

T440: Project Risk Management Tool

Project No		70083807		Project Name		RYP Langport-Somerton New Station									
Risk ID	Date Identified	Identified By	Category	Risk or Opportunity?	Technical Discipline	Risk Description (Describe Cost, Programme & Quality Impacts)	Initial Impact	Initial Probability	Initial Rating	Response (Mitigation and/or Contingency)	Risk Owner	Review Date			
1		WSP	Project Capital Cost	Risk	Client	Match funding availability - reduced levels of funding available to Lead Authorities	High	Possible	Medium	Explore match funding opportunities as early as possible and ensure appropriate processes are in place to secure funding and local support	Steering Group				
2		WSP	Project Capital Cost	Risk	Client	Match funding availability - timescales do not match RYP requirements	High	Possible	Medium	Explore match funding opportunities as early as possible and investigate any interim opportunities to overcome any timing mismatch.	Steering Group				
3		WSP	Project Capital Cost	Risk	Client	Overall funding for the scheme (Capital and/or operating) is not secured/available causing delay or cancellation	High	Possible	Medium	Regular comms and liaison with NR and DfT to ensure funding stream status is known throughout	Steering Group				
4		WSP	Programme	Risk	Consultation/Comms	Stakeholder requirements not yet fully captured - could impact programme and costs.	Moderate	Unlikely	Low	Programme of stakeholder consultation during GRIP 3 preparation	Steering Group				
5		WSP	Reputation	Risk	Consultation/Comms	Local residents/public opposition	Very Low	Unlikely	Low	Programme of stakeholder consultation during GRIP 3 preparation	Steering Group				
6		WSP	Project Capital Cost	Risk	Client	Mobility Hub' concept not fully realised within RYP bid with limited bus integration	High	Possible	Medium	Explore further funding opportunities to ensure full 'vision' of station as mobility hub can be realised	Steering Group				
7		WSP	Project Capital Cost	Risk	QS	Construction costs exceed forecasts significantly due to unforeseen issues	High	Possible	Medium	Sufficient Optimism Bias applied to allow for cost changes and studies/reports to reduce unknowns and risks	SCC/NR				
8		Network Rail/Somerset County Council	Project Capital Cost	Risk	Rail	Increase in capital cost owing to change in rail industry requirements (e.g. changes in standards)	Moderate	Unlikely	Low	Seek to achieve design freeze in line with standards as early as possible in project	NR				
9		WSP	Staff/Resources	Risk	TOC	Poor quality rolling stock - availability of good quality rolling stock is limited leading to substandard trains serving stations affecting demand	Low	Possible	Low	Ongoing discussion with TOC to ensure rolling stock is available and fit for purpose	NR/TOC				
11		WSP	Technical	Risk	Rail	Demand forecasting lower than expected as scheme is refined	Moderate	Unlikely	Low	Refinement of forecasting assumptions throughout process, informed by feedback from DfT, NR and TOC	WSP				
12		WSP	General	Risk	Rail	Covid-19 Pandemic impacts on long term passenger demand greater than anticipated, reducing operating revenue	Moderate	Possible	Medium	Covid sensitivity test included within economic forecasting. Assumptions to be refined throughout process based on available passenger data	WSP				
13		WSP	Approval	Risk	Planning	Planning approval delays could delay programme and availability of government funding	Moderate	Possible	Medium	Commence discussions with relevant planning authorities at the earliest opportunity once station locations are confirmed and designs are advanced.	SSDC				
14		WSP	Reputation	Risk	Rail	Lack of political support	Very Low	Unlikely	Low	Maintain communication with members and MPs to ensure they are fully apprised of scheme developments and any potential changes to programme or scheme outputs	Steering Group				
15		WSP	Health & Safety - Other	Risk	Station Design	Ensure all CDM Responsibilities and processes are followed	Low	Probable	Medium	Appoint Principal Designer at the earliest opportunity	SCC/NR				
16		WSP	Approval	Risk	Rail Regulatory	Formal rejections from other TOCs / FOCs received either before or during Network Change consultation	Moderate	Probable	Medium	Early consultation (at GRIP3) with all affected parties to understand what their objections might be and whether they can be mitigated; continued promotion through Bristol to Exeter CMSP	NR				
17		WSP	Approval	Risk	Station Design	Delays to design assurance and/or CSM caused by lack of resource availability at Network Rail	Moderate	Probable	Medium	Enter into suitable Commercial Agreement with Network Rail as early as possible in the process (BAPA for GRIP3; DSA for GRIP4) and secure necessary endorsements early	SCC/SSDC				
18		WSP	Project Capital Cost	Risk	Station Design	Increased construction costs to achieve full accessibility compliance	Moderate	Probable	Medium	Ensure emerging designs are fully compliant with accessibility requirements throughout, taking into consideration latest NR design guidance	NR				
19		Network Rail	Programme	Risk	Planning	Unforeseen complications with the planning process and necessary permissions cause delay and additional costs.	High	Possible	Medium	Early engagement with the local planning authority to agree planning strategy and programme	WDBC				
20		Network Rail	Programme	Risk	Environmental	Ecology and the removal of vegetation, results in complex issues, licenses and additional time and cost	High	Possible	Medium	Commission necessary ecological and environmental surveys at the earliest opportunity to derisk these elements. Review information in relation to the Dartmoor Line for early indication of survey requirements and potential environmental impacts	Steering Group				
20		WSP	Approval	Risk	Rail Regulatory	Delay in new train service implementation as a result of introduction of TOC service contracts	High	Possible	Medium	Business planning including TOC service contracts facilitated by rail industry partners	Steering Group				
22		Network Rail	Project Capital Cost	Risk	Station Design	Cost Guide uncertainty. No formal estimate can be provided until completion of GRIP 3/PACE 1.	High	Possible	Medium	Apply appropriate levels of Optimism Bias and contingency to ensure cost appraisal is fit for purpose in line with TAG Unit A1.2	WSP				
23		Network Rail	Maintenance Profile of Costs	Risk	Operations	Impact of climate change on profile of maintenance costs	Moderate	Probable	Medium	Identify and consider mitigation for climate change impacts on maintenance requirements.	Network Rail				
24		SSDC	Client	Risk	Client	Delay to the timetable owing to the Local Government Reorganisation process	Low	Possible	Low	Mitigate transition impacts of establishing the new unitary council	SSC SSDC				