

Risk Register

Park and Ride combined parking-and-bus ticket charges

As at: 14 August 2023

Appendix E

167

Ref	Title	Risk Description	Opp / Threat	Cause	Consequence	Risk Treatment	Date Raised	Owner	Gross			Current			Target			Comments	Control / Mitigation Description	Date Due	Action Status	% Progress	Action Owner
									P	I	Score	P	I	Score	P	I	Score						
1	Government price cap for bus journeys	Uncertainty regarding local application of new cap of £2.50, due to come in 1 November 2023. There is potential for local price increase to preempt Government change, which will undermine the principal justification for the increase.	Threat	Dependence on Government policy change and how it is applied by local bus operators	Could result in combined park-and-bus ticket increase occurring without any change in other bus journeys, so it looks like Council is choosing to take a lead in increasing prices, which is not the intention. Will be bad for utilisation and public sentiment.	Reduce	06/07/23	Ted Maxwell	4	3	12	3	3	9	2	3	6	> More clarity from bus operators about expected impact / permutations from bus cap change; including raising issue at Enhanced Partnership Bus Board. > Delay price change until there is certainty around implications of bus price cap change	13/09/23	In Progress	50%	Ted Maxwell	
2	Public reaction to any price rise	Public negative reaction against any price rise during cost of living crisis	Threat	If one of the options to increase prices is followed, then even if coordination with Government change is smooth, it may still generate a backlash due to cost of living crisis	Could be significant public opposition to the decision	Reduce	06/07/23	Ted Maxwell	4	3	12	4	3	12	2	2	4	> Some of risk #1's mitigations > Delay price change until April 2024, so there is more time for clear comms on why the change is happening, how it sits in relation to other P&Rs in the country, potential benefits long-term, highlighting benefits of the P&R compared to alternatives in the city; referencing other ongoing work to improve the customer experience at P&Rs	13/09/23	Not yet started	20%	Lauren Edwards	
3	Utilisation downturn	Two of the available options involve increasing prices	Threat	Price rises resulting from available options	Could lead to a downturn in utilisation / reduction in income	Reduce	06/07/23	Ted Maxwell	3	3	9	3	3	9	2	2	4	> Coordinating price change with County P&Rs and after any change to Government price cap as per risk #1 > Open book review ongoing between City, County, OBC and Stagecoach > Delay price change until April 2024	13/09/23	Not yet started	20%	Nigel Kennedy	
4	Reliance on relationships with bus operators	Apart from the Cabinet decisions and NDAs regarding confidential information, there is no legally binding agreement between councils and operators	Threat	Reliance on trusting relationships rather than contracts	Could mean that at some point in future, operators do not accept ticket if they decide that they do not agree with the monetary split between councils and operators	Reduce	06/07/23	Ted Maxwell	4	3	12	2	3	6	1	2	2	Agree not-legally-binding MoU with bus operators after cabinet decision and before any future implementation of a price change	30/09/23	Not yet started	20%	Ted Maxwell	
5	Separate County decision required	City can't bind County with a decision, however County controls two of the five P&Rs and there is an overwhelming logic for price harmony across P&R sites	Threat	Two of the five P&R sites are County's	So City could end up out on a limb making any change to its pricing (with negative consequences from a public sentiment but also transport network perspective)	Reduce	06/07/23	Ted Maxwell	4	3	12	4	3	12	1	3	3	> Seeking County officer and Member input on acceptable form of words in City cabinet paper > Agree not-legally-binding MoU with County after Cabinet decision > Recommending Option 1 over other options, in order to create more time in which to reach a consensus view on pricing from April 2024 onwards	30/09/23	Not yet started	20%	Ted Maxwell	
6	Equality act	Price changes could negatively affect people with protected characteristics or in other ways have a negative impact in terms of equality	Threat	Any price rise could dissuade people from using the bus	reduced utilisation of the bus, particularly by disabled or more vulnerable users or the less affluent	Reduce	19/07/23	Ted Maxwell	3	3	9	2	3	6	2	2	4	Pursuing Option 1 avoids this risk in the short term and creates more space in which to implement mitigations, if a price change is subsequently agreed for April 2024 EqIA in place, including mitigations: > extensive communications about any price change, to ensure that people who may be negatively affected will be fully aware of any changes and sign-posted to a full range of options (which may include taxi services) > an ongoing periodic review of the impact of any price change on people with disabilities through the Council's Inclusive Transport & Movement Focus Group > and officers to seek all opportunities to include a review of this change in the context of work around "the City of Sanctuary", which addresses the needs of migrants, asylum seekers and refugees. > Feedback from these groups could lead to a future cabinet decision in order to make further amendments.	01/11/23	In Progress	20%	Ted Maxwell	

This page is intentionally left blank