

Appendix D – Pershore Road Risk Management Assessment

No	Item of Risk	Potential Impact	Inherent Risk		Control Measures	Control Measure Managed by	Residual Risk	
			Impact	Likelihood			Impact	Likelihood
1	Changes to scheme design occurring during detail design due to public / councillor correspondence.	Extra time required for detailed design.	High	High	Local councillors to be kept up-to-date of scheme progress, scheme can be amended following statutory consultation period.	Project Manager, Policy Team	Medium	Medium
2	Objections to the scheme being received as a result of the advertisement of the Traffic Regulation Orders.	Scheme does not proceed.	High	High	Dialogue to be on-going with Ward Councillors and members of the public, scheme can be amended following statutory consultation, if it is not possible to reconcile all issues or objections as a result of the statutory TRO consultation, then the project can still proceed subject to TRO Objections report being complied and approved by Cabinet Member.	Project Manager, Policy Team	Medium	High
4	C2 plans not accurate causing a potential conflict between highway works and Statutory Undertakers plant on site.	Extra time / cost required.	High	Medium	GPR to be used where appropriate to allow early identification of any conflicts. C3 inquiries sent to utility companies in advance to begin dialogue over any statutory plant that may need diverting as a result of the design.	Project Manager, Contractor	Low	Medium
5	Cost increases following detailed design.	Budget exceeded.	High	Medium	Capital costs includes contingency to cover variance. Consider value engineering / scope reduction.	Project Manager	Medium	Medium
	Unable to obtain 3rd party land via negotiation	Extra time / cost required.	High	Medium	Mitigation in place to run Compulsory Purchase Order process in tandem with negotiation to reduce any potential impact on programme	Project Manager, Policy Team	Medium	Medium
6	Cost increases at Tender stage due to market conditions.	Budget exceeded.	Medium	Medium	Capital costs includes contingency to cover variance. Consider value engineering / scope reduction.	Project Manager	Medium	Medium
7	Disruption to highway network during the construction period.	Delays to highway users.	High	High	Construction programme to be planned / phased to ensure disruption is kept to a minimum. Discussions with Traffic management Services to be held through development and implementation of works.	Project Manager, Traffic Management Services, Contractor	Medium	Medium
8	Disruption to businesses during the construction period.	Loss of trade.	High	Medium	Access to businesses to be maintained at all times during highway works. Discussions with Traffic management Services to be held through development and implementation of works.	Project Manager, Site Supervisor, Traffic Management Services, Contractor	Low	Low
9	Failure to meet grant conditions with funding being withheld.	Extra time / cost required.	High	Medium	Projects will be effectively managed to address issues affecting delivery and consequentially grant funding.	Project Manager, Site Supervisor, Traffic Management Services, Contractor	Medium	Medium
10	Unable to obtain 3rd party land via negotiation	Extra time / cost required.	High	Medium	Mitigation in place to run Compulsory Purchase Order process in tandem with negotiation to reduce any potential impact on programme	Project Manager, Policy Team	Medium	Medium
11	Road space cannot be booked due to other schemes taking place	Extra time	Medium	low	Liaison between promoters and traffic management ongoing in terms of programming	Project Manager, Policy Team	Medium	low
12	Scheme once implemented does not meet the needs of local community	Loss of local trade / income.	Medium	Medium	Scheme to be refined and designed to meet the needs of local community and residents, design will incorporate as a minimum some form of pedestrian and cycling facilities to overcome severance.	Project Manager, Policy Team	Low	Medium