

**Single Member Decision Risk Assessment – E3604 Bath City Centre Phase 2 project**

**Issue/Decision:**

1. Significant risks which would need to be accepted if the proposed decision and related work is not taken.

<b>Risk Description (Cause &amp; implication(s))</b>	<b>Probability</b>	<b>Impact</b>
<b>Not taking the decision</b> would lose this opportunity to support the experience of bus users and support the uptake of public transport, and create a step-change towards achievement of B&NES' climate emergency targets and net zero in accordance with our policy. <a href="https://beta.bathnes.gov.uk/journey-net-zero/climate-and-ecological-emergency">https://beta.bathnes.gov.uk/journey-net-zero/climate-and-ecological-emergency</a>	Likely	Large
<b>Not taking the decision</b> could mean that funding provided by the Combined Authority to date becomes a financial liability for the Council, requiring repayment and revenue pressure	Likely	Severe
<b>Not taking the decision</b> would diverge from resident and stakeholder expectations given previous public consultation and coverage by the Combined Authority and the Council, resulting in reputational loss	Likely	Large

2. Significant risks envisaged if the proposed decision is taken and what action will be taken to manage these risks.

<b>Risk Description (Cause &amp; implication(s))</b>	<b>Probability</b>	<b>Impact</b>	<b>Action</b>
Objection to chosen measures, by residents / local businesses / bus companies / other stakeholders	Unlikely	Severe	Public consultation and engagement with bus companies to ensure the chosen measures are suitable. Feedback sought from councillors and highways team to investigate feasibility and compare measures. This aims to remove elements of the proposals that are lower impact, unrealistic or unnecessary.

The scheme does not get approved for delivery and construction through the FBC stage.	Unlikely	Severe	The City Regional Sustainable Transport Settlement (CRSTS) process of scheme selection identified those that would create the maximum benefit cost ratio. The Full Business Case stage will require significant and comprehensive project management, including schedule, risk and financial aspects, as well as high-quality design to achieve the objectives.
Lack of capacity in the Delivery/Construction supply chain to construct the scheme within the timeframe and quality required.	Very unlikely	Severe	Continue to engage actively with the Combined Authority and B&NES/CRSTS Procurement teams Working under the maintenance contract to support efficient delivery.

#### Probability

Description	Likelihood of the risk occurring expressed as a percentage.	Likelihood of the risk occurring expressed in words
Highly Likely	Over 95%	Very frequent occurrence, almost certain.
Likely	50% to 95%	More than evens chance.
Fairly Likely	21% to 49%	Quite often occurs
Unlikely	2% to 20%	Small likelihood but could happen.
Very Unlikely	0.5% to 2%	Not expected to happen.

#### Impact

Description	Scenario Description
Disastrous	Service will not achieve stated objective(s).
Severe	Serious threat that objective(s) of Service will not be achieved.

Large	May result in level of service being reduced to a level where objectives may not be achieved.
Moderate	Small effect on service provision.
Negligible	Trivial effect on service provision.