

# Appendix G

## Congestion Risk Register



**Risk Identification** | **Risk Analysis** | **Risk Control**

Risk Ref.	Date Raised	Description	Risk Owner	Risk Manager	Category of Risk	Current Risk Level (Gross)					Control Rating	Likelihood	Impact	Priority	Opportunity to Improve	Future Risk Control Action	Action Owner	Initial Date Due	Current Date Due
						Control Rating	Likelihood	Impact	Priority	Opportunity to Improve									
<b>Proposed</b>																			
P-CRP 01		<p><b>Changes in Legislation.</b></p> <p>New Governance Arrangements proposed by Local Transport Act.</p> <p>Introduction of Multi Area Agreements.</p> <p>RFA Funding Allocation Process (review following consultation).</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Political.	Average	Medium	High	12	High						Joint Transport Working Group (Gary MacDonald)			
							Lack of clarity in ownership of plan - CRP objectives not met due to changes in governance arrangements.												
							Linkages with Northumberland & Durham. Changes in ways of working and 'culture'.												
							Possibility of reallocation of resources between major/minor schemes. May lead to smaller schemes being delayed or even erased from programme.												
<b>Current</b>																			
CRP 01		<p><b>External Drivers of Demand.</b></p> <p>Increasing population, increasing travel demand.</p> <p>Level of public transport fares.</p> <p>National economy affecting motoring costs.</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Performance.	Average	Medium	High	12	High						Joint Transport Working Group (Gary MacDonald)			
							Possibility of revised relationship with bus operators including minimising fare increases. Metro fare increases limited by agreement with Central Government.												
							Liaising with local politicians to lobby regional issues on a national level.												



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		Public transport performance and availability. High levels of traffic growth. Clash with regional economic growth aspirations. Increased City Centre development. PT fares increase.				TIF/Congestion studies part of the longer term programme. Liaising with Business Community.									
CRP 02		<b>Lack of political commitment to implement final recommendations.</b>  Selling message to members of council/public. Political support. Public acceptability of restrictive proposals. Political will to allocate resources. Political will to support strategy. Change of political control (priority lanes). Lack of political will to take difficult decisions. Political change at national/local level. Relative priorities of partners - decision making problems.	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Political.	Political commitment via regular meetings of the Tyne and Wear Leaders Group.  Individual liaison with key stakeholders. Tyne and Wear wide commitment to project. Regular updates to Joint Lead Members Group.	Limited	Medium	High	12	Low	Ongoing discussions with political leadership.	Joint Transport Working Group (Gary MacDonald)		



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CRP 03		<p><b>Competing Priorities.</b></p> <p>Measures to reduce traffic.</p> <p>LTP Priorities.</p> <p>Other LTP targets.</p> <p>Competing Priorities (Shared priorities: Road Safety; Accessibility and Sustainability).</p> <p>Relative importance of targets.</p> <p>Tension between congestion/road safety/accessibility.</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Performance.	<p>Commitment given by partners via LTP/TIF process to support a joint decision</p> <p>Priorities will be ranked accordingly.</p> <p>Regular meetings with Tyne and Wear Joint Lead Members; Joint Steering Group and Joint Transport Working Group ensures a regular communication channel and decision making process.</p>	Average	High	Medium	12	Low	Plan partners LTP/TIF Lead Members and Steering Group Members provide a list of priorities which will be ranked accordingly. The decision will be a joint decision and supported by all partners.	Joint Transport Working Group (Gary MacDonald)		
CRP 04		<p><b>Finance.</b></p> <p>LTP settlement.</p> <p>Congestion Reduction Plan (Funding).</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Financial.	<p>Budget identified. Confirmation of funding.</p> <p>Failure to meet Congestion Reduction Plan targets will impact on reward funding.</p>	Average	Medium	Medium	9	Medium	Ensure that all possible aspects of works are included in the budget. Ensure monitoring and control. To be reviewed by Joint Lead Members and Joint Transport Steering Group.	Joint Transport Working Group (Gary MacDonald)		



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		Imbalance between capital and revenue funding.				Estimated budget breakdown developed.						Implementation of budget management process (report to every meeting of the Joint Lead Members and Joint Transport Steering Group).			
		Cost of construction of physical measures.													
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CRP 05		<b>Enforcement</b>	Joint Transport Steering Group (Harvey Emms)	Joint Transport Working Group (Gary MacDonald)	Communication.	Working group in place.	Limited	Medium	Medium	6	Medium	Ensure 'CPE' controls bring better enforcement	Joint Transport Working Group (Gary MacDonald)		
		Civilian Parking Enforcement particularly bus lanes.				Transport Legislation - Transport Bill/Traffic Management Act.						Ensure 'CPE' parking controls.			
		Lack of enforcement of parking controls.				Legal powers.						Change in enforcement regime.			
		Police priorities.				Financial implications.						Traffic Management Act			
		Road works.				Resourcing issues.									
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CRP 06		<b>Linkages with other Statutory Functions</b>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Partnerships.	Consultation with Highways Authority.	Average	Low	High	6	Medium	To be reviewed by Joint Lead Members and Joint Transport Steering Group.	Joint Transport Working Group (Gary MacDonald)		
		Network Management Plan (Statutory Function).				Failure to deliver the NMP may lead to delaying CRP strategy objectives.									



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CRP 07		<p><b>Interface with strategic road network managed by the Highways Authority</b></p> <p>Highways Agency Route Management - pre-judging LA delivery of targets.</p> <p>Traffic growth on A1/A19.</p> <p>Increased traffic growth on trunk road network.</p> <p>Disruption on A1/A19 network.</p> <p>MAA/City Region in consultation with Highways Agency.</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Partnerships.	<p>Consultation with Highways Authority.</p> <p>Consultation with Highways Agency.</p> <p>Review data with Highways Agency.</p> <p>Review data with Highways Agency.</p> <p>Review data with Highways Agency.</p> <p>Better partnership working by plan partners and Highways Agency.</p>	Average	Low	High	6	Medium	After discussions with Highways Agency. Is there a need for additional survey works to be carried out?	Joint Transport Working Group (Gary MacDonald)		
CRP 08		<p><b>Data.</b></p> <p>Data Issues.</p> <p>Reliability of congestion data.</p> <p>Data problems.</p> <p>Uncertainty of outcome of new target.</p> <p>Traffic Master Data - Available now with larger sample size.</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Resources.	<p>Data Collection.</p> <p>Error factor in data collection.</p> <p>Interpretation of data.</p> <p>Uncertainty of outcomes due to lack of historical data.</p> <p>Changes to the way data is reviewed could effect future funding.</p>	Average	Low	Medium	6	High	<p>The need for more accurate data depending on the amount of data collected (more data, more accurate).</p> <p>There is a cost element that needs to be taken into account.</p> <p>Regular supply of IT IS data from DfT - increases understanding of base data results.</p>	LTP Monitoring Group (Andrew Haysey)		



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CRP 09		<p><b>Organizational Capacity and Capability.</b></p> <p>Project management not vigorous enough.</p> <p>Insufficient integration - wider plan strategy.</p> <p>Lack of connectivity with TIF research.</p> <p>Lack of productivity between policy and delivery arm.</p> <p>Availability of skills.</p> <p>Consultation Process.</p> <p>Good modelling essential but skills are rare.</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Performance.	<p>Commitment given by each authority.</p> <p>Use of existing frameworks and project management works.</p> <p>Officers working in both areas ensure connectivity.</p> <p>Clear structure/reporting requirements.</p> <p>Identification of relevant officers and skills.</p> <p>Using existing framework for consultation process.</p> <p>Use existing modelling skills currently being utilized by LTP/TIF</p>	Limited	Low	Low	4	Low	<p>Governance and reporting structure - currently in place - regular meetings are held on a fortnightly, monthly and bi-monthly basis. The Officers working Group; the Officers Steering Group and the Lead Members are the decision making bodies involved.</p> <p>The Officers Working Group will make most day to day decisions. The more strategic decisions are made by the Officers Steering Group and political approval from the Joint Lead Members Group.</p>	Joint Transport Working Group (Gary MacDonald)		



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CRP 10		<p><b>Local Risks - Gateshead.</b></p> <p>Temporary traffic arrangement while major works are taking place in district may cause a shift in traffic.</p> <p>Major scheme funding - not getting approval will have a significant impact on the development sites within Gateshead.</p> <p>Stakeholder consultation process can delay works and extend the programme of works.</p> <p>Partnership work may delay process due to bureaucracy.</p> <p>Staff resources - lack of skilled staff to implement programme.</p> <p>Meeting deadlines - delivering schemes on time.</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Performance.	Ongoing.  Major scheme bids are essential for the regeneration of Gateshead.  Start consultation in the early stage of programme to gain the buy in of stakeholders.  Resource issue.  Resources must be in place to deliver schemes as programmed - in order to meet set targets.	Average	Low	High	8	Medium		Joint Transport Working Group Representative (Andrew Haysey /Caroline Shield)		
CRP 11		<p><b>Local Risks - Newcastle</b></p> <p>Temporary traffic arrangement while major works are taking place in district may cause a shift in traffic.</p>	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Performance.	Ongoing.	Average	Low	High	8	Medium		Joint Transport Working Group (Gary MacDonald)		



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		<p>Major scheme funding - not getting approval will have a significant impact on the development sites within Newcastle.</p> <p>Stakeholder consultation process can delay works and extend the programme of works.</p> <p>Partnership work may delay process due to bureaucracy.</p> <p>Staff resources - lack of skilled staff to implement programme.</p> <p>Meeting deadlines - delivering schemes on time.</p>				<p>Major scheme bids are essential for the regeneration of Newcastle.</p> <p>Start consultation in the early stage of programme to gain the buy in of stakeholders.</p> <p>Resource issue.</p> <p>Resources must be in place to deliver schemes as programmed - in order to meet set targets.</p>										
CRP 12		<p><b>Local Risks - North Tyneside</b></p> <p>Temporary traffic arrangement (A19) for major works on Tyne Tunnel will impact on traffic in the area.</p> <p>Disruption on A19.</p> <p>Impact of junction improvement works at Seaton Burn, Moor Farm, Silverlink and Holystone will all impact on traffic movements.</p> <p>Stakeholder consultation process can delay works and extend the programme of works.</p>	Joint Transport Steering Group (Kevin Ridpath)	Joint Transport Working Group (Steve Bland)	Performance.	<p>Consultation with Highways Agency/Traffic Management Section.</p> <p>Consultation with Highways Agency.</p> <p>Programme of works - consult with Traffic Management.</p> <p>Start consultation in the early stage of programme to gain the buy in of stakeholders.</p>	Average	Low	High	8	Medium		Joint Transport Working Group Representative (Steve Bland)			

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		Partnership work may delay process due to bureaucracy. Staff resources - lack of skilled staff to implement programme. Meeting deadlines - delivering schemes on time.				Resource issue.  Resources must be in place to deliver schemes as programmed - in order to meet set targets.									
CRP 13		<b>Local Risks - South Tyneside.</b>  Staff resources - lack of skilled staff to implement programme.  Temporary traffic arrangement (A19) for major works on Tyne Tunnel will impact on traffic in the area.  Disruption on A19.  Disruption on A19 - Specific to Testos roundabout.  Impact of junction improvement works will all impact on traffic movements.  Stakeholder consultation process can delay works and extend the programme of works.  Partnership working - developer contribution - level of contribution will impact on success of the scheme. E.g. Proposed new - Monkton Metro Station.	Joint Transport Steering Group (John Edwards)	Joint Transport Working Group (Kevin Broadbent)	Performance.	  Resource issue - Advertise nationally - regrading of posts to attract required staff  Consultation with Highways Agency/Traffic Management Section.  Consultation with Highways Agency.  Consultation with Highways Agency.  Programme of works - consult with Traffic Management.  Start consultation in the early stage of programme to gain the buy in of stakeholders.  Dependant on planning agreements.	Average	Low	High	8	Medium		Joint Transport Working Group Representative (Kevin Broadbent)		



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		Changes in legal implications may have an impact on the level of developer contribution. Major regeneration on Riverside will generate significant travel demand impacting on congestion. Meeting deadlines - delivering schemes on time. Lack of funding for Work Place Travel Planning.				Lobby Local MPs/ Politicians.  Review development proposals - look at introducing travel plan measures.  Resources must be in place to deliver schemes as programmed - in order to meet set targets.  Resourcing issue to be reviewed in future.									
CRP 14		<b>Local Risks - Sunderland</b>  Staff resources - lack of skilled staff to implement programme.  Meeting deadlines - delivering schemes on time.  Financial Resources - funds dependant on success of plan.  Temporary traffic arrangement while major works is taking place in district may cause a shift in traffic.  SSTC - not getting approval will have a significant impact on the Vaux Development site. Major Scheme bid Approval has been granted by DfT for the new Wearside Bridge.	Joint Transport Steering Group (Bob Donaldson)	Joint Transport Working Group (Keith Atkinson)	Performance.	Resource issue - Advertise nationally - regarding of posts to attract required staff.  Resources must be in place to deliver schemes as programmed - in order to meet set targets.  Resources must be in place to deliver schemes as programmed - in order to meet set targets.  Ongoing.  Major scheme bid is essential for the regeneration of the Vaux site. Approval Granted from DfT.	Average	Low	High	8	Medium		Joint Transport Working Group Representative (Keith Atkinson)		

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		Stakeholder consultation process can delay works and extend the programme of works. Partnership work may delay process due to bureaucracy. Impact of junction improvement works will all impact on traffic movements.				Start consultation in the early stage of programme to gain the buy in of stakeholders. Partners need to feel part of the process. Programme of works - consult with Traffic Management.									
CRP 15		<b>Local Risks - Nexus.</b>  Bus corridor improvement plan/park and ride - major scheme based risks - procuring, funding, local consultation and delivery of schemes.  Metro re-energisation (major scheme funding) to modernise the metro network. (Phase 1 and Phase 2 approved).  Revenue support for non-commercial bus services.  Impact of free concessionary travel for elderly/disabled.  Improved public transport needed prior to implementing demand management.  Financial Resources - funds dependant on success of plan.	Joint Transport Steering Group (Tobyn Hughes)	Joint Transport Working Group (Peter Lawson)	Performance.	Major scheme bid is essential for the bus corridor programme to be linked up and ensure connectivity.  Major scheme bid is essential for the regeneration of the Tyne and Wear public transport system. DfT funding has been received for Phase 1 and Phase 2.  Nexus secured service prioritisation system  Impact being evaluated and revenue implications being monitored.  Delivery options for bus services under investigation/evaluation.  Resources must be in place to deliver schemes as programmed - in order to meet set targets.	Average	Low	High	8	Medium		Joint Transport Working Group Representative (Peter Lawson)		



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		Staff resources - lack of skilled staff to implement programme.				Resource issue - Advertise nationally - regarding of posts to attract required staff. Use of external consultants - Framework contract now in place.									
		Stakeholder consultation process can delay works and extend the programme of works.				Start consultation in the early stage of programme to gain the buy in of stakeholders.									
		Partnership work may delay process due to bureaucracy.				Partners need to feel part of the process.									
<b>Closed</b>															
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CRP 08		<b>Organisational Capacity and Capability.</b>  Lack of connectivity with TIF research: TIF Research Project Closed.	Joint Transport Steering Group (Richard Hibbert)	Joint Transport Working Group (Gary MacDonald)	Performance.	Commitment given by each authority.	Limited	Low	Low	4	Low	Governance and reporting structure - currently in place - regular meetings are held monthly and on a fortnightly; bi-monthly basis. The Officers working Group; the Officers Steering Group and the Lead Members are the decision making bodies involved.	Joint Transport Working Group (Gary MacDonald)		



LTP TYNE AND WEAR

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South Tyneside Council

