

Project Manager to update

			Risk Identification and Assessment (pre-mitigation)										Risk Mitigation (residual risk)												
								Impact (50%)						Impact (50%)											
Ref	Project Name	Overall Project Status	Risk Cause	Risk Event	Risk (effect)	Proximity	Probability (50%)	Financial 1-5	Operational 1-5	Reputational 1-5	Overall Score	Counter Measures (threat / opportunity response) - Underway and / or Planned					Probability (50%)	Financial 1-5	Operational 1-5	Reputational 1-5	Overall Score	Action Date	Risk Owner	Risk Actionee	Current Status
			e.g. unforeseen ground conditions	e.g. change to the working method or revision of the design.	This will most commonly relate to: - costs (increase / decrease); - timescale (delay / opportunity to accelerate); or - quality / benefits (increase / decrease in outputs and outcomes).  There may be other risk impacts on objectives such as reputation or compliance.	When is the threat or opportunity expected to realise?	1	5	5	1	4	Brief description of what is being done to address the risk e.g. do you intend to reduce / treat the risk (and how) or transfer the risk (and how), etc.					4	5	5	1	16	When the counter measures will be in place e.g. contract signing with contractor.	Individual responsible for the management and control of the risk.	Individual assigned the the implementation of the counter measure(s)	Active
001			Time taken to complete business case longer than expected due to limited information available from HS2 resulting in higher than originally estimated number of queries received from business case appraisal team.	Exclusion of the public realm from the main works contract	Quality decreases as the project would not be delivered and the design of the station would not facilitate the economic growth set out in the OBC	Stage 1 of the Main Works contract	3	3	3	3	9	The OBC has been produced through joint working with HS2 within similar risks around the procurement of the Design works contract. The timescales and dependencies for the next phase of work have been identified to ensure they align with the procurement of the main works contractor and the detailed design of the station.					1	1	1	3	9	Procurement ITT and Stage 1 of the main works contract	James Betjemann	Hannah Willets	Active
002			Contractor tender return bids and Stage 1 costs higher than predicted and exceed GBSLEP	Exclusion of the public realm from the main works contract	Quality decreases as the project would not be delivered and the design of the station would not facilitate the economic growth set out in the	Stage 1 of the Main Works contract	3	3	3	3	9	The OBC has been produced through joint working with HS2 within similar risks around the procurement of the Design works contract. The design is at RIBA 3 with a robust cost plan, including significant contingency and is expected to be sufficient for the target price that is identified in the next phase of work.					1	1	1	3	9	Stage 1 of the for the Main Works Contract	James Betjemann	Hannah Willets	Active
003			HS2 procurement strategy precludes third party visibility of the process. Without any sight of the criteria or ability to make representations,	Lack of visibility in the procurement	Difficult to evidence value for money	ITT and Stage 1 of the Main Works contract	3	3	1	4	6	The Council will employ a cost consultant to verify the cost of the works to ensure there is value for money. HS2 and the Council have agreed that there will be dialogue on issues raised by the bidders on the enhanced public realm. The procurement is OJEU compliant.					3	1	1	2	9	Stage 1 of the Main Works Contract	James Betjemann	Hannah Willets	Active
005			The final design may need to be amended due to the interface with the Birmingham Eastside Metro scheme which runs through the site.	Revision of the design	The quality of the public realm may be reduced which may impact on the benefits	Stage 1 of the Main Works contract	2	2	3	1	4	Joint working between the Council, HS2 and Metro has indicated that if there was any impact it would be minimal and wouldn't affect the realisation of benefits even if the quality of the design was reduced. Further work between both design teams aims to minimise the impact completely.					1	1	1	1	4	Stage 1 of the for the Main Works Contract	James Betjemann	Hannah Willets	Active
006			The cost of the works increases during construction due to various issues such as unforeseen ground conditions	Revision of the design	The quality of the public realm may be reduced which may impact on the benefits. The costs may also increase	Stage 2 of the main works contract	2	2	2	2	4	The procurement strategy reduces the risk for both parties by allowing the target price to developed in Stage 1before the works are contracted. The FBC will be developed during Stage 1 and it will set out the target price for the works and how the risk will be shared between the contractor, HS2 and Council.					1	1	1	1	4	Stage 2 of the main works contract	James Betjemann	Hannah Willets	Active
007			Network Rail do not approve the final design of Paternoster Place	Revision of the design	The quality of the public realm would be reduced and the benefits may not be fully realised as this part of the project is important for developing	Stage 1 of the Main Works contract	2	3	3	2	6	The development of the RIBA 3 design has been approved by Network Rail, subject to agreement with HS2 and the Council on the future maintenance of the asset. This will be developed during Stage 1 of the main works contract along with any detailed design issues that are developed alongside the target price					1	1	1	1	4	Stage 2 of the main works contract	James Betjemann	Hannah Willets	Active
008			Time taken to agree and deliver a risk assessment for park street bridge between BCC, Network Rail and HS2	Network Rail won't be able to sign off the design and potentially unable to sign-off the stage 1 target cost without a full risk assessment being completed	Risk of HS2 not including Paternoster in construction programme	Stage 1 of the Main Works contract					0	Following discussions between BCC, HS2 and Network Rail, Network Rail have agreed to undertake the risk assessment on Park St Bridge at the end of March 2021.					2	2	3	3	6	Network Rail to undertake risk assessment in Q4.	James Betjemann	Hannah Willets	Active

Issue Identification					Mitigation					
Ref	Issue	Owner	C = Cause	E = Effect	Impact	Counter Measures - Underway and / or Planned				Current Status
1	Due to change in the procurement strategy following approval of the OBC a change request will be required to unlock further funding to develop the FBC	BCC	C: Changes to HS2's procurement strategy		Re-profile of funding	Initial conversations taken place with LEP PMO team to set out the requirements to progress this matter and a change request was submitted in December 2020.				Active
			E: Further funding required to be unlocked to							

COMMENTS  
(UNHIDE ROW 6)