

## A34 Walsall to Birmingham Sprint – Risk Register

Risk No	Risk description	Risk mitigation	Residual / current risk			Additional steps to be taken
			Likelihood	Impact	Prioritisation	
1.	High-level risk that non-delivery of the project would affect plans for the Commonwealth Games and lead to reputational damage to the City Council and other partners.	On-going partnership working with WMCA, TfWM, Contractors and other stakeholders through the life of the project, including Programme Board and individual Project Boards. The legal agreement will give the City Council powers to 'step in' if works are not completed.	Low	High	Material	On-going
2.	Risk that other key schemes in the area (Athletes Village, Alexander Stadium, A34 Highway, Perry Barr Station, Perry Barr bus interchange) disrupt construction work	Regular liaison with other projects through Perry Barr Infrastructure Coordination Group and Wider Commonwealth Games Village Meeting. Phasing of project to ensure critical elements are delivered first.	Medium	Medium	Material	Ongoing
3.	There is a risk that there may be objections or legal challenge to the Traffic Regulation Orders (TROs).	TROs will be applied for in stages, with route sections grouped together. Scheme delivery will be staggered to construct different sections as TROs are approved, allowing delivery to be maintained. Float has been incorporated within the programme to account for programme slippage as a result of TRO objections / challenge.	Medium	Low	Material	Ongoing
4.	Utilities diversions take longer to complete than planned	Stats coordination team to work with contractor to assist with liaison and diversion works. Negotiation with stats owners to ensure that work is given priority and escalate where necessary.	Significant	Medium	Material	Ongoing

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5.	Risk that Commonwealth Games test events disrupt works	Liaison through the Commonwealth Games Capital Board to understand implications of test events and requirements.	Low	Medium	Tolerable	Ongoing
6.	Construction cost increases after works have commenced on site.	Continued discussions with the site team, QS and Contractor to mitigate risks and raise early warnings. Apply value engineering and consider descoping. Consideration by Project Board on impact on project outcomes.	Low	Medium	Tolerable	Ongoing
7.	Disruption to road users during the construction stage.	Careful planning, phasing and consideration of the construction programme to ensure disruption is kept to a minimum. The Contractor will work with Traffic Management Services throughout the delivery stage to further investigate traffic management controls during the works to minimise impact to road users. Introduce proactive traffic monitoring during the works. Public to be informed prior to start of works of the likely disruption, diversion routes and advice to use other modes.	Medium	Medium	Material	Ongoing
8	Risk that materials (eg type 1) or resource may be unavailable when required	Engagement with the contractor through EC12 to give early indication of material and delivery requirements.	Low	Medium	Tolerable	Ongoing
9	Risk that Bus Lane Enforcement income may not be sufficient to fund the cost of the enforcement operation.	Income and expenditure levels have been forecast based on previous experience on similar schemes, and indicate a likely surplus. If necessary, the level of enforcement can be modified to reflect the level on contraventions.	Low	Medium	Tolerable	Ongoing

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10	The City Council expect Sprint to serve Six Ways Aston, however this cannot be mandated and there is a risk that the operator may choose to use register the route as only serving the underpass.	Discussions ongoing with TfWM, who will procure the operator. Requirements will be outlined in Enhance Partnership agreement if possible.	Medium	Low	Tolerable	Ongoing
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### 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.