

City of London: Projects Procedure Corporate Risks Register

Project Name:	Pedestrian Priority Streets	PM's overall risk rating:	Low	CRP requested this gateway	£ 17,000	Average unmitigated risk	3.0	Open Risks	4
Unique project identifier:	12269	Total estimated cost (exec risk):	£ 2,500,000	Total CRP used to date	£ -	Average mitigated risk score	1.0	Closed Risks	0

General risk classification										Mitigation actions							Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)
R14	6	(10) Physical	Network performance issues following the interventions / experimental schemes result in changes being required	There could be unforeseen implications on the city's network performance, both positive and negative.	Unlikely	Minor	4	£20,000.00	N	* Create a monitoring strategy that includes the ability to react quickly to changes and unforeseen events. * Ensure that all relevant departments are consulted as early as possible to input into design options.	£0.00	Rare	Minor	£5,000.00	1	£0.00	£5,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		No traffic modelling is being undertaken for the interventions and this therefore means that the risk is higher. However, given the experimental nature of the interventions, it will be easier to adapt and changes them should it be deemed necessary.
R15	6	(1) Compliance/Regulatory	Scheme monitoring and/ or Road Safety Audits identify required changes	Scheme monitoring or Road Safety Audits may identify that the interventions / experimental schemes require changes. This could result in rework costs or further monitoring to assess whether what's built is safe and suitable.	Unlikely	Minor	4	£5,000.00	N	* Informally monitor on street as work begins to complete to identify any potential changes whilst the contractor is on-site * Ensure the planned monitoring feeds directly into design reviews	£0.00	Rare	Minor	£1,000.00	1	£0.00	£1,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		If issues are identified by monitoring and/ or any future road safety audits, these may require extra resource to fix.
R16	6	(8) Technology	Additional data and monitoring is required due to unforeseen impacts	Should the interventions / experimental schemes cause any type of unforeseen impacts (changes in traffic patterns, pedestrian behaviour, pollution levels, etc), the monitoring strategy may need changing and therefore extra resource may be needed to account for this.	Unlikely	Minor	2	£20,000.00	N	* If external consultants are used, request that schedule of rates for any possible extra tasks are included.	£0.00	Rare	Minor	£1,000.00	1	£0.00	£1,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		Similarly to R18, if extra monitoring is required for any reason, extra resource may be needed to boost it's scope.
R17	6	(10) Physical	Unexpected or unplanned user behaviour results in the City requiring marshalling and/ or enforcement in and around the interventions / experimental schemes.	Extra costs would be incurred if additional resource was required to marshal and enforce the interventions / experimental schemes	Unlikely	Minor	2	£20,000.00	N	* Ensure that the comms related to the interventions / experimental schemes is strong and clear in its message to all stakeholders * Assess whether city occupiers can also promote the City's work and message through their comms channels.	£0.00	Rare	Minor	£10,000.00	1	£0.00	£10,000.00	06/07/21	Kristian Turner, City Transportation	Chris Barrett, City Transportation		With the post COVID-19 return to work, it's very difficult at this point in time to assess how users will react to the interventions / experimental schemes, and its likely that there will be many contributing factors to this. Many of these will also be outside of the City's control. Therefore, should it be required, approx. £8k per month has been estimated for providing marshalling and enforcement services should they be necessary.
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