

Meeting of:	<b>Cabinet</b>
Date of Meeting:	<b>Thursday, 05 February 2026</b>
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	Biglis to Dinas Powys Active Travel Route
Purpose of Report:	To update Cabinet with work undertaken to date on the Active Travel Route from Biglis to Dinas Powys and to provide sufficient information to allow decisions to be made regarding the principle of undertaking the scheme to the next stage.
Report Owner:	Deputy Leader and Cabinet Member for Sustainable Places
Responsible Officer:	Chief Executive
Elected Member and Officer Consultation:	Committee Reports Operational Manager – Finance Director of Place Operational Manager – Transport Services Senior Sustainable Transport Officer Operational Manager – Property Operational Manager – Engineering
Policy Framework:	This is a matter for Executive decision by Cabinet and referral to Full Council
Executive Summary:	<ul style="list-style-type: none"> <li>This report seeks to update Cabinet on the development of the Biglis to Dinas Powys Active Travel Route, outline progress to date, and seek approval for delegated powers and funding arrangements to progress delivery.</li> <li>In the financial year (FY) 2021/22, Arcadis Consultancy were appointed via the Construction Consultancy framework (CCS) now superseded by the SEWTAPS framework. Arcadis reviewed all work undertaken to date on an active travel route connecting Barry to Dinas Powys as this has been identified as the highest priority strategic active travel route on the Council's Active Travel Network Map (ATNM) approved by Welsh Government in 2021.</li> <li>As a result of this work a public consultation was undertaken during September 2022 on 3 route alignments, and a preferred route was chosen to take to the next stage of design. (Appendix A final design). Funding of £113,570 was awarded through the Core Active Travel grant for</li> </ul>

FY2022/23 to complete the preliminary design of this scheme and complete some initial flood modelling work.

- Welsh Government Core Active Travel funding has supported the scheme through successive financial years. In FY2023/24, £189,862 was claimed to progress route development and associated surveys. For FY2024/25, £206,532.17 was secured to complete all preparatory works required for submission of the planning application. A further £150,000 has been awarded for FY2025/26 to undertake flood modelling and detailed design, ensuring readiness for a construction funding bid for FY2026/27 and FY2027/28.
- A full planning application for the Biglis Roundabout to Dinas Powys Active Travel Route has been prepared by Arcadis and submitted on 10th April 2025. The application is currently under consideration, with a decision anticipated by Spring 2026. Flood modelling and associated mitigation measures have been incorporated into the submission to address statutory requirements and these are being discussed with Natural Resources Wales (NRW) as a consultee. [Planning Reference: 2025/00340/RG3.](#)

- Ground investigation works have been underway since 8th December 2025, on land detailed in (Appendix B) providing essential data on soil conditions and drainage. These surveys will inform the detailed design and construction methodology. Completion of the surveys took place on 9th January 2026, ensuring readiness for the next project phase.
- Preparations for procurement are progressing, with the intention to use a New Engineering Contract (NEC) framework to ensure robust project management and cost control. Tender documentation is being developed by Arcadis to enable timely appointment of a contractor for Phase 1 (adopted highway works and Council owned land) and Phase 2 works (full scheme with purchased land parcels).
- Negotiations with affected landowners are ongoing to secure the parcels required for the route. Where voluntary agreements cannot be reached, the Council may need to consider the use of Compulsory Purchase Order (CPO) powers to safeguard delivery of the scheme in the public interest.

## **Recommendations**

1. That Cabinet notes progress on design, statutory approvals, and preparatory work for the Biglis to Dinas Powys Active Travel Route.
2. That Cabinet approves delegated authority to the Head of Neighbourhood Services, in consultation with the Cabinet Member for Sustainable Places, the Executive Leader and Cabinet Member for Performance and Resources , the Chief Executive, and Head of Finance / Operational Manager Financial Services to proceed with land negotiations, tender preparation, and funding applications.
3. That Cabinet endorses the submission of external funding bids to the Regional Transport Authority to secure delivery funding for the scheme.
4. That Cabinet approves delegated authority to the Head of Neighbourhood Services to progress with a construction tender for both the first and second phase of construction of the scheme.
5. That Cabinet approves delegated authority to the Monitoring Officer/ Head of Legal and Democratic Services to enter into a New Engineering Contract (NEC) for the first and second phase of construction of the scheme.
6. That Cabinet approves delegated authority to the Head of Neighbourhood Services, in consultation with the Cabinet Member for Sustainable Places, the Executive Leader and Cabinet Member for Performance and Resources, the Chief Executive, and Head of Finance / Operational Manager Financial Services to enter negotiations for the acquisition of land (Indicated in Appendices C-G) required for the first and second phases of construction for the scheme, whether by financial consideration or other mutually agreed means.
7. That Cabinet approves delegated authority to the Monitoring Officer/Head of Legal and Democratic Services to complete all necessary legal documentation associated with the acquisition of land.
8. That Cabinet acknowledges the need and endorses the use of the Compulsory Purchase Order (CPO) in the public interest, should land negotiations fail to proceed.
9. That Cabinet refer the report to Full Council for consideration of the use of delegated powers regarding the use of Compulsory Purchase Orders as a function of Full Council.

## **Reasons for Recommendations**

1. To keep Cabinet informed of progress on design development, statutory approvals, and preparatory work for the Biglis to Dinas Powys Active Travel Route, ensuring transparency and oversight of this strategic infrastructure project.
2. To enable timely delivery of the scheme by granting delegated authority for land negotiations, tender preparation, and funding applications. This approach avoids delays that could arise from returning to Cabinet for each operational decision.

3. To secure external funding opportunities from the Regional Transport Authority, reducing reliance on Council resources and supporting the Council's commitment to sustainable transport and active travel objectives.
4. To enable the timely progression of the construction tender for both Phase 1 and Phase 2 of the scheme. This approach ensures the project can advance without delay, maintains continuity in delivery, and allows procurement activity to be managed efficiently within established operational and governance frameworks. It also supports the Council's commitment to delivering the scheme within planned timescales and budget parameters by allowing necessary decisions to be taken promptly as the project develops.
5. To allow efficient progression to construction by delegating authority to enter into a New Engineering Contract (NEC) for the first and second phases. This ensures compliance with procurement regulations and accelerates project delivery.
6. To facilitate completion of the first and second phase by authorising land acquisition as detailed in Appendix C-G, ensuring that all necessary land is secured for the full implementation of the route.
7. To ensure that all legal documentation required for the land acquisition is completed efficiently and in accordance with statutory, regulatory, and governance requirements. This delegation enables the necessary legal processes to progress without delay, supports timely delivery of the project, and ensures that all agreements, contracts, and associated documents are executed correctly to protect the Council's legal and financial interests.
8. To safeguard the public interest and project viability by endorsing the potential use of Compulsory Purchase Order (CPO) powers should negotiations fail, ensuring that the scheme can proceed without undue delay.
9. To comply with governance requirements by confirming that a further report will be presented to Full Council, as Cabinet does not hold delegated powers to authorise the use of CPOs. This maintains legal and constitutional integrity.

## 1. Background

**1.1** The proposed scheme is a long-anticipated active travel route linking Biglis Roundabout, Barry to Dinas Powys. The project comprises a 1.6-mile footway/cycleway with associated works, including new crossing facilities. This route has been prioritised by The Council post public consultation and the Cardiff Capital Region. Full route can be seen in Appendix A.

- 1.2** When the Integrated Networks Maps (INMs) were created in 2017, this route was classified as a critical fail, with some sections not audited due to the lack of a complete footway.
- 1.3** In FY2019/20, WSP Consultants undertook a feasibility study and developed 5 route options. Welsh Government officers advised that, given the significant construction costs, further investigative work was required before detailed design could proceed and additional funding could be secured.
- 1.4** In FY2019/20, £62,782 of Welsh Government Road Safety Capital funding was spent by reducing the speed limit to 40mph and enhancing the route, by installing Vehicle Activated Signs as well as high friction surfacing on the bends. While these measures have improved vehicle speeds along part of the route, they have not provided any pedestrian facilities.
- 1.5** In FY2021/22, Arcadis Consultancy were appointed via the Construction Consultancy framework (CCS) now superseded by the Southeast Wales Technical and Professional Services (SEWTAPS) framework. Arcadis reviewed all work undertaken to date on an active travel route connecting Barry to Dinas Powys as this has been identified as the highest priority strategic active travel route on The Council's Active Travel Network Map (ATNM) approved by Welsh Government in 2021.
- 1.6** Subsequent funding from Welsh Government core Active Travel funding has enabled the Council to progress with:

  - Detailed design development.
  - Geo-environmental, landscape and visual appraisal, Arboriculturally survey, green infrastructure statement.
  - Public consultation and engagement (initial route consultation in 2022 [Consultation Report](#), followed by consultation on the final design in June 2024, [Consultation Report](#))
  - Flood consequence assessment.
  - Planning and SAB statutory approvals (planning application submitted April 2025 and available via [the Council's Planning Portal](#))
  - Pre-tender, tendering, and construction contract development.
  - Land ownership negotiation plans.
- 1.7** The Biglis Roundabout to Dinas Powys scheme requires the acquisition of land. Land ownership has already been investigated, and the Council has instructed land agents Bruton Knowles to determine purchase costs with the aim of approaching landowners with options proposals. Bruton Knowles were appointed as land agents supporting negotiations in April 2024.

**1.8** As of FY2025/26:

- Detailed designs are almost complete.
- Public consultation and engagement have concluded.
- A flood consequence assessment has been delivered.
- A Ground Investigation Survey is underway.
- Planning permission is under consideration (early 2026) with SAB approval to follow.
- Preparations for construction tendering documentation are in progress.
- Land ownership negotiations are scheduled to commence in early 2026.

**1.9** The Vale of Glamorgan [Local Transport Plan 2015–2030 \(LTP\)](#) identified this route as a high/medium priority scheme, with delivery or preparatory work targeted for 2020. The scheme, named Barry Waterfront to Dinas Powys cycle route, has continued to be developed due to the need for further feasibility work.

## **2. Key Issues for Consideration**

**2.1** The existing Cardiff Road is the primary route connecting Barry and Dinas Powys, continuing towards Cardiff. Several sections have a 40mph speed limit, narrow carriageways, and tight bends, contributing to a poor accident record.

**2.2** There is currently no provision for pedestrians or cyclists along this stretch, which discourages active travel and has, unfortunately, resulted in serious accidents and fatalities.

**2.3** This route is the most requested active travel route in the Vale of Glamorgan, making it imperative that the scheme is progressed and delivered. Implementation will not only improve safety for all users but also help alleviate congestion along the corridor and provide a strategic cycling link to Cardiff. The scheme has strong stakeholder support, as demonstrated through the consultation and engagement events that have been conducted.

**2.4** Flooding is a significant environmental constraint along the route. The project will assess these risks and identify solutions to mitigate them, ensuring a resilient design.

**2.5** Aligned with the Cardiff Capital Region City Deal (CCRC), enhanced transport connectivity is recognised as a catalyst for new development and regeneration. This scheme will:

- Widen labour markets
- Unlock identified development sites
- Provide attractive business locations
- Enable active travel access to employment, education, and skills training

**2.6** Currently, the lack of a dedicated active travel route limits access to employment and education for both Vale of Glamorgan and Cardiff residents.

**2.7** Thorough feasibility work has taken place since 2019 to include Transport and Traffic surveys, Safety and risk assessments, land and property surveys, environmental and ecological surveys, Geotechnical and structural surveys, and accessibility and compliance checks. Statutory consents are underway. Necessary Highways and transport consents will be achieved when the next phase of the project is completed.

**2.8** The scheme will need planning permission, and this has currently been submitted Planning Reference: 2025/00340/RG3. SAB (Sustainable Drainage Approval Body) is also being prepared for submission by Arcadis Consultancy on behalf of The Council. This is due to be formally submitted in FY2025/26.

**2.9** Necessary land and property consents or licences will be worked on by consultants Bruton Knowles on behalf of The Council. The Welsh Government Compulsory Purchase Order (CPO) manual has been reviewed and alongside Circular 003/2019: Compulsory Purchase in Wales and 'The Crichel Down Rules (Wales Version 2020) sets out guidance for dealing with land acquisition and the negotiations. A new clause debated in 2025 (Planning and Infrastructure Bill) reinforces that active travel routes are in the public interest for CPO purposes. Local Authorities proposing CPOs for active travel are not required to prove the route is the only or best option, just that it is reasonable and justified. If negotiations fail, a Compulsory Purchase Order process may be required to maintain project momentum and ensure funding and delivery is not put at risk.

**2.10** A total of eight parcels of land are to be acquired from four land owners to complete the scheme as per the agreed final design. The land acquisition cost estimates have been produced based on current land values by property experts Bruton Knowles. The total of land acquisition costs are estimated to be £245,000. The land acquisition costs are projected to be funded out of regional transport funding that will be obtained in FY2026/27.

**2.11** To secure delivery of the Biglis Roundabout to Dinas Powys Active Travel Route, the Council will secure funding through The Regional Transport Authority Funding for Phase 1. A further bid will be submitted to the Regional Transport Fund in September 2026. This application will seek funding for Phase 2 construction, scheduled to commence in FY2027/28, following completion of Phase 1 works. The bid will demonstrate alignment with Welsh Government transport priorities, the Active Travel Act, and regional connectivity objectives, ensuring the scheme contributes to sustainable travel, safety improvements, and climate commitments. Successful funding will reduce reliance on Council resources and enable full implementation of the strategic route. The phased approach adopted for the scheme has been successfully aligned with Welsh Government funding cycles, ensuring that each stage of development progresses in step with available grant opportunities.

**2.12** The next stage for FY2026/27 is to progress to Phase 1 of construction, which primarily involves works on the adopted highway and land already in Council ownership (see Appendix A). One exception is a single parcel of land that will need to be purchased as part of this phase (Appendix G). Looking ahead, a funding bid for Phase 2 construction (Full Design, Appendix A) will be submitted to The Regional Transport programme in September 2026, targeting a FY2027/28 start. The scheme has been split into two phases to ensure each phase is deliverable and operational in its own right.

**2.13** Cabinet approval is sought to enter into a New Engineering Contract (NEC) for the Biglis Roundabout to Dinas Powys Active Travel Route, ensuring full compliance with the Council's Contract Procedure Rules and national procurement legislation. The NEC framework is recommended for its collaborative approach, clear risk allocation, and alignment with industry best practice for infrastructure delivery. Following a competitive procurement process, delegated authority will enable timely progression to construction while maintaining governance oversight through consultation with the Deputy Leader and Cabinet Member for Sustainable Places, the Executive Leader and Cabinet Member for Performance and Resources, the Chief Executive, and Head of Finance/S151 Officer / Operational Manager Financial Services. This decision will confirm budget provision, secure external funding alignment, and implement a robust contract management plan to monitor performance, cost control, and legal compliance throughout the project lifecycle. Arcadis will prepare the procurement documentation and once awarded, provide NEC professional services to support contract administration. The intention is that the successful bidder will deliver both Phase 1 (adopted highway works) and Phase 2 (full scheme construction).

**2.14** A Welsh Government funded highways scheme currently underway in FY2025/26 to install a new pedestrian crossing at Bryn-Y-Don fields will significantly improve local connectivity and safety. This intervention not only enhances access to recreational spaces but also complements the Biglis to Dinas Powys Active Travel Route by creating a seamless link for pedestrians and cyclists. Incorporating this crossing demonstrates the Council's commitment to future-proofing the route and embedding sustainable travel infrastructure within the wider network. By aligning this improvement with the Active Travel strategy, the Council is ensuring that incremental investments deliver long-term benefits and strengthen the overall resilience and usability of the route.

**2.15** The delivery of the Biglis Roundabout to Dinas Powys Active Travel Route represents a significant investment in sustainable transport infrastructure. To date, funding has been secured through Welsh Government Active Travel grants to progress design, statutory approvals, and preparatory works. Future costs will primarily relate to land acquisition, procurement, and construction across two phases, with Phase 1 scheduled for FY2026/27 and Phase 2 for FY2027/28.

**2.16** The Biglis Roundabout to Dinas Powys Active Travel Route remains on track, with key milestones detailed in the delivery programme included in the appendices (Appendix H). These include: planning permission decision by Spring 2026; completion of ground investigation surveys by Spring 2026; procurement and NEC contract award in Summer 2026; commencement of Phase 1 construction in FY2026/27; submission of the Phase 2 funding bid to The Regional Transport Authority in September 2026; a new delivery programme will be developed for a Phase 2 construction start in FY2027/28. Splitting the scheme into two phases ensures each stage is deliverable and operational independently, reducing risk and enabling early benefits for active travel users.

**2.17** The risk register in the appendices (Appendix I) identifies key risks linked to these milestones, including potential delays in planning approval, ground investigation findings impacting design, procurement challenges, and funding uncertainties for Phase 2. Mitigation measures include early engagement with statutory bodies to expedite approvals, phased delivery to manage financial exposure, proactive submission of funding bids, and robust contract management under the NEC framework. Regular governance oversight and contingency planning will further ensure timely delivery and compliance throughout the project lifecycle.

**2.18** Detailed cost estimates, including expenditure to date and projected scheme costs, are provided, alongside funding strategies to minimise reliance on Council resources and ensure value for money.

**2.19** In FY2025/26 £150,000 funding was received from Welsh Government Core Active Travel Fund. This has been allocated to the following tasks:

Cost detail	Amount Spent as at 31st December 2025
Arcadis - Ground investigation surveys and reporting	£54,000
Arcadis - finalisation of detailed designs, Planning Submission and Flooding assessment	£30,144
Bruton Knowles - Land options	£5,832.82
Planning Fees	£230
GI land survey compensation and fees	£4550
VOG Project Management Support	£2,323.75
	<b>Total Spent £97,080.57</b>
Cost Detail	Costs Committed as at 1st January 2026

Arcadis Contract and tender preparation	£17,659
Bruton Knowles Land Options Development	£4,027.68
Civils Work at Parc Bryn Y Don	£850
VOG Project Management Support	£10,000
	<b>Total Committed £32,536.68</b>
	<b>FY2025/26 Total £129,617.25</b>

### **3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?**

- 3.1** The emerging proposals set out in this report accord with the five ways of working as follows:
- 3.2** Involvement: Extensive public consultation has been undertaken, including engagement on route options in 2022 and final design consultation in 2024. Stakeholder input has shaped the preferred alignment and design features.
- 3.3** Collaboration: The scheme has been developed in partnership with the public, The Regional Transport Authority, Welsh Government, Arcadis consultants, land agents, Transport for Wales, and regional transport bodies, ensuring a coordinated approach to delivery.
- 3.4** Integration: The project supports multiple objectives, including improving road safety, promoting active travel, reducing congestion, and contributing to climate and health goals.
- 3.5** Prevention: By providing a safe and dedicated active travel route, the scheme reduces the risk of accidents, encourages healthier lifestyles, and mitigates future congestion and emissions.
- 3.6** Long Term: The route forms part of the Council's Active Travel Network Map and Cardiff Capital Region connectivity strategy, delivering sustainable transport infrastructure that supports economic growth and well-being for future generations.

### **4. Climate Change and Nature Implications**

- 4.1** The scheme contributes positively to climate objectives by promoting modal shift from private car use to walking and cycling, reducing carbon emissions and improving air quality. Design development has incorporated flood modelling and

mitigation measures to address climate resilience. Environmental surveys, green infrastructure statements, and arboricultural assessments have informed the route alignment to minimise ecological impact. Opportunities for biodiversity enhancement, such as native planting and habitat creation, will be integrated into the construction phase where feasible.

## 5. Resources and Legal Considerations

### Financial

5.1 Funding to date has been secured through Welsh Government Active Travel grants, with further bids planned for regional transport funding to support construction phases. Land acquisition costs have been estimated by Bruton Knowles and will also be funded through Welsh Government Regional Transport Funding. Surveys, all preparatory work, consultants Arcadis and Bruton Knowles have been funded to date via Welsh Government Regional Transport Funding. Cabinet approval will confirm budget provision and enable timely progression to procurement and construction.

5.2 An indicative funding bid has been prepared and submitted to the Regional Transport Committee for the full scheme cost. A decision on this application is anticipated during FY2025/26, which will be critical in securing resources for the next delivery phase.

5.3 The full costs of the scheme are estimated as £4,500,000. This is broken down into two phases:

<b>Phase 1 (Adopted Highway Works)</b>	
Construction total	£663,032
Risk	£163,910
Land and purchase fees	£245,000
Project management and officer time	£18,100
<b>Total funding requested</b>	<b>£1,090,041</b>

<b>Phase 1 (Adopted Highway Works)</b>	
Construction total	£2,308,874
30% risk	£692,662
Land and purchase fees	£20,000
Project management and officer time	£85,000
Misc	£238,423
Monitoring and Evaluation	£55,000
Scheme promotion	£10,000
<b>Total funding requested</b>	<b>£3,409,959</b>

## **Employment**

**5.4** The scheme will generate employment opportunities through the procurement of contractors and professional services, supporting local supply chains and skills development in sustainable infrastructure delivery.

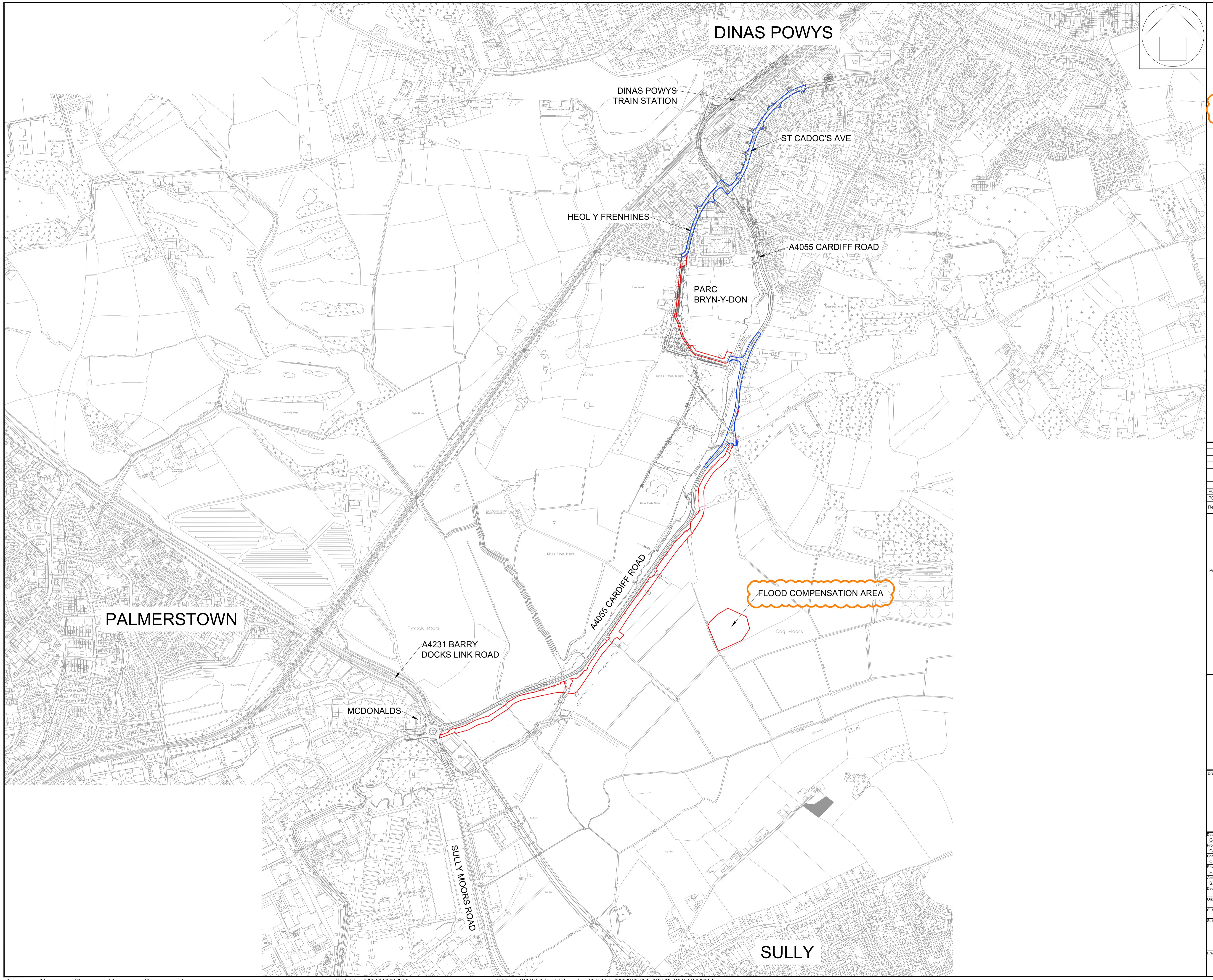
## **Legal (Including Equalities)**

**5.5** The project must comply with planning and SAB statutory approvals, procurement legislation, and the Council's Contract Procedure Rules.

**5.6** Delegated authority is sought to enter into an NEC contract and to negotiate land acquisition, including the potential use of Compulsory Purchase Orders (CPO) in the public interest should negotiations fail. Welsh Government guidance on land acquisition has been reviewed, and while best practice often recommends a "twin-track" approach (pursuing voluntary negotiations alongside preparing a CPO case) this will not be adopted due to the complexity and resource implications of managing both processes in parallel. Instead, subject to Cabinet approval, the Council will engage landowners through voluntary negotiations with the aim of reaching amicable agreements. However, to maintain project momentum and mitigate delivery risks, a CPO process will be initiated if negotiations are unsuccessful. Adequate time will be allowed for negotiations before commencing any formal CPO proceedings, ensuring fairness and transparency throughout. Equality considerations have been embedded in the design process to ensure accessibility for all users, consistent with the Equality Act 2010.

## **6. Background Papers**

None.



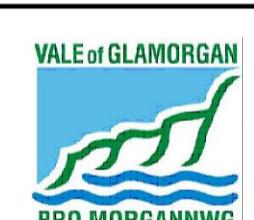
NOTES

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- DO NOT SCALE FROM DRAWING USE FIGURED DIMENSIONS ONLY.

KEY

- PLANNING BOUNDARY
- HIGHWAY WORKS BOUNDARY

Rev	Date	Description	Prod	Chk	Rev.	App.
P01	11/11/24	FIRST ISSUE	GJ	SD	MG	MG
P02	20/03/25	PLANNING & HIGHWAY BOUNDARY UPDATED	GJ	CH	HC	SD



Project: Biglis to Dinas Powys ATR

Site Client

Biglis to Dinas Powys Vale of Glamorgan Civic Office, Cardiff

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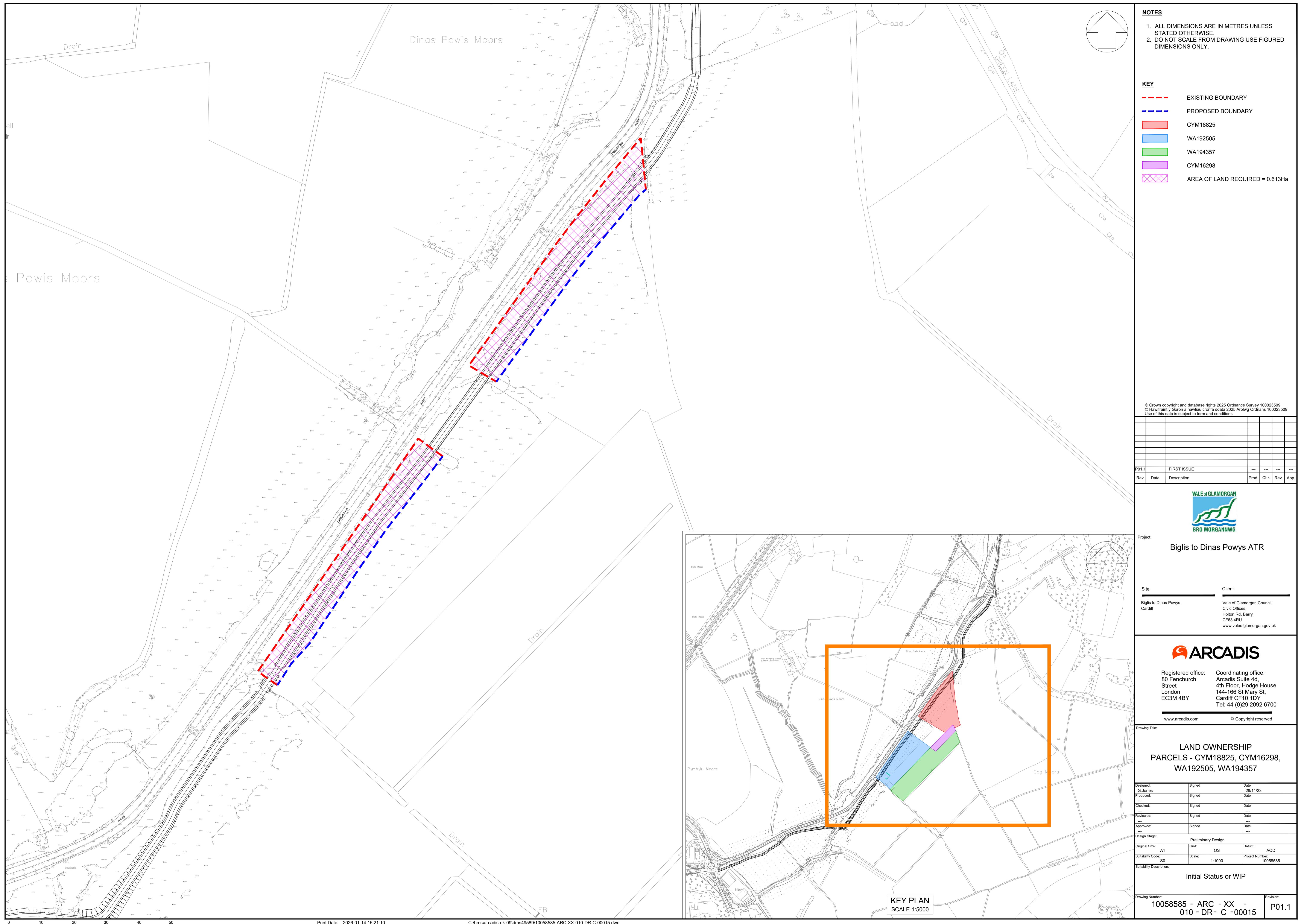
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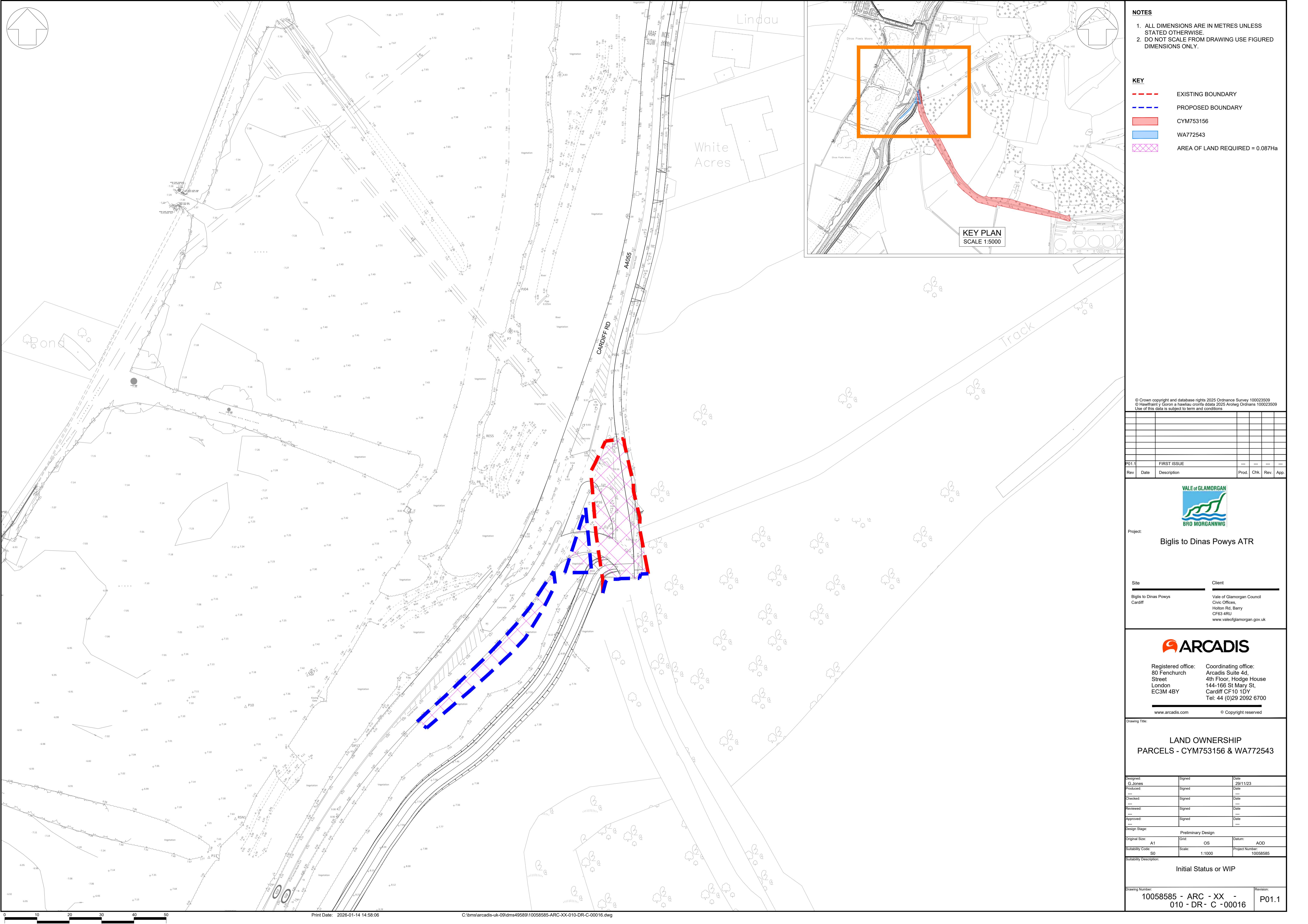
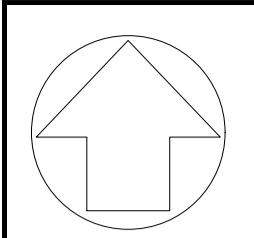
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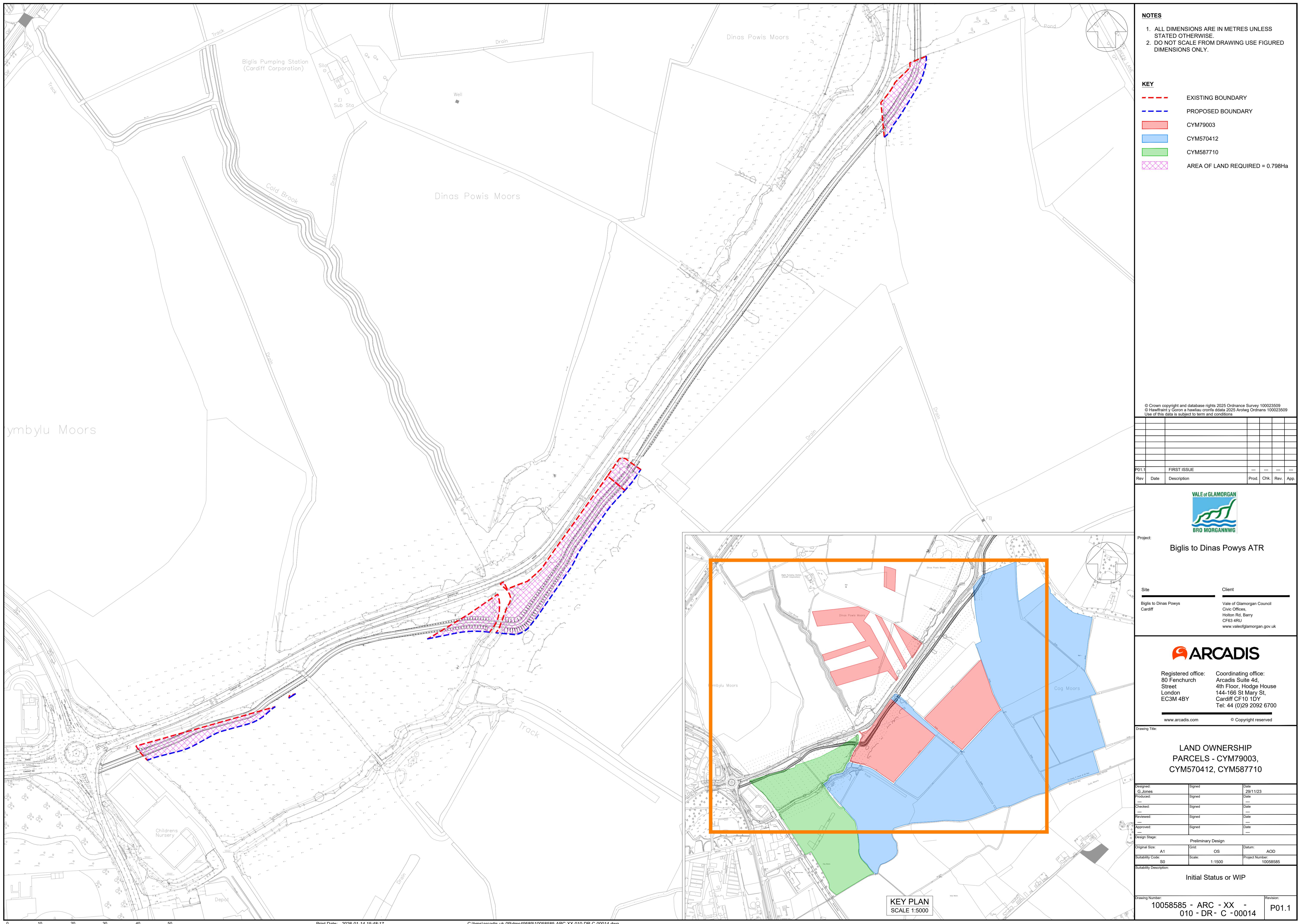
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Checked:	Signed	Date
C. Higgins	Digitally Signed	18/03/25
Reviewed:	Signed	Date
H. Coffey	Digitally Signed	19/03/25
Approved:	Signed	Date
S. Davies	Digitally Signed	20/03/25
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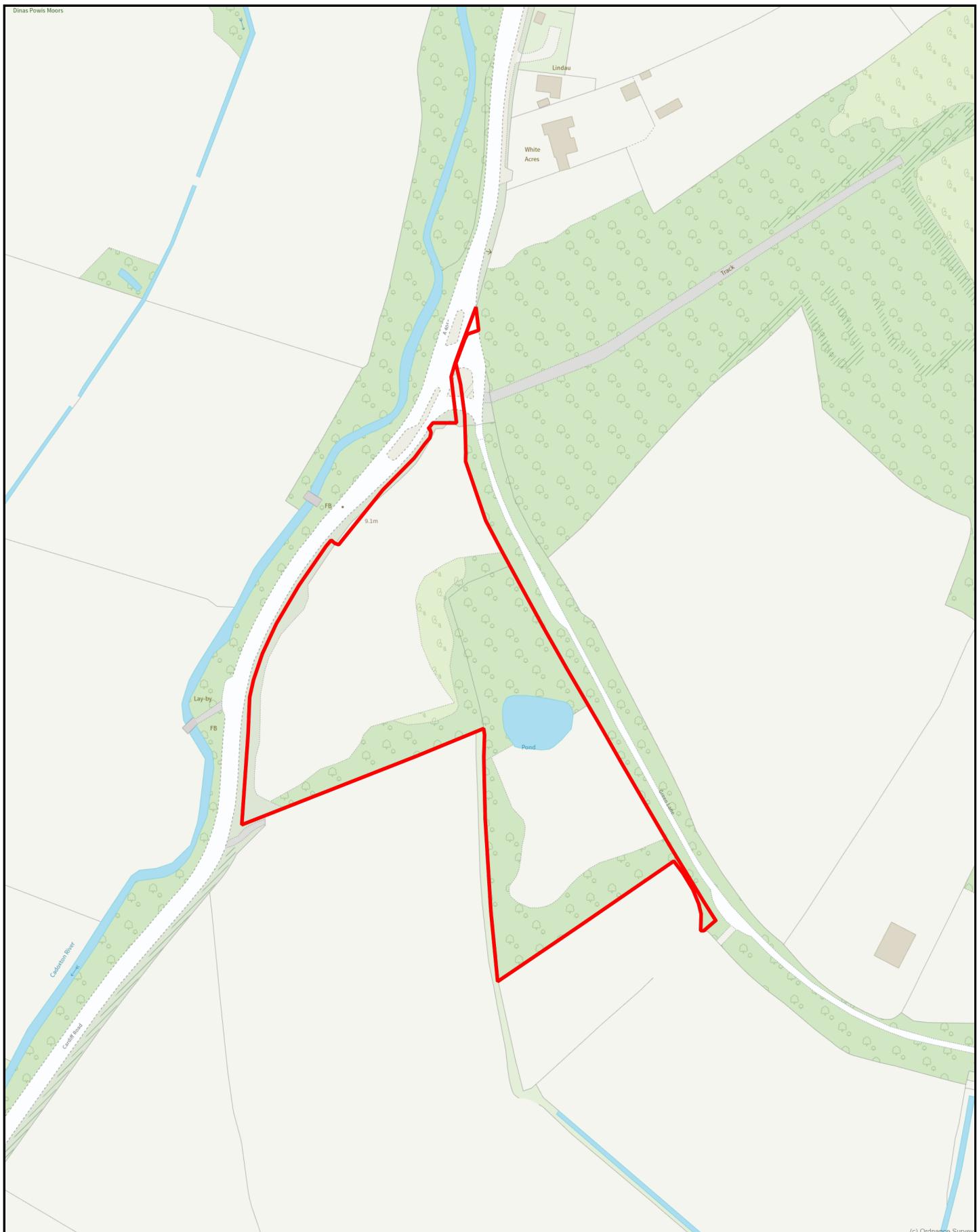
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## Section Land South of Green Lane



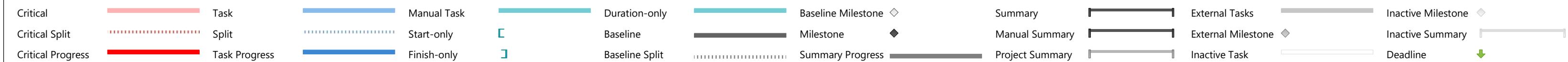
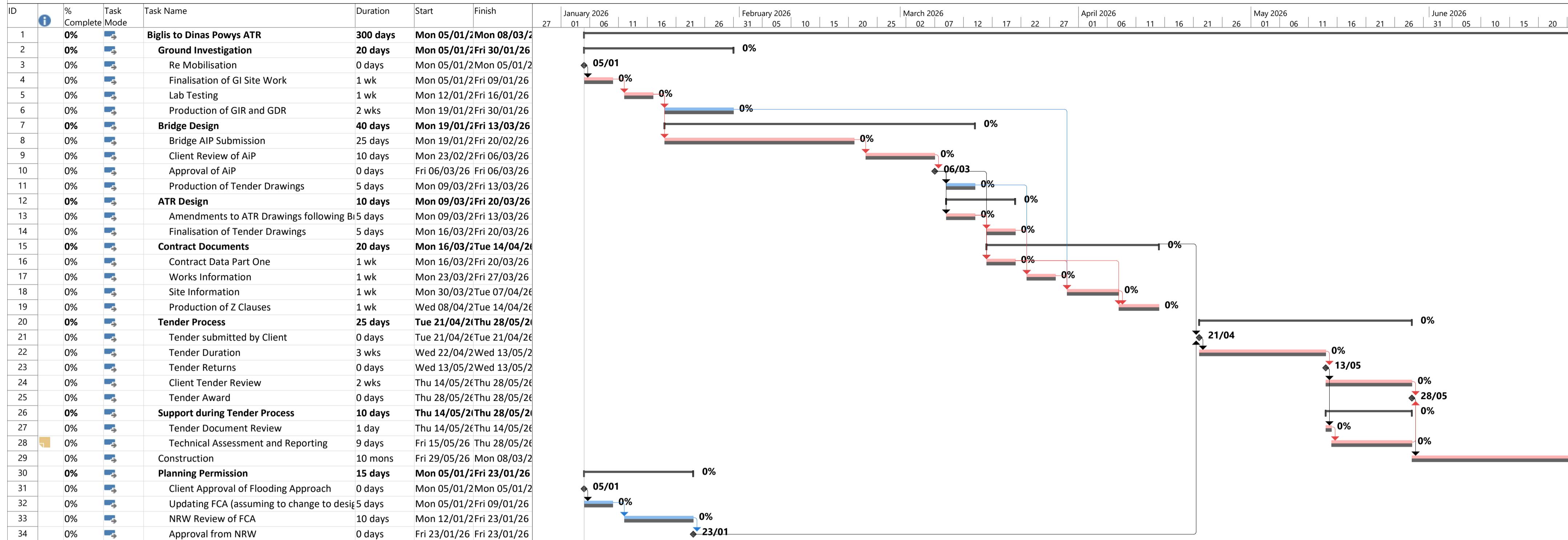
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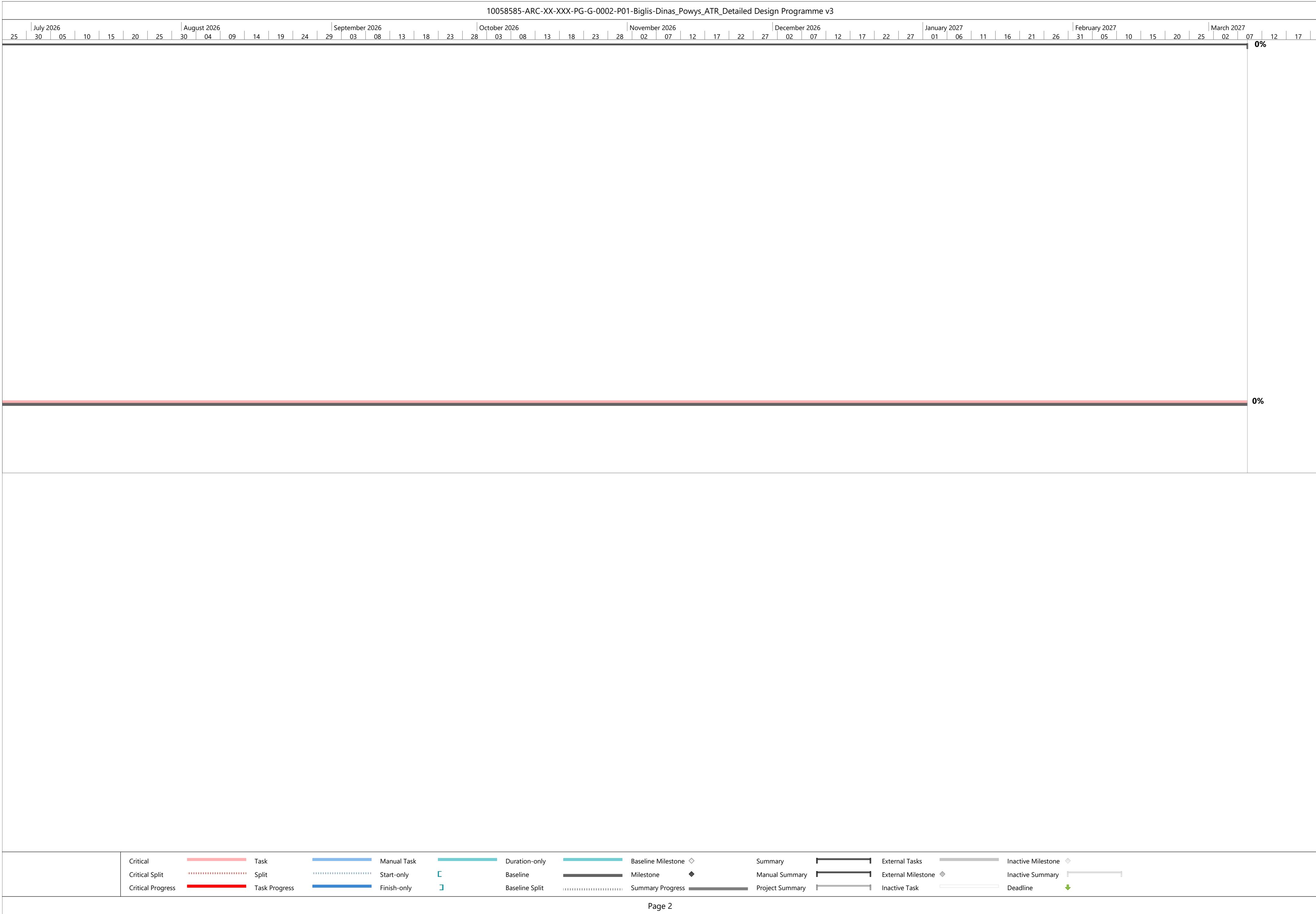


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Risk ID	Risk Description	Category	Likelihood	Impact	RAG Rating	Mitigation	Owner	Probability (1-5)	Impact Score (1-5)	Risk Score (PxI)	Priority	Phase	Mitigation Start	Target Completion	Status
R1	Delay in land acquisition due to legal disputes	Land Acquisition	High	High	Red	Engage legal team early, negotiate agreements proactively	Project Manager	5	5	25	High	Phase 1 – Pre-Construction	Immediate	Before Phase 1 start	Open
R2	Planning permission refusal or delay	Planning & Permissions	Medium	High	Amber	Early engagement with planning authority, submit robust application	Planning Lead	3	5	15	Medium	Phase 1 – Pre-Construction	Immediate	Before Final Designs	Open
R3	Cost escalation due to inflation and material shortages	Funding & Budget	High	High	Red	Secure fixed-price contracts, maintain contingency budget, include inflation allowance, early supplier engagement, value engineering gates	Budget Holder	5	5	25	High	Phase 1 – Pre-Construction	Immediate	Before tender award	Open
R4	Utility diversions causing delays	Design & Engineering	Medium	Medium	Amber	Early utility surveys, coordinate with utility providers	Design Engineer	3	3	9	Low	Phase 1 – Design	During concept design	Before construction start	Open
R5	Community objections and reputational risk	Stakeholder & Community	Medium	High	Amber	Transparent communication, public consultations	Stakeholder Manager	3	5	15	Medium	Phase 1 – Pre-Construction	Early engagement	Ongoing through both phases	Open
R6	Weather delays during construction phases	Construction	Medium	Medium	Amber	Plan works seasonally, include weather contingency	Construction Manager	3	3	9	Low	Phase 1 & Phase 2 – Delivery	Pre-construction planning	Weather windows built into programme	Open
R7	Interface issues between Phase 1 and Phase 2	Phased Delivery	Medium	High	Amber	Detailed phasing plan, clear handover protocols	Project Manager	3	5	15	Medium	Phase 1& 2 Delivery	Before Phase 2 planning	At Phase 1 handover	Open
R8	Health & safety incidents on site	Health & Safety	Low	High	Amber	Strict H&S protocols, regular audits	H&S Officer	1	5	5	Low	Phase 1 & Phase 2 – Delivery	Pre-start H&S planning	Continuous monitoring	Open
R9	Programme delays due to dependency on third parties	Programme	Medium	High	Amber	Identify dependencies early, maintain regular progress reviews	Programme Manager	3	5	15	Medium	Phase 1 – Pre-Construction	Pre construction planning	Prior to critical path activities	Open
R10	Procurement delays	Programme	Medium	High	Amber	Agree procurement strategy early, prequalification, parallel tender prep, clear evaluation plan and timetable	Programme Manager	3	5	15	Medium	Phase 1 – Pre-Construction	Pre construction planning	Prior to critical path activities	Open
R11	Adverse weather during construction and surveys	Construction	Medium	Medium	Amber	Seasonal scheduling, weather contingency, flexible work sequencing, protective measures for works	Construction Manager	3	3	9	Low	Phase 1 & Phase 2 – Delivery	Pre-construction planning	Weather windows built into programme	Open

Field	Definition / Scale
Likelihood	Qualitative likelihood: Low, Medium, High
Impact	Qualitative impact on cost/time/quality/scope: Low, Medium, High
Probability (1-5)	Numeric mapping: Low=1, Medium=3, High=5
Impact Score (1-5)	Numeric mapping: Low=1, Medium=3, High=5
Risk Score (PxI)	Product of Probability × Impact (1–25)
Priority	High ( $\geq 20$ ), Medium (10–19), Low ( $< 10$ )
RAG Rating	Red: material risk; Amber: manageable; Green: under control
Phase	Phase 1 – Pre-Construction / Design; Phase 1 & Phase 2 – Delivery
Mitigation Start	Recommended start point
Target Completion	Recommended completion milestone
Status	Open, Mitigating, Closed