

City of London: Projects Procedure Corporate Risks Register

Project Name:		Pipe Subways of Holborn Viaduct and Snow Hill over							PM's overall risk rating:		CRP requested this gateway		Average unmitigated risk		Open Risks							
Unique project identifier:									Total estimated cost:		Total CRP used to date		Average mitigated risk score		Closed Risks							
		9845						£		-				£		-				19		
																				0		
General risk classification											Mitigation actions						Ownership & Action					
Risk ID	Gate way	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	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)	
R1	5	(2) Financial	The removal of surfacing, setts and kerbs on the bridges could dislodge loose materials on the structure soffit	Debris could fall onto the railway	Possible	Extreme	24	£2,000,000.00	N	D – Very Uncomfortable	Removal of surfacing, setts and kerbs on the bridges to be undertaken during possession of the railway	£0.00	Possible	Serious	£0.00	6	15/03/19	Paul Monaghan	Principal Contractor			
R2	4	(5) Safety/ Health	Trial pit investigations in the carriageway could dislodge loose material on the structure soffit	Debris could fall onto the railway	Possible	Extreme	24	£2,000,000.00	N	D – Very Uncomfortable	Trial pit investigations to be undertaken during railway possession.	£0.00	Possible	Minor	£0.00	3	15/03/19	Paul Monaghan	Principal Contractor			
R3	4	(2) Financial	Damage to STATS	Investigations and works impact on STATS	Possible	Serious	6	£1,000,000.00	N	C – Uncomfortable	Identify and locate STATS. Provide full details to all parties.	£0.00	Unlikely	Serious	£0.00	4	15/03/19	Paul Monaghan	Principal Contractor			
R4	5	(2) Financial	Removal of loose and cracked materials to underside of structure	Damage to railway assets	Unlikely	Extreme	16	£2,000,000.00	N	D – Very Uncomfortable	Works to be undertaken during railway possession. OLE, cables and ducts, tracks and equipment to be protected.	£0.00	Rare	Extreme	£0.00	8	15/03/19	Paul Monaghan	Principal Contractor			
R5	5	(5) Safety/ Health	Working at height	Scaffold falling on to railway	Unlikely	Serious	4	£500,000.00	N	C – Uncomfortable	Scaffold to be erected on firm ground by trained and certified staff (PASMA etc)	£0.00	Rare	Serious	£0.00	2	15/03/19	Paul Monaghan	Principal Contractor			
R6	5	(5) Safety/ Health	Working at height	Tools and equipment falling on to railway	Possible	Minor	3	£500,000.00	N	C – Uncomfortable	Suitable edge protection to be provided on scaffold. Tools to be "tied on".	£0.00	Rare	Minor	£0.00	1	15/03/19	Paul Monaghan	Principal Contractor			
R7	5	(5) Safety/ Health	Storage of plant and materials for the works	Interface with railway	Rare	Serious	2	£250,000.00	N	B – Fairly Confident	Plant and materials to be stored securely when not in use in areas designated by Network rail	£0.00	Rare	Minor	£0.00	1	15/03/19	Paul Monaghan	Principal Contractor			
R8	4	(1) Service Delivery/ Performance	Network Rail approval of design details	Delays to programme.	Likely	Serious	8	£100,000.00	N	B – Fairly Confident	Provide & update schedule of issue dates to Network Rail.	£0.00	Likely	Minor	£0.00	4	15/03/19	Paul Monaghan	Principal Contractor			
R9	5	(2) Financial	STATS protection & support during the works	Damage to STATS	Possible	Serious	6	£1,000,000.00	N	C – Uncomfortable	Advance consultation with relevant STATS to agree methodology	£0.00	Unlikely	Minor	£0.00	2	15/03/19	Paul Monaghan	Principal Contractor / Pricipal Designer			
R10	4	(5) Safety/ Health	Lead paint and hazardous materials	Risk to health	Possible	Serious	6	£200,000.00	N	B – Fairly Confident	Undertake surveys in advance of works to help identify materials hazardous to health - tar, lead, chromium etc.	£0.00	Rare	Minor	£0.00	1	15/03/19	Paul Monaghan	City of London			
R11	5	(6) Objectives	Changes in highway and footway vertical alignment	Clashes with access to adjacent properties and "tie ins"	Likely	Major	16	£250,000.00	N	C – Uncomfortable	Use detail surveys to check impacts.	£0.00	Likely	Serious	£0.00	8	15/03/19	Paul Monaghan	City of London			
R12	5	(2) Financial	Repairs extensive	Repairs are more extensive than anticipated	Possible	Serious	6	£250,000.00	N	C – Uncomfortable	Use inspection results to estimaterepairs required and include for provisional items.	£0.00	Possible	Serious	£0.00	6	15/03/19	Paul Monaghan	City of London			
R13	5	(1) Service Delivery/ Performance	Railway possessions	Availability	Likely	Major	16	£200,000.00	N	C – Uncomfortable	Confirm in advance with Network Rail availability of possessions to undertake the works.	£0.00	Possible	Serious	£0.00	6	15/03/19	Paul Monaghan	City of London			
R14	5	(1) Service Delivery/ Performance	Road space	Availability	Possible	Major	12	£100,000.00	N	C – Uncomfortable	Confirm in advance availability with Network Management & traffic management required.	£0.00	Unlikely	Serious	£0.00	4	15/03/19	Paul Monaghan	City of London			
R15	5	(1) Service Delivery/ Performance	Contractor and resources	Experienced contractor and resources not available	Possible	Serious	6	£250,000.00	N	C – Uncomfortable	Advertise / source Contractors in advance	£0.00	Unlikely	Serious	£0.00	4	15/03/19	Paul Monaghan	City of London			
R16	4	(6) Objectives	Changes in design scope or increases in coordination with other projects.	Increases in our suppliers' costs, e.g. consultants fees.	Possible	Serious	6	£75,000.00	Y	B – Fairly Confident	Close scrutiny of all tasks provided by suppliers.	£75,000.00	Likely	Minor	£75,000.00	4	15/07/19	Paul Monaghan	City of London			
R17	4	(1) Service Delivery/ Performance	Diversion of utilities on top of the pipe subways where they should be inside the subway or where they were completely unexpected, specifically plant owned by Colt which is known to be fibre-optic cables.	Significant rise in cost and affect on programme.	Possible	Major	12	£250,000.00	N	B – Fairly Confident	Continue negotiations with all utilities to determine exactly what plant/apparatus is over the pipe subways and who owns it. Determine what diversion work can be undertaken and why this plant is not in the subway.	£250,000.00	Possible	Major	£0.00	12	02/09/19	Paul Monaghan	City of London		If an agreement cannot be reached with utilities companies for them to bear the cost of diverting plant atop the pipe subways, then this broad estimate will be required.	
R18	4	(1) Service Delivery/ Performance	The Cost of Aaccess on to Netwrok Rail land is much higher for the investigations and surveys for the additional assessment as described in the Issue report dated Oct 2025 cost more	All access on to Network Rail land requires a Basic Asset Protection Agreement (BAPA) with Network Rail. At this moment in time, the cost of the BAPA is an estimate based on previous experience working with and on Network Rail land.	Possible	Major	12	£50,000.00	Y	B – Fairly Confident	It is not possible to mitigate this risk cost in advance.	£0.00	Possible	Major	£50,000.00	12	17/10/25	Paul Monaghan	City of London			
R19	4	(2) Financial	Staff costs are actually higher than estimated.	Managing the additional assesment and investigations takes a lot more time resource.	Possible	Minor	3	£10,000.00	Y	B – Fairly Confident		£0.00			£10,000.00							
R20								£0.00				£0.00			£0.00							
R21								£0.00				£0.00			£0.00							
R22								£0.00				£0.00			£0.00							
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