

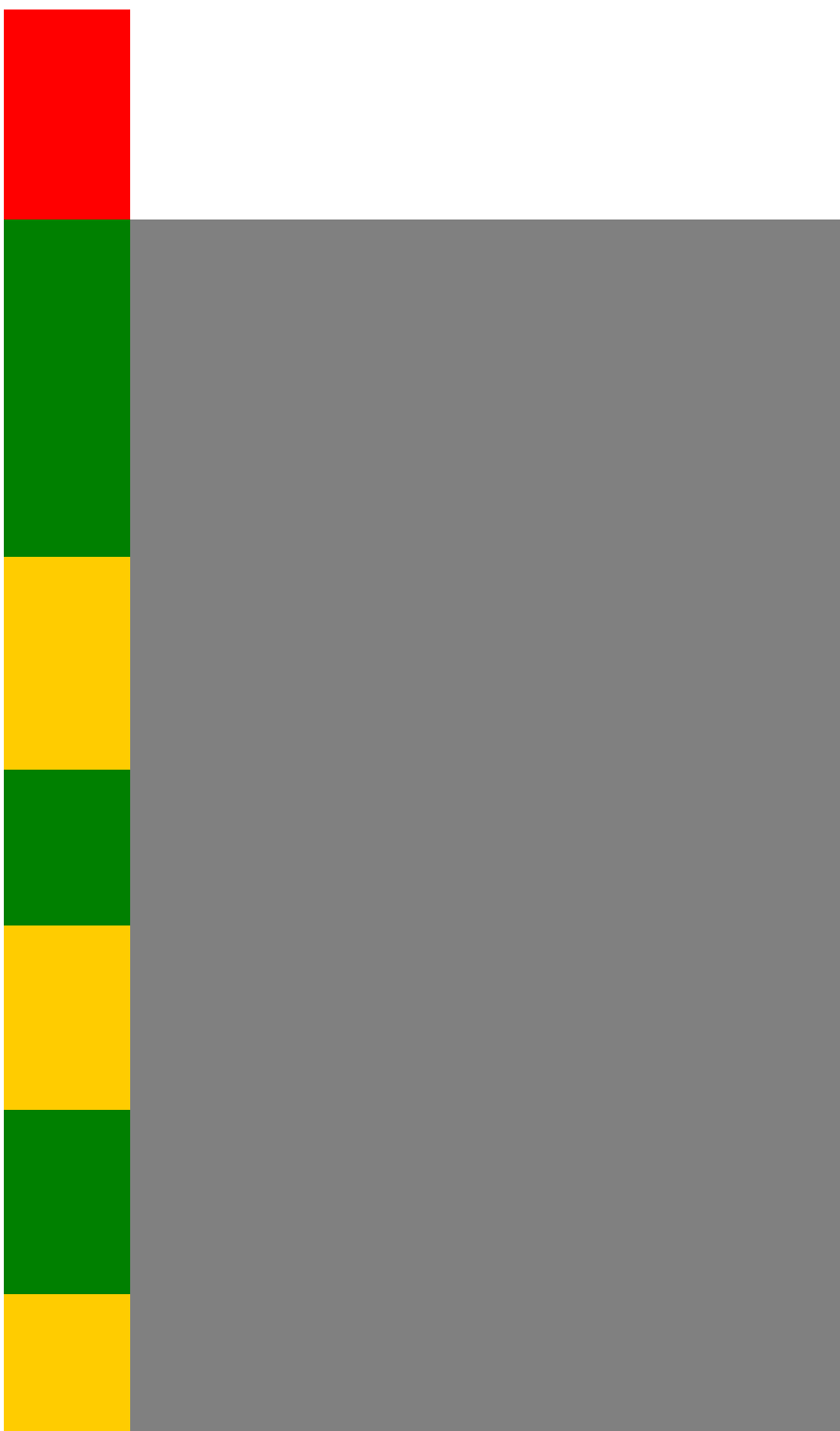
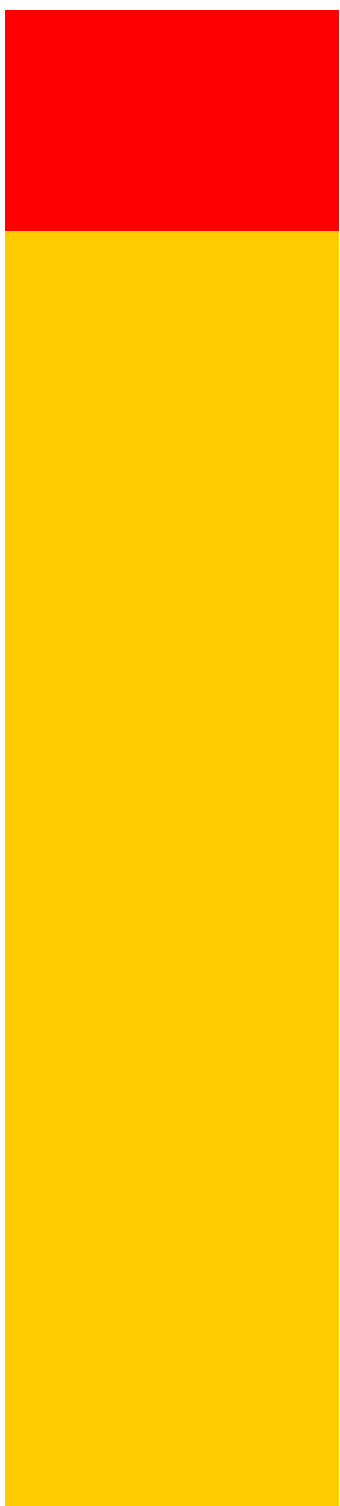
**Appendix H:  
Risk Management Strategy**





Time Impact (Delay to end date)		Cost Impact	Probability				
> 6 months	>£1.5 million	Very High	5	10	15	20	25
3 months to 6 months	£500,000 to £1.5million	High	4	8	12	16	20
1 month to 3 months	£100,000 to £500,000	Medium	3	6	9	12	15
2 weeks to 1 month	£25,000 to £100,000	Low	2	4	6	8	10
< 2 weeks	< £25,000	Very Low	1	2	3	4	5
			Very Low	Low	Medium	High	Very High

**Probability**







## Birmingham Cycle Revolution: Risk Register

### Infrastructure Risk

Risk Matrix Priority Scores

## Birmingham Cycle Revolution: Risk Register

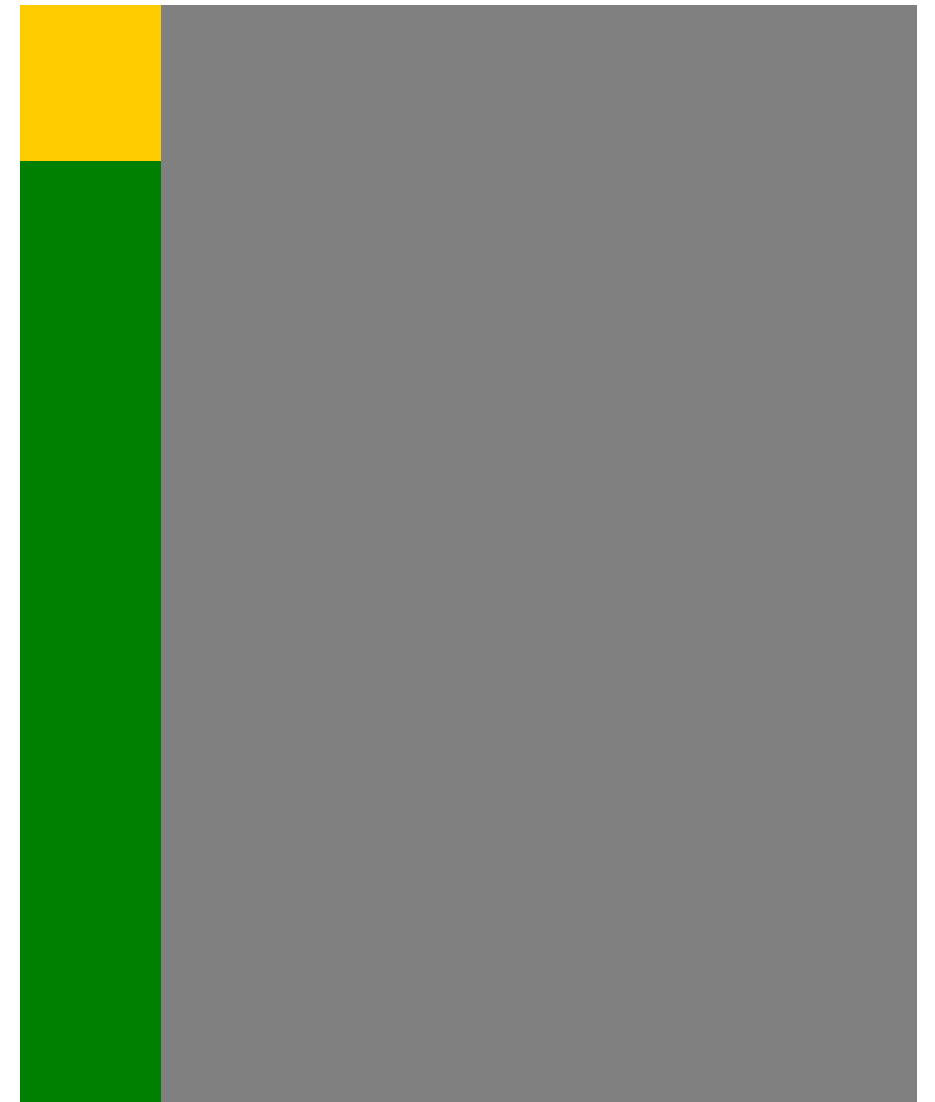




# Birmingham Cycle Revolution: Risk Register

## Community Engagement & Promotion Risk

### Risk Matrix Priority Scores



## Birmingham Cycle Revolution: Risk Register

### Community Engagement & Promotion Risk

					Risk Priority Ranking			Risk Quantification					
					Risk Matrix Priority Scores			Estimate of Direct Cost					
Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	Risk Matrix Priority Ranking	Probability of Occurrence %	Min. £k	Most Likely £k	Max. £k	Mean £k x probability	Rank
Promotion Risk	Accessibility Risk	Promotion & marketing is not accessible to all members of the public.	Impact & scale of promoting the Cycle Plan will be significantly reduced without being able to reach all target groups.	<p>1. A detailed Communications Plan will be put in place to promote the positive impacts anticipated from the successful implementation of the Cycle Plan.</p> <p>2. The communication channels used will be those that will best target the desired market, including information on websites, social media, bus shelter adverts, radio, newspapers and adverts on public transport.</p> <p>3. Targeted initiatives will be put in place to specifically target those who are least active and hard to reach groups who traditionally do not cycle.</p>	15	Medium	5						
	Timescale Risk	Failure to maintain a consistent level of promotion throughout the scheme, before, during, and after completion.	Public are disengaged and disinterested in scheme, resulting in poor levels of success and loss of future investment in cycling infrastructure.	A comprehensive action plan will be put in place that details the timescales for each element of the Communications Plan.	15	Medium	5						
Benefits Realisation Risk	Hard to Reach Groups Risk	Benefits of the project unevenly distributed amongst different societal groups or benefits not experienced amongst hard to reach groups.	Low uptake of measures, disinterest amongst hard to reach groups, scheme benefits are lower than planned.	The Communications Plan that will be put in place at the project outset will include specific communications measures that will be used to target hard to reach groups, in order to encourage uptake by promoting the benefits.	10	Medium	3						

## Birmingham Cycle Revolution: Risk Register



# Birmingham Cycle Revolution: Risk Register

## Governance Risk

### Risk Matrix Priority Scores

Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	Risk Matrix
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## Birmingham Cycle Revolution: Risk Register

### Governance Risk

					Risk Priority Ranking			Risk Quantification					
					Risk Matrix Priority Scores			Estimate of Direct Cost					
Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	Risk Matrix Priority Ranking	Probability of Occurrence %	Min. £k	Most Likely £k	Max. £k	Mean £k x probability	Rank
Delivery Risk	Planning Risk	The implementation of the cycle scheme improvements fail to adhere to the terms of planning permission / detailed planning cannot be obtained / if obtained, can only be implemented at costs greater than in the original scheme budget.	Scheme components cannot be delivered due to planning requirements. The benefits of the scheme are delayed or lost.	1. Ensure the scheme meets current planning policy requirements that relate to scheme details. 2. Planning permission will not be required for the majority of scheme elements, with the exception of the Brompton docks and the Cycle Hubs.	5	Low	2						
	Special Interest Groups	Some relevant interest groups may not be identified e.g. residents, local businesses, neighbourhood forums, minorities	Lack of buy-in from key groups. Disengagement and lack of receptiveness to the scheme.	A comprehensive stakeholder identification and analysis exercise was undertaken at the outset of scheme development. Engagement Leads within the Project Team and Project Management team will seek to identify any additional stakeholders on an ongoing basis as the project progresses.	10	Low	4						
Fund Management Risk	Revenue Spend Approvals Risk	Difficulties in gaining the necessary internal approvals for the maintenance costs associated with new infrastructure.	Delays to the project programme with respect to specific infrastructure proposals.	1. During the design process, opt for infrastructure that will carry a low maintenance cost. 2. Look to de-clutter existing streetscapes to reduce the amount of maintenance required.	15	Medium	4						