

Appendix C – Risk Assessment

Risk No	Risk description	Risk mitigation	Residual / current risk			Additional steps to be taken
			Likelihood	Impact	Prioritisation	
1	TROs will be challenged.	Public consultation has been undertaken while ensuring that the correct processes are taken around decision-making and properly considering objections. Steps taken to ensure that the correct processes are taken around decision-making and properly considering objections. Further engagement on the detailed design of the scheme took place in September 2022, feedback from which will inform the detailed design.	Low	Medium	<i>Tolerable</i>	
2	That the lockable bollards will slow down the operations of Emergency Services and a key would be needed by several different parties.	Lockable bollards only placed where planters are not suitable. Bollards which can be driven over will also be considered where emergency services will be consulted with. From the experimental scheme, emergency services have not raised any issues. Keys have been issued to Emergency Services. The Ambulance Service has advised they prefer to navigate around the modal filters.	Low	Medium	<i>Tolerable</i>	

3	That the scheme will not be delivered before the deadline for ATF3 funding.	Provide regular updates to the public and councillors to avoid an information vacuum. Change control procedures to extend the funding have been initiated with TfWM, to be agreed with DfT.	Low	Medium	<i>Tolerable</i>	
4	There is insufficient funding within the project for the works to be completed, particularly if costs have increased due to inflation.	A contingency of 20% has been added to the estimated works cost. If costs increase further because of other unforeseen factors, then further funding would have to be identified or the number of measures reduced. This would be managed through existing governance arrangements within the Transport and Highways Capital Programme.	Low	Medium	<i>Tolerable</i>	
5	The programme may be delayed incorporating additional member and public engagement processes.	<p>Minimise the number of additional engagement sessions to those who will be most significantly affected. Ensure that scheme designs have been adapted appropriately to satisfy concerns raised in previous engagement.</p> <p>Establishment of a member working group for Kings Heath and Moseley,</p>	Low	Low	<i>Tolerable</i>	

		<p>the programme includes further engagement on detailed design issues.</p> <p>Approach has been agreed with CM and Cllrs</p>				
6	That the measures (e.g. 20mph speed limits and bus gates) are not followed by drivers. This may lead to the false perception by residents that they are safe from dangerous / non-compliant driving.	<p>Measures will be designed to be self-enforcing where possible.</p> <p>Enforcement measures (e.g. speed cameras) will also be considered where feasible as well as signage and traffic calming measures (e.g. pedestrian crossings). Softer behavioural change initiatives such as Car Free School Streets are also expected to mitigate the risk of this for those most vulnerable (e.g. parents with young children).</p>	Low	High	<i>Tolerable</i>	
7	Insufficient income from BLE (Bus Lane Enforcement) to cover on-going operational and maintenance costs.	In the event that income does not cover operational costs, then the shortfall would have to be covered from the wider enforcement regime.	Low	Medium	<i>Tolerable</i>	
8	Shortage of contracting resources potentially leading to a delay in commencement of the works.	Works will be procured through an existing framework and programmed with the contractor as early as possible.	Medium	Low	<i>Tolerable</i>	

Measures of likelihood / Impact:

Description	Likelihood Description	Impact Description
High	Almost certain, is expected to occur in most circumstances. Greater than 80% chance.	Critical impact on the achievement of objectives and overall performance. Critical opportunity to innovate/improve performance missed/wasted. Huge impact on costs and/or reputation. Very difficult to recover from and possibly requiring a long term recovery period.
Significant	Likely, will probably occur in most circumstances. 50% - 80% chance.	Major impact on costs and objectives. Substantial opportunity to innovate/improve performance missed/wasted. Serious impact on output and/or quality and reputation. Medium to long term effect and expensive to recover from.
Medium	Possible, might occur at some time. 20% - 50% chance.	Waste of time and resources. Good opportunity to innovate/improve performance missed/wasted. Moderate impact on operational efficiency, output and quality. Medium term effect which may be expensive to recover from.
Low	Unlikely, but could occur at some time. Less than 20% chance.	Minor loss, delay, inconvenience or interruption. Opportunity to innovate/make minor improvements to performance missed/wasted. Short to medium term effect.