

APPENDIX 2 - PROJECT RISK REGISTER

PROJECT: WEST SMITHFIELD & CHARTERHOUSE STREET (THAMESLINK) BRIDGES REMEDIAL WORKS  
 TITLE: PROJECT RISK REGISTER  
 UPDATED: 27 July 2018 v1

No.	RISK	RISK CATEGORY	CONSEQUENCES	LIKELIHOOD	IMPACT	SCORE	RISK	CURRENT RISK OWNER	MITIGATING MEASURES
1	Failure to secure timely to the rail network to facilitate the remedial works	Programme Risk	Project delay	Possible	Major	18	MEDIUM	City	Early consultation with Network Rail Consideration of shared rail possessions with Museum of London relocation and Holborn pipe subway projects
2	Failure to obtain Network Rail consent for works	Programme Risk	Project delay	Unlikely	Major	17	MEDIUM	City	Early consultation with Network Rail Appointment of consultant team experienced in Network Rail technical requirements
3	Failure to reinstate Overhead Line Equipment (if lowered) at the end of rail possessions, leading to delays to rail network and punitive costs from Network Rail	Construction Risk	Project costs/Reputational	Unlikely	Catastrophic	20	HIGH	Contractor	Design measures to implement works without the need to lower equipment. Temporary protection measures to be approved by Network Rail. Contractor likely to add a premium to tender to cover this as an insured risk
4	Damage to rail infrastructure during works, leading to delays to rail network and punitive costs from TFL	Construction Risk	Costs/Reputational	Unlikely	Catastrophic	20	HIGH	Contractor	To be made Contractor risk under contract. Risks limited by selection process for contractors experienced in rail work
5	Unforeseen conditions during construction, potentially leading to increased rail possessions required to complete works (at approximately £30,000 per weekend possession)	Construction Risk	Project costs/delays	Possible	Major	18	MEDIUM	City (potentially shared under contract)	Mitigated by schedule inspections and investigations in advance of construction
6	Adverse weather during construction	Construction Risk	Project costs/delays	Unlikely	Moderate	10	MEDIUM	City (potentially shared under contract)	Only relates to waterproofing works and removal of cobbles/setts to top of bridge. Most works are under cover at track level. Further investigations
7	Local public dissatisfaction at works and road closures	Organisation/reputation risk	Bad image	Unlikely	Minor	5	LOW	City	Most of works at track level and limited effect at road level. Residual risks managed by adequate planning of traffic management during phased waterproofing works
8	Limited contractors/competition due to specialist nature of works	Financial Risk	Limited competition	Possible	Moderate	13	MEDIUM	City	Early consultation with market Simplification of design Balanced/shared risk profile in contracts
9	Project/tender costs exceed early estimates	Financial Risk	Project costs	Possible	Major	18	MEDIUM	City	Early engagement with contractors/consultants to consider how the logistical challenges will affect costs. Risk allowance in project budget at early stage
10	Impact of project on Museum of London redevelopment (and vice versa)	Programme Risk	Project delays/reputational	Possible	Major	18	MEDIUM	City	Mitigated by early and ongoing coordination

Extract from Corporate Project Risk Management Guidance <http://colnet/Departments/Town%20Clerks/Project%20Management/Pages/How%20we%20work/Project-Risk-Guidance.aspx>

IMPACT	CATASTROPHIC	14	20	22	24	25
	MAJOR	11	17	18	21	23
	MODERATE	6	10	13	16	19
	MINOR	3	5	8	12	15
	INSIGNIFICANT	1	2	4	7	9
		RARE	UNLIKELY	POSSIBLE	LIKELY	ALMOST CERTAIN
	LIKELIHOOD					