

Portway P&R Risk Register

Negative Risks that offer a threat to Portway P&R Bus Access and its Aims (Aim - Reduce Level of Risk)

Ref	Risk Description	Key Causes	Key Consequence	Status Open / Closed	Risk Category	Risk Owner	Key Mitigations	Current Risk Level			Monetary Impact of Risk
								Likelihood	Impact	Risk Rating	£k
R001	Uncertain future economic conditions may result in an increase to the cost of, labour, raw materials, and supplies. Uncertain market conditions may dictate the demand for materials, labour, and supplies which could result in long lead-in times and programme delays	Inflation, global events, supply and demand	Potential for increased cost of materials and delays to secure them	Open	Construction	BCC PM	Through the tender process, ensure that all parties that have submitted a bid are able to resource and supply the work in the given timescales. RPI increase to be accounted for within the economic and financial cases of the business case, contingency derived from a QRA to be placed on construction costs	2	3	6	<£250k

R002	Tender returns are higher than cost estimate based on B.o.Q	Price of materials rising, higher level of inflation	Cost of works higher than estimated	Open	Tender	BCC PM	Cost estimate has been based on average sum of three contractors on the Highways Framework using Bill of Quantities. Inflationary amount has been included in the cost estimate to account for any uplift between cost estimate production and the construction start date. Contingency sum added in the QRA for tender returns to be higher than estimated.	2	4	8	<£500k
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R003	Delays in securing of funding could delay the construction programme	Failure to agree on project finances	Delay to the commencement of the construction programme which could see cost estimate increase	Open	Finance	BCC PM to brief the BCC chief financial officer in advance of capital investment board to ensure smooth passing through CIB gateway. Business case demonstrates that the project would meet the Department for Transport 'high' value for money category which meets the WECA Grant Assurance Guidance	2	2	4	<£50k
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R004	Project cannot secure assigned funding through the WECA Grant Assurance & Business Case process.	This could be for reasons including lack of suitability with the DfT's TAG / WECA's Grant Assurance guidance on appraisal, or the project is not transformational enough to realise clear benefits at BCR ratio of 2:1	Construction works would not be funded	Open	Financial	BCC PM The DfT's TAG and WECA's guidance on appraisal is not within the controls of the project. To ensure the project is consistent with these conditions the project team produced an OAR and ASR, which were submitted to WECA Grant Assurance prior to the submission of the final FBC. The appraisal methodology was accepted by	2	3	6	Scheme would not be funded
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R005	Chosen contractors delivery programme longer than anticipated once commissioned	Supplies issues, low resource levels, lack of capacity to take on the works	Construction programme longer than anticipated, which has consequent impacts on the park and ride users due to longer period of closure	Open	Tender	BCC Engineering Design	BCC EngDesign to refine the programme based on detailed design outputs. Desired programme to be transparent in the tender documents. Time contingency allowed at the end of the programme for overrun.	1	1	1	<£10k
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<p>R006</p>	<p>A cable strike may occur during the construction phase. The impact of this risk would be on the programme as a delay to the works would be in place until Health and Safety had cleared the site. Depending on the severity of the cable strike there may also be an impact on cost to repair the cable</p>	<p>Utilities that did not show up on the utility searches, inaccurate utility mapping</p>	<p>Delay to the construction programme</p>	<p>Open</p>	<p>construction</p>	<p>BCC Engineering Design</p> <p>Prior to the construction the BCC PM will work with the BCC Engineering Team to arrange the relevant utility searches up to C5's. Trial pits have been completed at the site as part of the utility search process, and further trial pits will be completed at the beginning of the construction phase. BCC Highways Electrical Asset Team have</p>	<p>2</p>	<p>2</p>	<p>4</p>	<p><£50k</p>
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R007	The construction methodology may require the closure of the bus access junction into the Portway Park and Ride site. This will impact on the performance of the park and ride site for the duration of the works as the bus stop and passengers will have to be moved to a temporary location.	Space, topographical constraints and the strategic nature of the A4 Portway means that the Portway P&R Bus Junction will have to close for up to 6 months to construct the improvements	Quality of the Park and Ride Service diminished over the 6 month construction period	Open	Construction	BCC PM work with BCC design team to understand whether there are alternative options to the construction methodology. BCC design team to provide further information about construction phasing, and the task durations within the construction. Early engagement to be held with WECA Bus Services team and Stagecoach Temporary	5	2	10	<£50k
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R008	Chosen contractor unable to fulfil the contract either .	through lack of resource, supplies, refusing works, or goes bust during the term of the contract	This could impact on the programme in having to mobilise the second place bidder on the contract, delay to the programme could incur cost implications. The second place bid on the tender may be more expensive than the first choice contractor	Open	Tender / Construction	BCC PM work with BCC Design team to prepare the contracts before they are released for tender. BCC PM and BCC EngDes to ensure sufficient details on the project are contained in the procurement package so that potential bidders understand the requirements of the project. Each bid submitted will be subjected to	2	2	4	<£50k
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R009	The severity of Covid-19 (or other nationally significant event) could increase which may result in additional restrictions and/or reduced resources that may cause impact to the delivery of the project	Globally significant events such as COVID or other nationally / internationally significant event	This could impact on the project programme, and or cost, if different working practices need to be adopted	Open	Programme	BCC PM Early contractor engagement to ensure early programming. Remote work practices have become more established and consequently more efficient. BCC contractor framework requires contractors to increase safety within their working environments - engagement with contractors has assured that covid	1	2	2	<£50k
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<p>R010</p>	<p>Delays in the availability of the highway for street-works due to new network management arrangements and highway bookings. Other utilities may have made their reservations first.</p>	<p>Late submission of permits to work on road space</p>	<p>Delay to the construction programme</p>	<p>Open</p>	<p>Construction</p>	<p>Need early programme of works and book in as soon as possible. Allow some time contingency in programme for delays. Provisional Advanced Authorisation "PAA" Street works permit to be submitted now to pencil in the works</p>	<p>1</p>	<p>1</p>	<p>1</p>	<p><£10k</p>
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R011	Street lighting and / or traffic signal costs escalate due to global material shortages creating instability in pricing. Pricing has been driven up. There is a risk to the cost of the works and potentially the programme if additional time is required during the tender processes to find cost effective alternative suppliers	Global price of supplies increase	Possible cost increase to the project	Open	Construction	Detailed design will provide a cost, in order to mitigate an appropriate financial contingency will be added. Ongoing engagement with BCC lighting team and Traffic signals for early indication of cost and supply issues. These costs will then be refined as the detail of the design progresses. There is an element of acceptance that the cost of	2	2	4	<£50k
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R012	Inadequate Traffic Management during the construction process could lead to reduced road safety, increased highway user complaints, need to implement additional Temporary Traffic Management measures. Risk of officer time being taken up by complaints, and increased cost of TTM	Traffic Management infrastructure scheduled not adequate enough for the strategic nature of the road	Programme delays to re-work the Traffic Management schedule and potential cost increases	Open	Construction	BCC Engineers to hold conversations with internal BCC network management officers to agree acceptable TTM prior to tender process going live. BCC PM to liaise with BCC Eng Design (or design team if other) to ensure adequate TTM plans have been included as part of the tender, and that TTM plans adhere to relevant	1	1	1	<£10k
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