

Cheltenham Transport Plan - Shared CBC/GCC Strategic Risk Assessment

The risk				Original risk score (impact x likelihood)			Managing risk						
Risk ref.	Risk description	Risk Owner	Date raised	I	L	Score	Control	Action	Potential mitigation budget spend	Other budgets	Responsible officer	Transferred to risk register	
CTP1	If LSTF funding is only available until March 2015, there is a risk of clawback by DfT	GCC	12/01/2015	4	1	4	Accept	LSTF capital funding has been used to fund sustainable transport projects in Cheltenham thereby releasing GCC capital funding that can be used after April 2015.		GCC		Being monitored by TF R&A group	
CTP2	If Bath Road local safety scheme is delayed due to requirement to deliver the CTP TRO, there is a risk of further incidents in this vicinity.	GCC	12/01/2015	4	1	4	Reduce	Carry out a trial of the Bath Road scheme in January 2015 to assess whether the scheme can be implemented in advance of CTP, irrespective of outcomes of TRO process. This funding is already assigned.		GCC		Being monitored by TF R&A group	
CTP3	If there are delays in delivering the CTP, this may affect development and inward investment decisions.	GCC/CBC	12/01/2015	4	3	12	Reduce	Maintain contact with developers and advise on progress and develop contingency options, particularly through the Task Force.		n/a	TFMD &GCC	Being monitored by TF R&A group	
CTP4	If the modelling proves not to be accurate, there is a risk that some junctions and streets may experience greater traffic flows than predicted or are deemed acceptable	GCC/CBC	12/01/2015	4	2	8	Accept	The modelling outputs do not predict this scenario. There will be an on-going review with monitoring of traffic data to determine pressure points, regarding vehicle flows, speeds and air quality with funding available for mitigation measures as necessary. Not possible to predict costs accurately without identifying the problem, however the monitoring including air quality already established as part of LSTF early works. If a problem is identified at a controlled junction this may be improved by simple changes to traffic signal timings.	15,000		TFMD &GCC	Being monitored by TF R&A group	
CTP5	If traffic and environmental conditions worsen significantly in areas surrounding the town centre, then there will be public concern and potential reputational damage for the two authorities.	GCC/CBC	12/01/2015	4	2	8	Accept	Assessment of the changes resulting from the scheme will be monitored over the first 6 to 12 months and will include changes to traffic flow, vehicles speeds, journey times and air quality. This evidence base will help define and prioritise appropriate mitigation. Monitoring costs including traffic and air quality are allowed for within the main scheme costs and are not part of the funding agreed for mitigation.		GCC	TFMD &GCC	Being monitored by TF R&A group	
CTP6	If the scheme impact (notably the Boots Corner closure to through traffic) proves to be unacceptable, then the highways authority will be forced to take corrective action.	GCC	12/01/2015	4	2	8	Reduce	Whilst the model does not predict the problem, the restriction of traffic using Boot's Corner could be relaxed in terms of hours of operation and class of vehicle restricted thereby reducing the impact on surrounding roads / wider network. Cost to make changes would be limited to TRO changes and signing.	6,000			Being monitored by TF R&A group	
CTP7	If LSTF funded measures to reduce traffic in Cheltenham do not achieve predicted results, then the overall impact of the scheme will be compromised.	GCC	12/01/2015	3	1	3	Accept	Results from the Personalised Travel Planning in Cheltenham has already shown a reduction of single person occupancy car trips. GCC has already been secured addition travel planning revenue funding from DfT to continue the successful work in 2015-16.		LSTF		Being monitored by TF R&A group	
CTP8	If scheme unable to manage major events e.g. at racecourse, then reputational damage may follow, as the National hunt Festival attracts national press coverage and high profile visitors; so further mitigating action necessary.	GCC	12/01/2015	4	2	8	Reduce	The town regularly becomes grid-locked during race week notably around lunchtime. Buses and coaches providing a shuttle between the railway, town and racecourse will continue to use Boots' Corner but are less likely to experience congestion in the town centre. Active monitoring of these periods will inform whether further mitigation measures required for such events. Difficult to predict costs, but possible measures could include event-day controls to address any obstructive parking on routes to the racecourse.	5,000			Being monitored by TF R&A group	

CTP9	If visitors have problems finding car parks, then there is a reputational risk for the town and potential loss of repeat visits.	GCC/CBC	12/01/2015	3	2	6	Reduce	Signs to car parks will be replaced as part of the project, and CBC actively considering introduction of a vehicle management system (VMS) to identify in real-time car parks with spare capacity. CBC has identified funding for this - target £300k		CBC	TFMD & GCC	Being monitored by TF R&A group
CTP10	If Rodney Road becomes a 'rat run' for traffic with Boots Corner closed, then further action will be necessary to deter this option.	GCC/CBC	12/01/2015	4	2	8	Reduce	The Paramics model does not predict this, however, Rodney Road will be monitored to see the impact of the scheme, with further mitigation options available e.g. a formal "shared surface" scheme. This would be funded through a range of budgets e.g. - mitigation £40k, GCC maintenance and CBC High Street improvement budget - already approved.	40,000	GCC/CBC	TFMD & GCC	Being monitored by TF R&A group
CTP11	If the pedestrian crossing at Boot's Corner is removed, it may create problems for various people e.g. those with disabilities, buggies etc..	GCC	12/01/2015	3	1	3	Accept	The pedestrian crossing will be retained when the restriction at Boot's Corner is implemented. Should the plan deliver a significant traffic flow reduction, it may be perceived as being no longer necessary in its current form. As part of the proposed public realm works, CBC's design team will liaise with, amongst others, groups representing disabled people to develop a design solution for the area. Any costs identified will be funded through the intended CBC £2m contribution towards+ public realm improvements.		CBC		Being monitored by TF R&A group
CTP12	If parking for blue badge holders is reduced, this may result in negative publicity.	GCC	12/01/2015	3	2	6	Reduce	Additional parking for blue badge holders has been provided in the town centre where possible, as part of the scheme. Will develop a communication strategy for publicising alternative parking arrangements.				Being monitored by TF R&A group
CTP13	If bus access is retained and cycle access encouraged in the central area, there is a risk that some people will perceive this as a risk to pedestrians.	GCC	12/01/2015	3	1	3	Accept	Bus access will be retained largely as it is now to ensure good access to the town centre is maintained. Access for cyclists will be improved to encourage more people to cycle. The current prohibition of cycling does not deter cyclists from using the High Street and analysis of accident records suggests that legitimising this will not result in a rise of incidents. Awareness of these facts needs to be raised and publicised.				Being monitored by TF R&A group
CTP14	If traffic conditions worsen then more traffic may pass through the St Pauls area.	GCC	12/01/2015	4	2	8	Reduce	A 20mph zone with traffic calming could be created to reduce the impact on local residents.	30,000			Being monitored by TF R&A group
CTP15	If two way traffic is introduced in Oriel Road then more traffic may use St Luke's Road.	GCC	12/01/2015	3	2	6	Reduce	St Luke's Road could be made one way westbound to reduce the traffic using this residential road.	10,000			Being monitored by TF R&A group
CTP16	If development to the north west of Cheltenham takes place congestion may worsen at Tewkesbury Road / Gloucester Road.	GCC/CBC	12/01/2015	4	3	12	Reduce	This junction is being investigated as part of the Joint Core Strategy. JCS modelling has assumed the delivery of the Cheltenham Transport Plan.		JCS/S106/CIL	TFMD & GCC	Being monitored by TF R&A group
CTP17	If the proposals go ahead, traffic congestion may worsen along the Swindon Road, St Margaret's Road and Fairview Road corridor.	GCC	12/01/2015	3	3	9	Reduce	This corridor has been studied through a Junction Efficiency Trial (JET) and has been identified for funding as a strategic route within the Local Transport Plan update.		LTP		Being monitored by TF R&A group
CTP18	If the proposals go ahead, London Road may become more difficult to cross for pedestrians.	GCC	12/01/2015	3	2	6	Reduce	Improvements to junction and crossing points have been identified at a number of points along London Road and may be addressed through the Local Transport Plan funding allocation..		LTP		Being monitored by TF R&A group
CTP19	If the CTP proceeds then there is a risk of new pollution hot spots being created	GCC/CBC	12/01/2015	4	2	8	Reduce	The Paramics model considered pollution generation as one of its outputs. Additionally LSTF funding has allowed for extra pollution monitoring points to date and these will be maintained throughout the early stages of the project. Unsatisfactory results will require mitigating actions to reduce the pollution impact.		LTP	TFMD & GCC	Being monitored by TF R&A group

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Key: LSTF = Local Sustainable Transport Fund (Government-funded competitive grant scheme)  
JCS = Joint Core Strategy  
Paramics - computerised traffic-modelling software used by GCC to assess traffic impacts  
TRO = Traffic Regulation Order  
TF R&A Group = Task Force Risks and Accountabilities Group