Monitoring Efficiency and Delivery of the Road Investment Strategy

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23 April 2019

“ORR protects the interests of rail and road users, improving the safety, value and performance of railways and roads today and in the future”
Office of Rail and Road Highways functions

Holding Highways England to account for delivering the current RIS

- Monitoring motorway and trunk road performance
- Monitoring delivery of maintenance and renewals
- Making sure the road network meets user needs
- Monitoring delivery of enhancements
- Securing value for money
- Advising and assisting government on roads issues

Advising on the next RIS

Efficiency

Challenging

Deliverable

Future performance
Our monitoring of the current RIS

Reporting of performance

In-depth reviews of specific areas

Benchmarking

Incentivise better outcomes for road users and taxpayers
## Transparent reporting

<table>
<thead>
<tr>
<th>Outcome</th>
<th>Key Performance Indicator and target</th>
<th>Performance in 2017-18</th>
<th>RAG 2017-18</th>
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</thead>
</table>
| Making the network safer | Killed and seriously injured (KSI)  
Target: 40% reduction by end of 2020 | 2017 figures delayed to September 2018. Killed or seriously injured increased by 12% in 2016. | Amber |
| Improving user satisfaction | Road user satisfaction  
Target: 90% by March 2017 | 88.7% satisfaction. Remains below 90% target. | Amber |
| Supporting the smooth flow of traffic | Network availability  
Target: 97% lane availability in any one rolling year | 98.3% availability. Remains above target, although slightly down from 98.4% in 2016-17. | Green |
|  | Incident clearance  
Target: 85% of motorway incidents cleared within one hour | 87.9% cleared within one hour. Remains above target, and improved from 85.9% last year. | Green |
| Encouraging economic growth | Average delay (seconds per vehicle mile)  
Target: No target set | 9.2 seconds delay per vehicle mile, an increase of 0.2 seconds from 2016-17. | Amber |
| Delivering better environmental outcomes | Noise important areas mitigated  
Target: Mitigate at least 1,150 noise important areas by 2020 | 448 mitigated during the year, bringing the total for the road period to 651. Improved delivery during 2017-18. | Green |
|  | Improved biodiversity  
Target: Publish biodiversity action plan | Management plans produced for 15 SSSIs, bringing the total for the road period to 30. | Green |
| Helping cyclists, walkers, and other vulnerable users | Number of new and upgraded crossings  
Target: No target set | 28 new and 72 upgraded crossing delivered in 2017-18. | Amber |
| Achieving real efficiency | Capital expenditure savings  
Target: Total savings of at least £1.212 billion on capital expenditure by 2019-20 | £226m of efficiencies reported in 2017-18. £486m in RIS1 to date, which is 40% of the target. | Amber |
|  | Progress of work, relative to delivery plan  
Target: No target set | Work started on 8 schemes (target of 7). 8 schemes open to traffic (target of 9). | Green |
| Keeping the network in good condition | Pavement condition  
Target: 95% of pavement requiring no further investigation for possible maintenance | 95.2% requires no further investigation. Performance improved after target missed in 2016-17. | Green |
Regional performance against select KPIs in 2017-18

User Satisfaction
NRUSS % satisfied
- Up to 88.5%
- 88.5% to 90%
- 90% or more

Average Delay
Seconds per mile
- More than 10
- 8.9 to 10
- Less than 8.9

Incident Clearance
% cleared in less than 1 hour
- Up to 84%
- 84% to 85%
- 85% or more

Network Availability
% network available
- Up to 96%
- 96% to 97%
- 97% or more

Pavement Condition
% good condition
- Up to 94%
- 94% to 95%
- 95% or more
Our role in the RIS2 process

Advice on the right balance between challenge and deliverability

Embedding lessons learnt from RIS1

Are Highways England’s efficiency plans deliverable

Efficiency opportunities
Our role in RIS2

October 2018  Draft RIS and SRN consultation response

Spring 2019  Production of **ORR Efficiency Review**, advising on whether Highways England’s draft plans are challenging and deliverable
Our approach to the Efficiency Review

Operating efficiency savings in comparable sectors

Capability improvements to drive efficiencies

Review of HE’s plans

Capability reviews

RIS1 delivery

Efficiency performance in Road Period 1

0 100 200 300 400 500 600 700 800 900 1000 1100 1200
£m

Efficiency

0 100 200 300 400 500 600 700 800 900 1000 1100 1200
£m

Efficiency evidenced

Reported efficiency not yet evidenced

Q1 target

Q2 2017-18 cumulative milestone target

Roadworks benchmarking

ORR’s Efficiency Review
RIS2 priorities for 2019

■ Building the evidence
  – Looking at productivity opportunities in the sector
  – Reviewing opportunities for innovation

■ Reviewing Highways England’s plans
  – Sampling Highways England’s expenditure proposals
  – Reviewing the evidence behind efficiency assumptions

■ Learning lessons from RIS1
  – Reviewing Highways England’s approach to scheme cost estimation
  – How risk is managed across the portfolio
Thank you

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