Cit	y of Londo	on: Projects Pro	cedure Corporate	Risks Register																			
	P	Project Name:	Beech Street Tra	Insport and Public	Realm Im	nproveme		PM's overall risk rating:	Medium		CRP requested this gateway	L	125,000	Unm	Average nitigated risk			7.2			Open Risks	9	]
ι	Inique pro	ject identifier:	10847				Total	l estimated cost (exc risk):		12,000,000	Total CRP used to date	1 +	-		Average mitigated			5.9			Closed Risks	0	
Ge	neral risk clas	ssification						(CAC HISK)			Mitigation actions				94.04				Ownership	& Action			
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description		Impact Classificatio n pre- mitigation	Risk score		Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	on post-	d Impact iti Classifico ion post- mitigation	impact post- mitigation (£)		RP used date	Use of CRP	Date raised	Named Departmento Risk Manager/ Coordinator	Risk owner I (Named Officer or External Party	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	4		Transport for London do not approve the TMAN for the ETO	Delay to programme, due to a number of reasons, Could result in additional traffic modelling to be done	Possible	Major	12	£50,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Continue to procure and prepare for implementation "at risk". Continue to licise and engage with Iff. at a Project and Political level		) Possible	Major	£50,000.00	12	£0.00	Possible: Staff time, traffic modelling, consultants work	01/10/2019	Leah Coburn	AS/KT		There is a risk that TfL do not approve the TMAN, this may be to the possible impact on bus journey times which have not been quantified, or to objectio by neighbouring authorities. Additional traffic modelling or data analysis work may be required
R2	4	(1) Compliance/Regula tory	Delays to TfL approving the TMAN	Delays to the TMAN being approved beyond Christmas will result in delays to the City being able to make the March deadline and reduce the amount of time we have to inform and engage with the public.	Unlikely	Serious	4	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Continue to prepare for the public engagement and constantly with the TfL approvals team		) Unlikely	Serious	£20,000.00	4	£0.00	Possible: Staff time + modelling	01/10/2019	Leah Coburn	AS/KT		In theory TfL have 28 days to approve or reject a TMAN. If approved, great. If not approved and rejected see Ris above
R3	5	(1) Compliance/Regula tory	LB Islington object to the ETC	If Islington do not support the ETO, this may delay TfL approval of TMAN and creat a project delay	Possible	Major	12	£5,000.00	N	C – Uncomfortable	Provide all information to LB Islington, meet with officers and engage at a senior management and senior political level	£0.00	) Possible	Major	£0.00	12	£0.00	Staff time	01/10/2019	Leah Coburn	AS/KT		An objective could cause a delay to the submission of the TMAN
R4	5	(1) Compliance/Regula tory	LB Camden object to the ETG	If Camden do not support the ETO, this may delay TfL approval of TMAN and creat a project delay		Serious	4	£5,000.00	N	C – Uncomfortable	Provide all information to LB Camden, meet with officers and engage at a senior management level	£0.00	Unlikely	Serious	£0.00	4	£0.00	Staff time	01/10/2019	Leah Coburn	AS/KT		An objective could cause a delay to the submission of the TMAN
R5	6	(8) Technology	Traffic impacts are more severe than anticipated	Complaints and objections to additional traffic congestion may mean the experiment needs to be abandoned or altered	O Unlikely	Extreme	16	£100,000.00	Y - for costed impact post-mitigation	D – Very Uncomfortable	Most objections likely from residential areas, where it may be possible to introduce mitigation scheme to keep reassigned traffic on the main routes	£30,000.00	) Unlikely	Serious	£50,000.00	4	£0.00	Staff time and consultant fees	01/10/2019	Leah Coburn	AS/KT		Mitigation schemes may be required on residential streets, which will require further planning, design and engagement. Complex schem in their own right
R6	6	(9) Environmental	Reduction in air quality on alternative traffic routes	Objections may be made from residents and road user groups about an increase in air pollution on streets which receive more traffic		Minor	3	£10,000.00	N	A – Very Confident	Additional air quality monitoring	£0.00	) Unlikely	Serious	£5,000.00	4	£0.00	Fees	01/10/2019	Leah Coburn	AS/KT		Air quality data will be collecte and analysed by consultants.
R7	6	(3) Reputation	The ETO is ineffective	Due to the limitations of signing and potential confusion over different London zones, compliance may be low	Unlikely	Minor	2	£0.00	N	B – Fairly Confident	Review signing, lobby DfT for further signing flexibility	£0.00	) Possible	Minor	£0.00	3	£0.00		01/10/2019	Leah Coburn	AS/KT		Signage is likely an issue due to necessity to adhere to approve signs and many people do not understand the sign restricting access.
R8	6	(8) Technology	Monitoring strategy data is imprecise	Due to significant utility works it is likely that it will be difficult to attribute traffic reassignment to the Beech Street scheme or to utility works. This may make it look like Beech Street has had a bigger impact in the monitoring data than it actually does	†	Serious	8	£0.0û	N	B – Fairly Confident	Undertake additional data interrogation in licison with TfL bus ops team	£0.00	) Possible	Serious	£0.00	6	£0.00		01/10/2019	Leah Coburn	AS/KT		We believe it will be possible to disaggregate bus journey time data and attribute some delay and congestion to utility works and some to Beech Street ZES.
R9	6	(3) Reputation	Scheme viewed as revenue raiser	Whilst the scheme is verifiably driven by air quality objectives, there is a reputational risk that it is driven by revenue raising.	Likely	Minor	4	£0.00	N	A – Very Confident	Mostly media and messaging, demonstration of project lifecycle	£0.00	Likely	Minor	£0.00	4	£0.00		01/10/2019	Leah Coburn	AS/KT		Perception management as the project has always been driver by desire to improve the poor quality on Beech Street
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