

Annex D - Risk Management & Strategic Risk Register

1. The technical complexity of the project has necessitated a comprehensive quantified risk assessment (QRA) to be maintained throughout the development of the project up to this point. A QRA is a fully developed list of project risks against which costs and probability of realisation of risk is applied to each to give a total financial value. This has looked at key areas of risk, notably health and safety, cost, programme, design, environmental and reputational. This risk register has been regularly reviewed and updated throughout the previous phases of scheme development.
2. In addition to the QRA a general contingency allowance has been made as part of the scheme cost build up which is reflective of the current status of development.
3. The combined value of the QRA and contingency are as set out in paragraph 69 of the main report.
4. Table D1 outlines the key strategic risks to scheme delivery;

Table D1 – A40 Access to Witney - Strategic Risks Summary

Risk	Mitigation
Inability to acquire all necessary property rights to deliver the scheme within the available funding window	Secure use of Highways CPO powers as a matter of last resort and running in parallel with private treaty negotiations
Reliance on external professional staff resource to deliver project due to lack of in-house capacity and expertise.	Recruitment of permanent members of staff to reinforce client team and reduce reliance on consultancy or contract staff. Ongoing.
Need for Traffic Regulation Orders (TROs) to facilitate scheme delivery and any mitigation to adjacent communities	Identify and schedule TROs early and seek guidance on whether these can be implemented under delegated powers or have to be decided via Committee. Ensure process included within wider delivery programme.
Contested statutory process leading to local Public Inquiry (planning / CPO)	Ensure adequate time and cost allowances are included within the scheme programme and budget to allow for a local Public Inquiry
Statutory processes (Highways CPO / Planning) running in parallel with HIF1, HIF2 and other major infrastructure schemes promoted by OCC.	Careful programming between the Programmes to avoid clashes where possible. Early engagement with decision making authorities to highlight resource risk.
Inadequate Funding available to deliver, risk of challenge to statutory process	Underwrite funding gap as per recommendations in this report

<p>Client and supply chain resources to ensure successful delivery.</p>	<p>OCC resourcing forecast in place, secure client delivery team for duration of project where practicable. Robust procurement strategy in place and being delivered to.</p>
<p>High value statutory undertaker diversions required to facilitate works – long lead times and high values – gas main apparatus</p>	<p>Early identification and engagement with statutory undertakers to agree extents and costs of diversions. Potential to include as early enabling works package in advance of main construction.</p>