# Funding for Local Transport: Safer Roads Fund

Department for Transport

# Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, we would suggest around 10 to 15 pages including annexes would be appropriate.

**A separate application form should be completed for each scheme.**

**Applicant Information**

**Local authority name(s)*: North Yorkshire County Council**

**Bid Manager Name and position: James Smith – Traffic Engineering Team Leader**

**Contact telephone number: 01609 532 582**

**Email address: james.smith@northyorks.gov.uk**

**Postal address: Traffic Engineering Team, Business & Environmental Services, County Hall, Northallerton, North Yorkshire, DL7 8AH.**

When authorities submit a bid for funding to the Department for Transport, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department for Transport. The Department for Transport reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the web link where this bid will be published:**

http://www.northyorks.gov.uk/transportplans

## SECTION A - Scheme description and funding profile

**A1. Scheme name:**

A682 from Long Preston to North Yorkshire/Lancashire County Boundary – Road Safety Improvements

**A2. Headline description:**

It is intended to provide a number of separate schemes to improve safety of the eligible section of the A682, combining surface improvement works, a vehicle restraint system, junction visibility improvements and signing and lining improvements.

The main elements are as follows:

1. Surface improvements of the A682 junction with the B6253, using 68+ PSV material to increase skid resistance.
2. Surface improvements to the A682 at Swinden Bends, using 68+ PSV material to increase skid resistance.
3. An extensive Vehicle Restraint System over 700m along the west site of the A682 between the junction with the B6253 and Swinden.
4. Junction visibility improvements at the junctions of the A682 with the B6253, C400 and C402.
5. General signing and lining improvements throughout the length of the route.

**A3. Geographical area:**

The A682 runs from the M65 Junction 13 at Barrowford north through a predominantly rural environment, crosses the A59 at Gisburn and continues into North Yorkshire as far as its junction with the A65 at Long Preston.

Length of eligible road section: 21.3 km

OS Grid Reference: Min E: 382562 Min N: 440541 Max E: 386336 Max N: 457990

Postcode: From: BB9 7YS To: BD23 4NN

Appendix: A – Location Map for the section in North Yorkshire (attached).

**A4. Equality Analysis**

An Equality Impact Assessment Screening Exercise has been completed see Appendix B.

# SECTION B – The Business Case

**B1. The Scheme – Summary/History**

In addition to areas where there have been personal injury collisions on the identified length of the A682 within North Yorkshire in recent years (3 Fatal, 5 serious and 11 slights in five years up to 31st December 2016), the route is narrow and winding for a significant part of its length, leading to the potential for vehicles to leave the road. There are also a number of junctions which have poor visibility from the side roads onto the A682. The schemes as identified in this bid aims to address the locations where there may not necessarily have been a record of personal injury collisions (as they will most likely have already been investigated), but those where the risk appears to be the highest.

The A682 acts as a useful link from North Yorkshire, including the Yorkshire Dales National Park, to Lancashire. It links the M65 near Colne to the important east-west link of the A65. The Safer Roads fund affords an excellent opportunity to study this length of the A682 as a route and allocate resources to implement safety improvement schemes.

**B2. The Strategic Case**

Along with the locations on the eligible section of the A682 where personal injury accidents have occurred in the last five years have been identified for interventions through the Safer Roads Fund; there are also sites with no recent collision history but where road safety concerns have been raised and where a risk of collision has been identified.

1. Surface improvements of the A682 junction with the B6253, using 68+ PSV material to increase skid resistance. There have been loss of control personal injury collisions in the vicinity of this junction in recent years, therefore it is proposed to replace the surface with a higher PSV material to reduce the risk of this type of collision.

2. Surface improvements to the A682 at Swinden Bends, using 68+ PSV material to increase skid resistance – This section of route was the location of a fatal collision in 2014. As a result of that collision high friction surfacing was laid, which is starting to reach the end of its life, and expose the HRA surface below. It is therefore proposed to replace the high-friction surfacing with 68+ PSV material to provide a more long-lasting surface while also improving the grip levels of the carriageway.

3. An extensive Vehicle Restraint System over 700m along the west site of the A682 between the junction with the B6253 and Swinden – This section of the route is typified by poor horizontal alignment, narrower than desirable carriageway width, and self-seeded shrubs and trees immediately adjacent to the carriageway edge. There has been one serious injury collision in this location in the last five years where a vehicle left the carriageway, and the concrete post and tubular steel fence in the vicinity shows evidence of collision damage in numerous locations.

4. Junction visibility improvements at the junctions of the A682 with the B6253, C400 and C402 – Two of these junctions have a personal injury collision history in the past five years, and all have been reported as possessing poor visibility from the side roads.

5. Comprehensive signing and lining improvements/replacement will also take place throughout the route.

**B3. The Financial Case – Project Costs**

Estimated costs for the separate elements of this bid are as follows:

| Scheme | Description | Estimated Costs (£000s) |
|---|---|---|
| A682/B6253 Surface Improvement | Surface improvements of the A682 junction with the B6253, using 68+ PSV material to increase skid resistance. | 80 |
| Swinden Bends Surface Improvement | Surface improvements to the A682 at Swinden Bends, using 68+ PSV material to increase skid resistance. | 70 |
| Vehicle Restraint System | An extensive Vehicle Restraint System over 700m along the west site of the A682 between the junction with the B6253 and Swinden. | 400 |
| A682/B6253 Visibility Improvement | Junction visibility improvements at the junction of the A682 with the B6253. | 30 |
| A682/C400 Visibility Improvement | Junction visibility improvements at the junctions of the A682 with the C400. | 15 |
| A682/C402 Visibility Improvement | Junction visibility improvements at the junctions of the A682 with the C402. | 15 |
| Signing and Lining | General refreshing of signing and lining along the entire identified A682 length within North Yorkshire. | 5 |

NB – All estimated costs include a 10% allowance for preliminaries and 20% contingencies.

The total cost of these works is therefore £0.615 million.

**Table A: Funding profile (Nominal terms)**

| ***£000s*** | ***2017-18*** | ***2018-19*** | ***2019-20*** | ***2020-21*** | ***Total*** |
|---|---|---|---|---|---|
| *DfT Funding Sought* | 0 | 615 | 0 | 0 | 1300 |
| *LA Contribution* | 0 | 0 | 0 | 0 | 0 |
| *Other Third Party Funding* | 0 | 0 | 0 | 0 | 0 |

Notes:
(1) Department for Transport funding will not be provided beyond 2020/21 financial year.

**B4. The Financial Case – Local Contribution / Third Party Funding**

The schemes identified in this bid do not have a total cost of more than the threshold of £0.2m/km of high risk road section (£4.26 million for the A682); therefore no local contribution is offered.

**B5. The Financial Case – Affordability and Financial Risk**

A comprehensive robust estimate of scheme costs has been created, all of which will be delivered within the 2018-19 financial year. There is a high degree of confidence that these costs have a sufficient risk allowance built in to allow for any cost increases. All estimated costs listed above include a 10% allowance for preliminaries, to cover any elements not currently identified, and a 20% uplift for contingencies.

All costs are based on current Highway Maintenance Contract (HMC) 2012 rates, however it is the experience of North Yorkshire County Council that schemes commissioned through our framework or tendering generally can achieve rates that are less than HMC. The use of HMC rates therefore builds in an extra element of allowance to prevent cost over-runs.

NYCC has a robust programme management system in place including a Significant Scheme Variation Form (Sig SVF) process for all highways capital works. This requires staff delivering the schemes to seek approvals at Assistant Director level to incur significant cost overruns with oversight provided by the Capital projects Board which is chaired by the Corporate Director. Overall programme costs are generally balanced however any costs overruns on the overall programme will be accommodated from additional allocations from the Accident Investigation and Prevention budget or other County Council funds.

It is anticipated that the main risk to project delivery is contractor availability, particularly specialist contractors such as Vehicle Restraint System installers. If contractor availability is limited, this could lead to increases in the cost of quotes received for work, and a decrease in the number of bids received.

**B6. The Economic Case – Value for Money**

A User Defined Intervention Plan (UDIP) has been created for this project, based on the data and suggested interventions in ViDA, and was sent to the Road Safety Foundation for processing. BCRs will now be calculated in accordance with the guidance received from the DfT, and submitted by the extended deadline for Economic Case information (13/10/17).

**B7. The Commercial Case**

The County Council has a number of options available for the immediate procurement of the works.

1. Highway Maintenance Contract (HMC) 2012 – the County Council has a long-term contract for the maintenance of the highway with Ringway Infrastructure Services (Ringway). Under the scope of this contract Ringway has exclusivity for the delivery of highway maintenance and improvement schemes to a maximum value of £150,000 and beyond these limits the County Council has the option to choose another procurement route should it wish to do so.. If the HMC route is chosen the works can be placed with Ringway without any element of further competition at the rates which exist within the contract.

2. North Yorkshire CC Framework Contracts – the County Council has two framework contracts in place for the delivery of works which fall outside of the Highway Maintenance Contract. The two contracts are *The Carriageway Planing & Surfacing Contractors Framework 2016 (CPSCF2016)* and *The Civil Engineering Contractors Framework 2016 (CECF2016)* and have been prepared under the NEC Engineering & Construction Contract (Version 3). Works are awarded through these contracts by means of further competition between the companies on each Framework based on price, quality & price or if appropriate by direct award to one contractor. Each of these contracts is made up of a number of individual Lots which cover different geographical parts of the County and have been set at different price bandings:

| LOT | CPSCF2016 | | CECF2016 | |
|---|---|---|---|---|
| | VALUE | NUMBER OF CONTRACTORS | VALUE | NUMBER OF CONTRACTORS |
| **1** | £5K to £250K | 8 | £5K to £250K | 8 |
| **2** | £5K to £250K | 8 | £5K to £250K | 8 |
| **3** | £250K to £1M | 8 | £5K to £250K | 8 |
| **4** | £1M to £5M | 8 | £250K to £1M | 8 |
| **5** | Not Applicable | - | £250K to £1M | 8 |
| **6** | Not Applicable | - | £1M to £5M | 9 |

Under both Framework contracts it is possible to complete the procurement process (from tender to start on site) in 4 to 6 weeks, depending upon the complexity of the scheme.

North Yorkshire County Council is confident that the scheme proposal is lawful. Minor land agreements are required for the junction visibility improvements but these are not seen as being any impediment to delivery. The project complies with the Public Contracts Regulations and European Union State Aid rules.

**B8. Management Case – Delivery**

A significant exercise has taken place to identify which elements of the project are independent from each other, and which rely on other tasks taking place first. The creation of this project plan has required significant co-operation between council teams. Approval has been gained from the Corporate Director, in conjunction with Executive Members for Business & Environmental Services to bid for this funding.

The project plan is attached as a Gantt chart (Appendix C). This plan has been formulated based on starting work immediately an announcement is made, which has been assumed to be early in the new year; however this is clearly dependent on the date of notification from the DfT of the results of the bid, and of the provision of the funds. All works are due to be complete by November 2018, so the start date can easily be amended to match the timescales imposed by the award of the DfT funding, with little risk of approaching the end of the 2018/19 financial year.

Milestones have been identified in the project plan using yellow fields for each significant part of the works. Due to the nature of many of the tasks it should be relatively straightforward to move elements of the work around should one section be delayed by unforeseen circumstances. Much of the design work has already been completed, and a significant amount of time has been allotted for consultation in order to allow for delays or complications in this process.

County Councillor Don Mackenzie, Executive Member for Highways, Road Safety, Access to the Countryside and Public Transport has stated: “North Yorkshire County Council is fully

committed to delivering the Safer Roads Fund Projects as set out within the above programme. This is an excellent opportunity to address some of the road safety challenges we face on our predominantly rural road network, taking the opportunity to go above and beyond what is often possible within stretched local authority budgets. This is an opportunity not to be missed."

**B9. Management Case – Governance**

Appendix D shows the management and reporting structure for North Yorkshire County Council. The Senior Responsible Officer for the project is David Bowe, Corporate Director of Business and Environmental Services (BES). Responsibility for the delivery of the project lies with the Highways and Transportation Service Unit of BES, managed by Barrie Mason, Assistant Director of Highways and Transportation. The delivery of the programme will be overseen by the Highways and Transportation Heads of Services consisting of the Assistant Director of Highways and Transportation (Barrie Mason), Head of Highway Operations (Mike Roberts), Head of Commercial Services (Andrew Binner) and the Head of Network Strategy (Allan McVeigh). This structure manages the delivery of c. £40m per year of capital highway maintenance schemes and £23m revenue based programmes.

Delivery of the Safer Roads Fund schemes in North Yorkshire is the overall responsibility of the Head of Network Strategy and the Highway Operations Area Manager for Ryedale and Craven (James Malcolm), who will act as Project Sponsors. The Traffic Engineering Team Leader (James Smith), and Area 5 – Craven – Highways Improvement Manager (Ken Martin) will act as Project Managers.

During the development process of the bid and schemes for the Safer Roads Fund, a working group was established consisting of representatives from the Traffic Engineering, Area 5 Highways, Network Management and Transport Planning teams, along with Highways & Transportation Management. This group will continue to meet regularly throughout the delivery of the schemes, to monitor and report on progress, and make decisions. Approval has been sought from the Executive Members for Business and Environmental Services to bid for SRF funding.

NYCC's Traffic Engineering and Area 5 Highways teams are experienced and well placed to deliver the project. They currently manage a number of engineering functions for the council, including traffic signals, road safety engineering, accident investigation and prevention, highway improvement schemes and highway maintenance.

**B10. Management Case – Risk Management**

Appendix E shows the risk register for the A682 Safer Roads Fund project, identifying the five main risks to the project, the risk owners and identified control measures. The probability and impact values are also explained.

## SECTION C – Monitoring, Evaluation and Benefits Realisation

### C1. Benefits Realisation

The aim of this project is to realise benefits in terms of road safety improvements, namely through a reduction in casualties from road traffic collisions.

It is anticipated that the predicted casualty reductions can be achieved by targeted improvement schemes at known accident locations, and preventative work to improve sections where there have been no collisions but poor/dangerous driver behaviour has been observed.

Alongside a reduction in the number of collisions recorded it is also anticipated that by following a programme of route treatment – with interventions throughout the length of the identified section – improved driver behaviour will result along the whole section, not just at locations where specific changes have been made. This may include reduced vehicle speed and a decrease in the levels of risky overtaking.

The responsibility for monitoring of the benefits achieved by the scheme will be held by the County Council's Traffic Engineering team, which works with the council's Road Safety & Travel Awareness Team to observe trends in road safety, and report on these to senior management.

It is hoped that the completed project on the A682 will become an example of what can be achieved through targeted route based improvements on an identified section of road.

### C2. Monitoring and Evaluation

Monitoring and evaluation of the road safety impacts of this project will be undertaken by the Traffic Engineering team as part of their role to investigate road safety concerns throughout the county. The main method of this work is through the cyclical monitoring of collision data, provided by North Yorkshire police, and uploaded to the Accsmap programme. This monitoring currently takes place at quarterly intervals, with the production of high-risk site and route of concern lists. The intention is to do additional monitoring of collision data on the identified section of the A682 at the same time as this work, reporting to senior management on progress towards the collision reduction target. The baseline figure for this target would be current personal injury collision levels.

In addition to monitoring collision rates, it is intended that a permanent traffic counter/speed monitoring site be installed on the A682 to provide a record of trends in traffic flow levels and speeds, in order to evaluate the wider impacts that the interventions have had.

Other surveys and assessments of highway condition will also be undertaken at regular intervals following the implementation of the project. These will include Network Condition Surveys, SCRIM and Grip tests. The purpose of these surveys will be to evaluate the results of the resurfacing works, to determine whether the new materials are working as intended.

North Yorkshire County Council officers will also contribute to platforms for sharing and disseminating the lessons learned, as directed by the Department for Transport.

# SECTION D: Declarations

| **D1. Senior Responsible Owner Declaration** | |
|---|---|
| As Senior Responsible Owner for A682 from Long Preston to North Yorkshire/Lancashire County Boundary – Road Safety Improvements, I hereby submit this request for approval to DfT on behalf of North Yorkshire County Council and confirm that I have the necessary authority to do so.<br><br>I confirm that North Yorkshire County Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised. | |
| Name: David Bowe | Signed:  |
| Position: Corporate Director – Business & Environmental Services | |

| **D2. Section 151 Officer Declaration** | |
|---|---|
| As Section 151 Officer for North Yorkshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that North Yorkshire County Council:<br><br>- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution<br>- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget<br>- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties<br>- accepts responsibility for meeting any on-going revenue requirements in relation to the scheme<br>- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested<br>- has the necessary governance / assurance arrangements in place<br>- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome<br>- will ensure that a robust and effective stakeholder and communications plan is put in place. | |
| Name:<br><br>Michael Leah | Signed:  |

## Submission of bids:

An electronic copy only of the bid including any supporting material should be submitted to:

saferroadsfund@dft.gsi.gov.uk

## APPENDICES

## Appendix A – Maps showing Five Year Accident Plots for the Route.

**Attached As Separate Document**

**Appendix B – Equality Impact Assessment Screening Form**

**Initial equality impact assessment screening form**
(As of October 2015 this form replaces 'Record of decision not to carry out an EIA[1])

**This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.**

| | |
|---|---|
| **Directorate** | Business and Environmental Services |
| **Service area** | Highways and Transportation |
| **Proposal being screened** | Safer Roads Fund Bid, A684, A6108, A682 |
| **Officer(s) carrying out screening** | Neil Linfoot |
| **What are you proposing to do?** | To bid for monies from the Safer Roads Fund (DfT) for implementation of schemes on A684, A6108, A682. |
| **Why are you proposing this? What are the desired outcomes?** | To identify a programme of schemes to be implemented from the above fund should a bid be successful |
| **Does the proposal involve a significant commitment or removal of resources?** Please give details. | If the bid is successful, all funding must be spent in 2018/19 to 2020/21 with all schemes delivered with this timescale. |

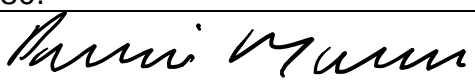
**Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?**

As part of this assessment, please consider the following questions:

- To what extent is this service used by particular groups of people with protected characteristics?
- Does the proposal relate to functions that previous consultation has identified as important?
- Do different groups have different needs or experiences in the area the proposal relates to?

**If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your** Equality rep **for advice if you are in any doubt.**

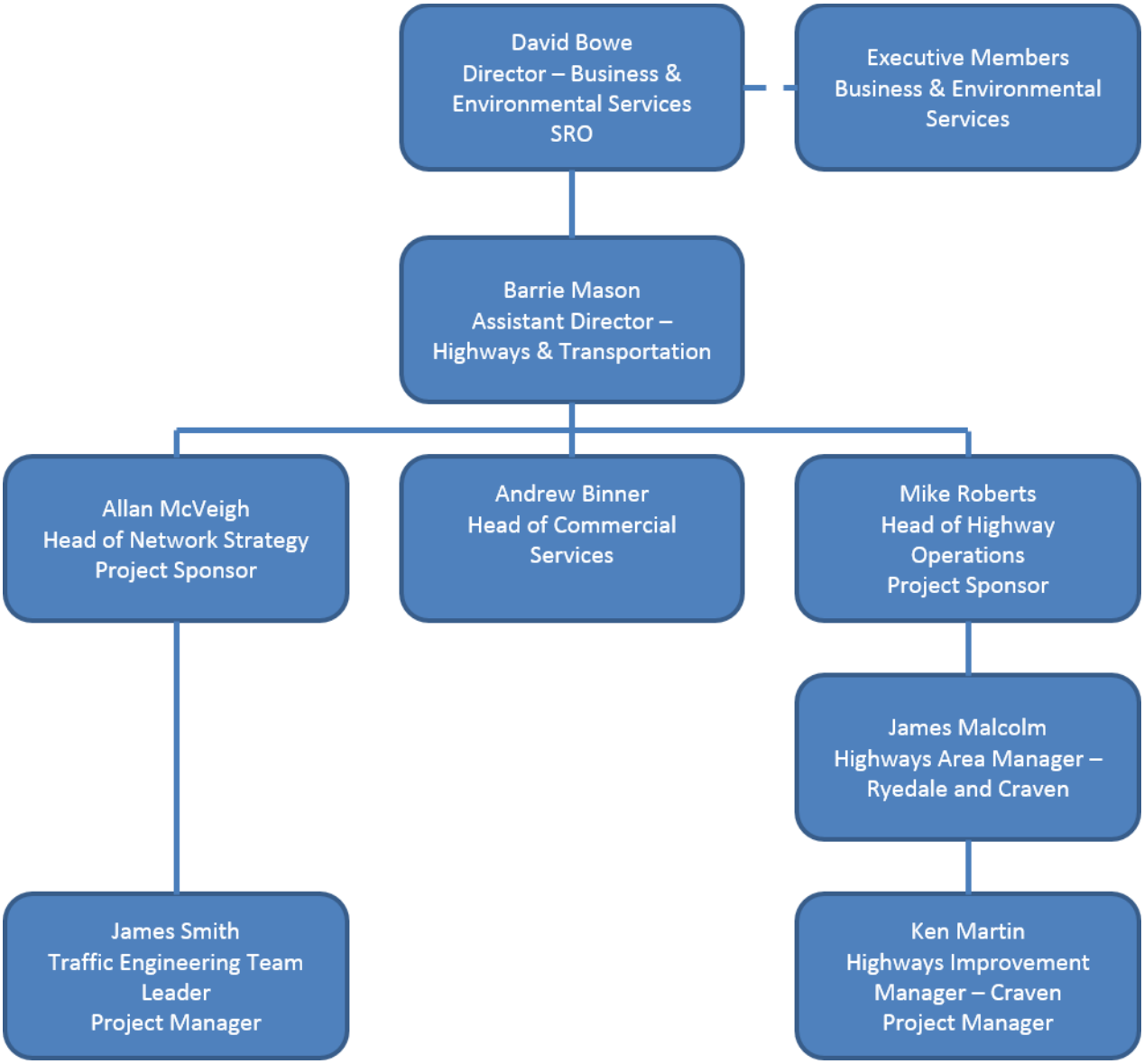
| **Protected characteristic** | **Yes** | **No** | **Don't know/No info available** |
|---|---|---|---|
| Age | | ✓ | |
| Disability | | ✓ | |
| Sex (Gender) | | ✓ | |
| Race | | ✓ | |
| Sexual orientation | | ✓ | |
| Gender reassignment | | ✓ | |
| Religion or belief | | ✓ | |
| Pregnancy or maternity | | ✓ | |
| Marriage or civil partnership | | ✓ | |
| **NYCC additional characteristic** | | | |
| People in rural areas | | ✓ | |
| People on a low income | | ✓ | |
| Carer (unpaid family or friend) | | ✓ | |
| **Does the proposal relate to an area where there are known inequalities/probable impacts** (e.g. disabled people's access to public transport)? Please give details. | No | | |

| | | | | |
|---|---|---|---|---|
| **Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics?** Please explain why you have reached this conclusion. | No | | | |
| **Decision (Please tick one option)** | EIA not relevant or proportionate: | ✓ | Continue to full EIA: | |
| **Reason for decision** | The work being proposed will have a wide range of benefits to both residents and visitors to North Yorkshire through improving road safety. These schemes seek to reduce the number of collisions or, reduce the potential for collisions, and improve the quality of the roads within the bid. There is no reason for the work programme to cause any negative impact on anybody from within the protected characteristic groups. The work being proposed will also assist NYCC in carrying out its statutory duty to maintain the highway under Section 41(1) of the Highways Act 1980. | | | |
| **Signed (Assistant Director or equivalent)** |  | | | |
| **Date** | 16/08/17 | | | |

## Appendix C – Project Plan and Key Milestones

**Attached As a Separate Document**

## Appendix D – Organogram Showing Governance Arrangements



# Appendix E – Risk Register

| A682 SAFER ROADS FUND RISK REGISTER - SEPTEMBER 2017 | | | | | | | | | | | | Last Update: 19 September 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ref No | Risk | Probability | Impact | Initial Risk Assessment | Controls | Probability | Impact | Post Mitigation Risk Assessment | Narrative of Key Changes & Actions Completed | Owner | Status | Notes |
| **Project Delivery** | | | | | | | | | | | | |
| 1 | **Cost Overrun**<br>Any costs over and above those awarded by the DfT would need to be paid from NYCC internal budgets, as no further funding will be available. | 2 | 5 | H | All estimated costs listed above include a 10% allowance for preliminaries, to cover any elements not currently identified, and a 20% uplift for contingencies. NYCC has a robust programme management system in place including a Significant Scheme Variation Form (Sig SVF) process for all highways capital works. This requires staff delivering the schemes to seek approvals at Assistant Director level to incur significant cost overruns with oversight provided by the Capital projects Board which is chaired by the Corporate Director. | 1 | 5 | M | 23 September 2017 - New Risk Entry | James Smith/Ken Martin | Open | |
| 2 | **Timescale Overrun**<br>Funding is only available for the financial years 2018/19 - 2020/21 so any overrun into future financial years would need to be funded by NYCC from internal budgets. | 2 | 5 | H | The draft project plan for this work suggests that all work can be completed within the set period of three financial years. Given notification of the results of the bid by the DfT in a timely fashion, there is ample time to complete the programme of works. The separate parts of the work will be undertaken by several different contractors, delays on one part of the work can therefore be managed to minimise impact on other parts. | 1 | 4 | M | 23 September 2017 - New Risk Entry | James Smith/Ken Martin | Open | |
| 3 | **Contractor and Material Availability**<br>It is anticipated that the main risk to delivery is contractor availability, particularly specialist contractors such as Vehicle Restraint System installers. If contractor availability is limited, this could lead to increases in the cost of quotes received for work, and a decrease in the number of bids received. Similar to contractor availability, lack of access to the required amount of resurfacing material, traffic signs and VRS may cause delay to the project. | 3 | 5 | H | Different parts of the work will be sourced using different procurement techniques, and using a selection of contractors. NYCC have framework and maintenance contracts which allow the work to be sourced from a number of different suppliers. There is no exclusivity. Given notification of the results of the bid by the DfT in a timely fashion, there is ample time to complete the programme of works, including the possibility of shifting some sections to a quieter part of the year. Availability of access to resources will be included in the tender for works procured via that method. | 1 | 5 | M | 23 September 2017 - New Risk Entry | James Smith/Ken Martin | Open | |
| 4 | **Internal Resource Availability**<br>The design, tendering and ordering of this work represents a significant resource requirement for both the Traffic Engineering and local Highways Area Office. Delays in detailed design or ordering could lead to slippage in the works programme. | 1 | 5 | M | Sufficient resource has already been identified within each team to progress this work. The project is being given a high level of priority by all management involved. | 1 | 5 | M | 23 September 2017 - New Risk Entry | James Smith/Ken Martin | Open | |
| 5 | **Bad Weather**<br>Inclement weather could have a significant impact on the ability to complete certain parts of the work within the anticipated timescales (e.g. resurfacing), leading to slippage in timescales and costs. | 2 | 5 | H | All works which require good weather will be scheduled dring the summer periods when inclement weather is less likely. There is a significant buffer between the proposed end of the works and the end of the applicable funding period. | 1 | 5 | M | 23 September 2017 - New Risk Entry | James Smith/Ken Martin | Open | |

## Weighting Risks Impact/Probability

| PROBABILITY | IMPACT 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| 1 | L | L | M | M | M |
| 2 | L | M | M | M | H |
| 3 | L | M | M | H | H |
| 4 | L | M | H | H | H |
| 5 | M | M | H | H | H |

| | Description |
|---|---|
| H | High |
| M | Medium |
| L | Low |
| / | *Insignificant or no record* |

## Description – you should consider:

- The Identification of the event (i.e. : Inflation increase over the estimated figures)
- The factors that could cause it to occur (i.e.: due to…)
- The element of the project that could be affected (i.e.: affecting labour cost)
- How it could affect the project or how could it be related to other risks (i.e.: causing delay to the delivery of the works)
- Any residual effects (i.e.: full inflation risk for capital works)

## Evalution criteria

**Evaluation – assess the impact of the event and the probability the event occur:**

- **Impact** (in term of annual cost, time and performance):

1 = Insignificant impact (<£1,000)
2 = Minor impact (<10,000)
3 = Moderate impact (<£25,000)
4 = Significant impact (<£.50,000)
5 = Major impact (>£50,000)

- **Probability** (likelihood the event occur during the contract period):

1 = Rare=up to 10 percent probability *(May occur only in exceptional circumstances)*
2 = Unlikely=10-30 percent probability *(Could occur at some time)*
3 = Possible=30-60 percent probabiity (*Might occur at some time*)
4 = Likely=60 -90 percent probabiity *(probably will occur at some time)*
5 = High= 90-100 percent probability *(risk highly likely to occur)*