

Risk Types

Strategic - large scale changes in direction
 Financial - extra costs/loss of revenue
 Operational - technical/people/process failures
 Reputational - partners/customers/staff
 Compliance - grants/legislation/data protection

Impact

5 - Critical impact on the achievement of objectives and overall project.
 4 - Major impact on costs and objectives. Medium to long term effect and expensive to recover.
 3 - Significant impact on time, resources, outputs. Medium term effect, expensive to recover.
 2 - Minor loss, inconvenience. Short to medium term effect.
 1 - Minimal loss, delay or interruption. Easily remedied

Likelihood

5 - Almost certain to happen
 4 - More likely to occur than not
 3 - As likely to happen as not
 2 - Low but not impossible to occur
 1 - Extremely unlikely to happen

Risk Register

Project Title:	Active Preston LUF - Round 2
Project Number:	2 ACTIVE TRAVEL PROJECT

Risk ID	Risk Type	Risk Description	Original Scores			Risk response and mitigating actions	Mitigated Scores				Risk Status	Owner	Comments / Progress
			Impact	Likelihood	Score		Residual Impact	Residual Likelihood	Residual Score	Rating			
		North South Cycle Link (Friargate South and Cheap Street):											
R001	Operational	Design and construction capacity / technical expertise	4	3	12	Early engagement undertaken with design and build framework partner	4	1	4	Low	Open	Preston	
R002	Strategic	Political support from Preston CC	4	3	12	Briefings with Members undertaken	4	1	4	Low	Open	Preston	
R003	Strategic	Support from Highway Authority	4	4	16	HA officers have been engaged throughout the bid process, have inputted to, and support the proposals	4	1	4	Low	Open	Preston	
R004	Strategic	Public engagement / consultation inc. visually impaired and cycling groups	4	2	8	Early engagement would be undertaken with the public and various groups / organisations. The proposal would form an extension of the in progress Friargate North scheme to the south side, where existing paving is poor. The scheme would mirror materials and agreed segregation types as a result of extensive consultation on the northern side, therefore the risk is perceived as low.	2	2	4	Low	Open	Preston	
R005	Strategic	TRO Consultation	3	2	6	Only TRO / advert required is for a mandatory contraflow cycle lane. Access for pedestrians and traffic would remain unaffected.	3	1	3	Low	Open	Preston	
R006	Financial	Utility diversions / unchartered services	4	2	8	Utility enquiries and consultation to be carried out as part of the design process. No additional carriageway areas are proposed and excavation depths for paving are shallow, minimising interface with services	4	1	4	Low	Open	Preston	
R007	Strategic	Certainty of information	3	3	9	Limited information available during bid stage (no topographical, traffic, drainage or earthworks surveys available) however reasonable assumptions have been made and risks have been quantified.	2	2	4	Low	Open	Preston	
R008	Operational	Interface with authorities and land owners	4	3	12	The only land owner interface is with the Highway Authority who have assisted in developing, and support the proposals.	4	1	4	Low	Open	Preston	
R009	Operational	Site constraints - site access, traffic management, interface with businesses, properties and rights of access	3	4	12	Careful coordination between contractor and local businesses will be required, and TTRO / PAA permits obtained.	3	2	6	Medium	Open	Preston	
R010	Financial	Material availability	3	3	9	Alternative material found (Kellen) to match existing materials palette as an alternative to traditional granite. Environmental impact and supply chain issues are reduced.	2	2	4	Low	Open	Preston	
R011	Compliance	Delivery within funding deadlines	3	3	9	Delivery plan identified for both design and construction. Early engagement taken place with the Highway Authority (inc.highway designers) and framework design and build contractor.	3	2	6	Medium	Open	Preston	
		Bus Station Mobility Hub:											
R012	Operational	Design and construction capacity / technical expertise	4	3	12	Early engagement undertaken with design and build framework partner	4	1	4	Low	Open	Preston	
R013	Strategic	Political support from Preston CC	4	3	12	Briefings with Members undertaken	4	1	4	Low	Open	Preston	
R014	Strategic	Support from Highway Authority	4	4	16	HA officers have been engaged throughout the bid process, have inputted to, and support the proposals	4	1	4	Low	Open	Preston	

R015	Strategic	Planning Permission	5	2	10	Consideration has been given to the proposed location and its surrounding environment. Discussions with the land owner (also the highway authority) have taken place and are supported by them. They can also rule on a planning application for the hub under reg 3	5	1	5	Medium	Open	Preston	
R016	Financial	Utility diversions / unchartered services	4	2	8	Utility enquiries and consultation to be carried out as part of the design process. No additional carriageway areas are proposed.	4	1	4	Low	Open	Preston	
R017	Strategic	Certainty of information	3	3	9	Limited information available during bid stage (no topographical, traffic, drainage or earthworks surveys available) however reasonable assumptions have been made and risks have been quantified.	2	2	4	Low	Open	Preston	
R018	Operational	Interface with authorities and land owners	4	3	12	The only land owner interface is with the Highway Authority who have assisted in developing, and support the proposals.	4	1	4	Low	Open	Preston	
R019	Operational	Site constraints - site access, traffic management, interface with businesses, properties and rights of access	3	2	6	Area is in a large open space and unlikely to impact on the highway network or affect services within the bus station.	3	1	3	Low	Open	Preston	
R020	Compliance	Delivery within funding deadlines	3	3	9	Delivery plan identified for both design and construction. Early engagement taken place with the Highway Authority (inc.highway designers) and framework design and build contractor.	3	2	6	Medium	Open	Preston	
		East West Cycle Link (Queens Street / Avenham Lane):											
R021	Operational	Design and construction capacity / technical expertise	4	3	12	Early engagement undertaken with design and build framework partner	4	1	4	Low	Open	Preston	
R022	Strategic	Political support from Preston CC	4	3	12	Briefings with Members undertaken	4	1	4	Low	Open	Preston	
R023	Strategic	Support from Highway Authority	4	4	16	HA officers have been engaged throughout the bid process, have inputted to, and support the proposals	4	1	4	Low	Open	Preston	
R024	Strategic	Public engagement / consultation inc. visually impaired and cycling groups	4	2	8	Early engagement would be undertaken with the public and various groups / organisations. The proposal has been designed to LTN 1/20 and takes on board practices / lessons learnt from VI engagement on the Penwortham to Preston Cycle Superhighway	2	2	4	Low	Open	Preston	
R025	Strategic	TRO Consultation	2	3	6	TRO is not mandatory to deliver the proposals, however there may be additional benefit in altering the access arrangements to Syke Hill and enable the crossing / cycle entry point to be built out. An initial review of access arrangements has been undertaken and entry to the road must be permitted, however it may be possible to prohibit a left turn entry.	2	1	2	Low	Open	Preston	
R026	Financial	Utility diversions / unchartered services	4	2	8	Utility enquiries and consultation to be carried out as part of the design process. No additional carriageway areas are proposed and excavation depths are shallow for cycleway construction	4	1	4	Low	Open	Preston	
R027	Strategic	Certainty of information	3	3	9	Limited information available during bid stage (no topographical, traffic, drainage or earthworks surveys available) however reasonable assumptions have been made and risks have been quantified.	2	2	4	Low	Open	Preston	
R028	Operational	Interface with authorities and land owners	4	3	12	The only land owner interface is with the Highway Authority who have assisted in developing, and support the proposals.	4	1	4	Low	Open	Preston	

R029	Operational	Site constraints - site access, traffic management, interface with businesses, properties and rights of access	3	3	9	Majority of works can be carried out from wide grass verge without impacting on footway or traffic. Contract will require PAA permit from Highway Authority. TTR0's are unlikely to be required	3	1	3	Low	Open	Preston	
R030	Operational	Environmental interface	4	2	8	There are no open watercourses or SSSI's present and no tree / shrub removal to be undertaken. Grass verge is present within the construction area and whilst it is low risk, consideration to be given for a phase 1 habitat survey prior to construction.	4	1	4	Low	Open	Preston	
R031	Compliance	Delivery within funding deadlines	3	3	9	Delivery plan identified for both design and construction. Early engagement taken place with the Highway Authority (inc. highway designers) and framework design and build contractor.	3	2	6	Medium	Open	Preston	
		Ribble Bridge Crossing (Old Tram Bridge Replacement):			0				0				
R032	Compliance	Planning requirements - leading to delay/change	2	2	4	DELAY / early consultation / programming for planning if required / review interface with listed park	2	1	2	Low	Open	Preston/LCC	
R033	Compliance	Environmental constraint reduces options/programme/cost (Including Environment Agency requirements)	3	3	9	COST - review environmental design requirements	3	2	6	Medium	Open	Preston/LCC	
R034	Compliance	Procurement choice design - time and programme	2	2	4	Procurement choice design - time and programme	2	1	2	Low	Open	Preston/LCC	
R035	Compliance	Procurement choice delivery - time and programme	2	2	4	Procurement choice delivery - time and programme	2	1	2	Low	Open	Preston/LCC	
R036	Compliance	The risk that the design cannot deliver the services at the required performance or quality standards	1	2	2	COST / DESIGN LIFE / Clear brief / Comply with standards	1	1	1	Low	Open	LCC	
R037	Compliance	Legal compliance - potential delay in noticing or challenge	2	2	4	DELAY / Review programme risk / liaise with legal and estates	2	1	2	Low	Open	Preston/LCC	
R038	Compliance	LUF Time frame - reduced options/cost/over-run	3	2	6	COST / Review procurement options / consider partnering framework	3	1	3	Low	Open	Preston/LCC	
R039	Financial	Inflation - increased cost during project	3	4	12	COST / Review risk cost / include for inflation / consider options for value engineering	3	2	6	Medium	Open	Preston/LCC	
R040	Financial	Market volatility - predictability of cost/estimate	3	3	9	COST / Review risk cost / include for inflation / consider options for value engineering	3	2	6	Medium	Open	Preston/LCC	
R041	Financial	Funding availability - failure to gain sufficient	2	3	6	COST / Consider reduced scope option	3	1	3	Low	Open	Preston/LCC	
R042	Financial	Increase maintenance costs over projection	3	3	9	COST / DESIGN LIFE / Clear brief / Comply with standards	3	1	3	Low	Open	LCC	
R043	Operational	Environmental timeframe - affects delivery	3	3	9	PROGRAMME / Consider environmental timeframe in planning / reduce options to least risk	3	2	6	Medium	Open	Preston/LCC	
R044	Operational	Utilities and services protection / diversion work unclear	2	2	4	NRSWA process once bid position clear / avoid interface where possible	2	1	2	Low	Open	Preston/LCC	
R045	Operational	Temporary access for construction	4	4	16	DELAY / early negotiation / occupy land belonging to public bodies only / issue notice under highway's act	4	2	8	Medium	Open	Preston/LCC	
R046	Operational	Technical complexity - cost / programme	2	2	4	COST / Review design	2	1	2	Low	Open	Preston/LCC	
R047	Operational	Contractor availability	2	2	4	DELAY / COST / avoid novel or high risk construction	2	1	2	Low	Open	Preston/LCC	
R048	Operational	Safety risk - technical complexity	2	2	4	COST / DELAY / Review design	1	1	1	Low	Open	LCC	
R049	Operational	Material availability risk	3	2	6	DELAY / Consider during design / avoid novel design	3	1	3	Low	Open	LCC	
R050	Operational	Resource availability - contractor	2	2	4	COST / Review risk cost / consider partnering framework	2	1	2	Low	Open	Preston/LCC	
R051	Operational	Technology change - not meeting long term requirements.	1	1	1	COST / DESIGN LIFE / Consider impact of unknown or boundary technology proposed / Comply with standards	1	1	1	Low	Open	LCC	
R052	Strategic	Political/administration change - decision/policy impact	1	2	2	DELAY / Review programme risk	1	1	1	Low	Open	Preston/LCC	
R053	Strategic	Decision making - failure to agree - delay/cost/scope	2	2	4	DELAY / COST / Agree scope early / Agree ways of working together and joint approach	2	1	2	Low	Open	Preston/LCC	

R054	Strategic	Authority conflict -political or policy conflict- delay/cost	1	2	2	DELAY / Agree lead authority/agree resolution process in advance	1	1	1	Low	Open	Preston/LCC	
R055	Strategic	Political support in light of public representations.	1	1	1	Briefings underway for stakeholders	1	1	1	Low	Open	Preston	
R057	Strategic	Failure to deliver on community aspirations for the new bridge	3	2	6	Detailed communications and Communication Plan.Ongoing enagement with the community	3	1	3	Low	Open	Preston CC / LCC	