Risk Register

Project Name:	A4018 Corridor Improvements
Project ID:	15143
Project Manager:	Steve Riley

Key:
Type: C (Construction); D (Design); E (Environmental); F (Financial); M (Management); P (Political); O (Operational); T (Technical); U (Utilities)
Probability: 1 (unlikely); 2 (equally likely/unlikely); 3 (likely); 4 (very likely)
Impact: 1 (low); 3 (medium); 5 (high); 7 (very high)
Priority: 1-4 (low); 5-12 (medium); 14-21 (high); 28 (critical)
Response: Avoid; Reduce; Fallback; Transfer; Accept; Share; Exploit; Enhance; Reject; or a combination

			Original								Residual							
Risk ID	Type	Description	Probability	Impact	Priority	Date Identified	Date Updated	Proximity	Response (may be more than one)	Mitigation (may be more than one)	Probability	Impact	Priority	Risk owner	Mitigation owner	Notes	Status	Related Issue ID
R001	P (Political)	If the designed measures do not gain sufficient public/political support, then the submission of the Full Business Case will be delayed and/or may not be approved for submission leading to no delivery of works to the corridor in the short/medium term.	2	5	10	27-Apr-18	29-Apr-19	Consultation	Reduce	Engagement with local ward members, the BCC Executive, and representatives of local community groups has been taking place for several years through the development and consideration of the CPNN planning applications. BCC/SGC have been developing a VISSIM model of the corridor that can be used to model proposals and visually present the impact.	2	3	6	S Riley	S Riley		Open	
R002	D (Design)	If the current proposals are determined to be not deliverable, then the designs may be amended and no longer deliver the same benefits.	2	5	10	27-Apr-18	29-Apr-19	Design/ Consultation	Reduce	BCC has Technical Officers, experienced in the delivery of such corridor improvements, that have reviewed proposals and, at this stage, consider them broadly deliverable. The VISSIM model of the corridor will be used to test the designs as they are progressed to ensure the benefits of the scheme are maximised.	1	5	5	S Riley	S Riley		Open	
R003	O (Operation	If resources are not available to progress the design work, then the Full Business Case will be delayed and/or may not be approved for submission, leading to no delivery of works to the corridor in the short/medium term.	2	5	10	27-Apr-18	06-Jul-18	Design	Reduce	The resource implications have been considered in the forward planning of resources across the delivery of the Transport Capital Programme.	2	5	10	S Riley	S Riley		Closed	
R004	O (Operation	If local media adopt a negative stance to the scheme, media enquiries and public complaints could occupy officer time	2	3	6	27-Apr-18	27-Apr-18	Design/ Consultation	Avoid	Clear communications strategy, early media engagement, try to identify supportive members and businesses	2	3	6	S Riley	S Riley		Open	
R005	F (Financial)	If repeated iterations of design are required in response to consultation findings, then the approved budget may come under strain	2	5	10	27-Apr-18	03-Oct-18	Design	Reduce	The engagement with a Project Team from across the Transport Service should ensure an appropriate design is proposed, and that possible consultation responses have already been considered.	2	5	10	S Riley	S Riley		Open	
R006	M (Managen	If approval is given to include this scheme as part of the Implementation of the Clear Air Zone, the additional funding will enable the very best materials to be used in Westbury village and other opportunities for betterment	2	5	10	06-Aug-18	06-Aug-18	Design	Exploit	Maintain a costed 'chocolate box' approach to design elements, allowing those initially considered unaffordable to be brought back into the design if additional funding proves to be available.	2	7	14	Steve Riley	Steve Riley	Note that this is an opportunity not a risk!	Open	
R007	M (Managen	If approval is given to include this scheme as part of the Implementation of the Clear Air Zone, the timetable to complete construction before March 2021 will be very challenging	2	5	10	06-Aug-18	03-Oct-18	Design	Accept	Additional funding should only be seen as a benefit, ensuring an appropriate design is chosen as early as possible will allow the necessary processes to start as early as possible.	2	3	6	Steve Riley	Steve Riley		Open	
R008	M (Managen	If the consultation is delayed until after the modelling results have been received, further delays will be introduced into the programme	3	5	15	23-Oct-18	10-Dec-18	Consultation	Accept	The Crow Lane works, with the WECA funding to be spent by March 2021, could be split out and progressed separately from the remainder of the A4018 corridor works that then follow using s106 funding only.	3	5	15	Steve Riley	Steve Riley		Closed	I001
R009	M (Managen	If the modelling results suggest a change is required to the design, additional costs will be incurred and delays added to the programme	3	7	21	16-Nov-18	18-Jan-19	Consultation	Avoid	Provide clarity on the benefits of the scheme as compared to moderate negative impacts; ensure others understand the potential impact on funding of changing the delivery timescale.	2	7	14	Steve Riley	Steve Riley		Closed	
R010	F (Financial)	If further delays are experienced and the delivery of the northern section extends beyond March 2021, the WECA funding may be compromised	3	7	21	16-Nov-18	03-May-19	Construction	Avoid	Maintain dialogue with WECA colleagues to provide regular updates of progress and ensure to be kept informed of an changes to funding guidance.	2	5	10	Steve Riley	Steve Riley		Open	