estimate			Time impact estimate		
			Probability	Impact	Priority	Min (€K)	Max (€K)	Likely (€K)	Min (months)	Max (months)	Likely (months)
<p>Please note this Work package specific risk register and so only contains work package specific risks. There is also a City Centre Project wide register which covers higher level risks such as if</p>											
BDB001	Bedminster Bridges Work Package cannot secure assigned funding through the WECA Grant Assurance & Business Case process.	1. Risk due to suitability of TAG guidance is not within project's control. 2. Risk due to project's business case not showing enough benefits to meet WECA GA requirements - mitigation is splitting the submission of the Strategic & Economic Cases out early to identify and address issues asap. 3. A BCR below 2 does not necessarily preclude the project.	1	6	6	€10	€25	€17	0.5	2	1
BDB002	Funding in the CRSTS budget it not sufficient, and does not cover all the work required.	1. Close liaison with WECA and value engineering some aspects across the programme whilst still retaining transport benefits. 2. Move into CRSTS 2. 3. A BCR below 2 does not necessarily preclude the project.	2	2	4	€50	€1,000	€75	2	18	3
BDB003	Taxi forum and taxi drivers may object to the plans, forcing taxis into the bus infrastructure causing delays.	1. Early liaison with taxi forum regarding the project - warn that taxis may not be permitted. Communicate general traffic movements. 2. Modelling to ascertain if taxis can be accommodated without causing unacceptable delay to buses (avoid the risk). 3. Reduce by explaining that easy alternative routes exist, and for many this will not add to journey time. Everyone will still be able to drive to any location they do now. Some local residents will have specific longer journeys in some cases. Champion benefits to the project - speed and convenience to sustainable modes and environmental improvements.	2	3	6	€0	€0	€0	0	0	0
BDB004	The general public and the press object to the banned turns for general traffic. The project has to try and find ways to keep these turns retained, compromising efficiency for buses, cycles and pedestrians.	1. Reduce by explaining that easy alternative routes exist, and for many this will not add to journey time. Everyone will still be able to drive to any location they do now. Some local residents will have specific longer journeys in some cases. 2. Accept the risk by relying on political willpower to support the project, and champion the numerous benefits for sustainable modes. 3. Fallback by trying to allow some banned turns to remain, but this is likely to heavily compromise benefits to sustainable modes.	2	5	10	€20	€50	€35	1	4	3
BDB005	Disability Groups, carers and the general public may object to the plans due to banned turns and concerns over local access. Pressure to retain some of the banned movements compromising efficiency for buses, cycles, and pedestrians.	1. Reduce by explaining that easy alternative routes exist, and for many this will not add to journey time. Everyone will still be able to drive to any location they do now. Some local residents will have specific longer journeys in some cases. 2. Reduce by explaining that many people with limited mobility use buses, and some may cycle as a mobility aid. The project therefore has benefits which can be balanced against possible longer routes for private vehicles. 3. Consider adding some banned turns into the design which do not materially impact buses, peds, cycles or core benefits.	3	4	12	€20	€50	€35	1	4	3
BDB006	Disability Groups and carers may object to the plans due to removal of parking spaces. Pressure to create disabled spaces. The Bristol Walking and Alliance may object to the proposals, stating they need more space or provision for people walking or wheeling. Some limited areas would fall below recommended comfort levels.	1. Provide the same number of disabled spaces as those that will be displaced. Some areas are likely to be at the minimum specified ATE guidance, or even below this. If these groups raise this, explain to them that the desired provision could not be provided everywhere due to space constraints, which would require a large budget to resolve e.g. building into the New Cut.	1	1	1	€2	€2	€2	0.25	0.25	0.25
BDB007	The cycle route at York Rd is unlikely to meet minimum TN 1/20 design standards, and there is no cycle route on Bedminster Parade. ATE and/or the Cycling Campaign group object to this. There is not space for better provision, except to recover space from the New Cut.	1. If these groups raise this, explain to them that the desired provision could not be provided everywhere due to space constraints, which would require a large budget to resolve e.g. building into the New Cut or one-way for traffic on strategic routes. A cycle route on Whitehouse Lane and Whitehouse Street exists to serve parallel routes. 2. Introduce a light controlled crossing at the York Rd / Whitehouse St junction, which would remove shared use provision.	2	4	8	€20	€50	€35	2	4	3
BDB009	Respondents object to the cycle route on Coronation Road being only in one direction, and respondents state this should be in two directions.	Remove the median island between Bedminster Bridges and St John's Road to provide more cycle provision. Could be delivered as part of SBLN project (transfer).	2	3	6	€0	€0	€0	0	0	0
BDB010	Local shoppers and local shops object to the plans for remove pay and display spaces.	There are good alternative places to park nearby, which are under-utilised and free (accept). Explain this during the consultation (reduce)	3	3	9	€0	€0	€0	0	0	0
BDB011	Local residents object to the plans to remove RPS bays, asking for these to be retained when there is little space to provide this.	Convert combined P+D and RPS bays to RPS only, so permit holders are not competing with P+D users. Increase parking elsewhere where possible. 1. It is impossible to deliver the scheme without the loss of 6 trees which obstruct visibility and the road layout. 4 trees need to be removed for structural / maintenance reasons. Accept this risk. 2. Reduce the risk by greatly increasing the count of trees, which over time would greatly increase the tree cover. 40 new trees are proposed. 3. Increase the number of trees above 40.	3	3	9	€2	€2	€2	0.25	0.25	0.25
BDB012	The tree forum and general public object to the plans due to loss of ten trees. Pressure to retain some of the trees, severely compromising the design and benefits.	Liaise with the bus operator. There are good benefits to the majority of services, and enormous benefits for the M2. The 24 service will see no benefit, but this would not significantly different to the existing situation. Provide alternative loading locations, which are conveniently located. Establish to what extent people can load at the rear of their properties.	1	3	3	€2	€6	€2	1	3	1
BDB014	Local business and shops may object to the changes in loading proposals, requiring more loading to be installed, compromising the scheme design and the flow of buses.	Meet with them to discuss the designs and outline benefits. Provide data showing economic benefits of active travel.	2	4	8	€2	€2	€2	0.25	0.25	0.25
BDB015	Business West, the Temple and Redcliffe BID and Bedminster Town Team do not support the plans, or object.	Meet with them and explain the benefits of the project e.g. to sustainable travel, and to the environment at Redcliffe Hill (subway infilling)	1	3	3	€2	€6	€2	1	3	1
BDB016	The Redcliffe Forum and Redcliffe Residents' Association object to the plans for Redcliffe Hill. They request further greening and reduction in the number of traffic lanes.	Instruct 3D GPR utility survey, and spend ample time scrutinising this. Try to avoid interacting with utilities where necessary e.g. keep existing kerb lines or only build out the kerb into the road. Avoid road widening.	3	5	15	€20	€100	€35	2	6	3
BDB017	High degree of complexity with number of strategic utilities running through the area, particularly Bedminster Parade, Bedminster old bridge, and Redcliffe Hill. This increases time and cost.	Try to engage with the sewer authority ASAP, although be aware that lead times can be extensive. Provide an incentive to engage by offering to discharge additional surface water runoff into the New Cut. Undertake surface water drainage survey.	3	6	18	€250	€1,500	€500	2	9	3
BDB018	The sewer authority may object to the proposals, and require surface water to discharge into the New Cut. This may be requested even where no additional non-permeable areas are proposed.	Meet with them to discuss the designs and outline benefits. Provide data showing economic benefits of active travel.	2	6	12	€150	€750	€350	2	9	3
BDB019	Structural engineers may deem the new design may change the structural loading characteristics on the existing structures the New Cut embankments and the two bridges. This may exceed tolerances for these structures.	The new design endeavours to maintain the existing structural loading characteristics.	1	4	4	€0	€250	€0	0	6	0
BDB020	The York Road stabilisation works (or other stabilisation work) may place considerable constraints during the construction period, removing one of the nearby diversion roads. The York Rd closure would have a considerable diversion route if it is still open after the proposals for Bedminster bridges are completed. This will have considerable PR impacts.	Continuous liaison between the two projects to manage phasing and mitigate where possible by keeping general traffic lanes open. Night time working	3	5	15	€250	€1,500	€350	2	24	4
BDB021	The bridge deck of the eastern bridge (new bridge) must be refurbished and re-waterproofed. This is either to happen as part of this project, or just before under a different contractor. This may overrun, and cause delays to the layout changes in this project.	Complete the refurbishment work as part of the same civils contract as the layout changes. Overruns on the former would avoid compensation events on the latter, and there would be co-benefits e.g. not re-installing the old bridge deck design.	2	7	14	€100	€200	€150	2	4	3
BDB022	The costs for the maintenance of bridge structures (re-waterproofing) are pushed onto the CRSTS project, rather than the Challenge Fund budget.	This is a considerable additional cost from a budget for sustainable transport improvements, and will impact the BCR. Liaise and negotiate with colleagues to try to retain the maintenance works to be paid for by the Challenge fund or other maintenance budgets.	1	2	2	€0	€1,750	€1,500	4	8	6
BDB023	After commencement of works (once digging commences), it is discovered that the condition of assets in the area, many of which are very historic, are poor and this causes additional delays and cost to rectify.	Both bridges are undergoing a structural survey, and the GPR survey will also provide intelligence about the ground composition.	2	4	8	€0	€750	€500	4	8	6
BDB024	BCC drainage network under maintained in recent history, hence risk of higher than normal drainage survey & construction costs.	A drainage survey will be undertaken so this can be assessed, and remedial works built into the main project construction works and budget.	1	3	3	€40	€350	€100	0	4	2
BDB025	St Mary's conduit runs through the project area. This is an uncharted spring water pipe with historic significance. Its presence may present additional challenges.	Provide historic records to the contractor, and treat as any other uncharted service and manage accordingly. Any strikes must be repaired as if it were a functioning asset.	2	2	4	€5	€30	€15	0.5	1	1
BDB026	St Mary Redcliffe Secondary school and Temple School, and St Mary Redcliffe 6th sixth form college may require specific access requirements for coaches, and the banned turns require longer routing.	Engage with the school to understand routes, and explain alternative routing if necessary. The project has been designed such that coaches should still be able to pull into the northern side of Clarence Rd as they do now from most directions, or by turning around at Redcliffe roundabout.	2	1	2	€20	€50	€35	1	4	3
BDB027	A centre for the Guide Dogs for the Blind association is located less than a 1 minute walk away from the project area, and this may have specific demands on the scheme design.	Engage with them, explain the design, and take on board any concerns for the design. Measures for blind and partially sighted people would be installed across all constructions projects in any case.	2	4	8	€10	€25	€17	0.5	2	1
BDB028	The roundabout is a major junction for the region, where the A38 and A370 intersect. It is very busy with people across all modes of transport. Construction will be very challenging, as any constraints on the network are likely to cause congestion and re-routing onto alternative routes, causing complaints.	1. The construction tender will be essential to ensuring that relevant minimum standards throughout construction are laid out for the travelling public across all modes. E.g. space for cycling and pedestrians, and number of traffic lanes going to/from various directions. 2. Clearly communicate delays and restrictions to the public.	3	5	15	€250	€1,500	€350	0	0	0
BDB029	Moving or altering bus shelters may require planning permission - not currently reflected in programme and duration unknown	Extent of planning work to be identified and added to programme. The planning permissions can be run concurrently with other processes e.g. TROs / construction tender. This process is likely to be run by the bus shelter installing company (to confirm).	4	1	4	€0	€50	€30	0	0	0
BDB030	Some of the trees outlined as replacement trees (40) cannot be installed due to ground conditions or utilities. This is always a risk until spades are put in the ground to check conditions.	Explain this is a risk to consultants, and identify alternative places to plant trees in the vicinity to keep the number of replacement trees up to 40. 1. This is not a particular risk as another set of traffic signals exists within plain view to prevent conflict with the pedestrian crossing (accept). 2. Reduce the risk by installing an enforcement camera to prevent the movement, with enforcement camera signs. 3. Simply enable the turn, so this risk is fully mitigated.	2	2	4	€30	€350	€100	0	0	0
BDB031	The left turn from Bedminster Parade towards Coronation Road (banned) is frequently violated, as the geometry does not completely exclude this movement.	Ensure the contractor is well aware of the water courses and the structures above them. Provide all knowledge held in this regard. The risk is transferred to the contractor as per the CDM regulations so long as the client has provided all information they hold about the risk.	2	2	4	€0	€30	€30	0	0	0
BDB032	Additional safety and security measures will be required when working near and above a water course. There is increased risk of injury.	Ensure the contractor is well aware of the water courses and the structures above them. Provide all knowledge held in this regard. The risk is transferred to the contractor as per the CDM regulations so long as the client has provided all information they hold about the risk.	1	4	4	€0	€0	€0	0	0	0