

# Lessons learnt from RIS1 for future road delivery

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**“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 enhancements



Monitoring delivery of maintenance and renewals



Securing value for money



Making sure the road network meets user needs



Advising and assisting government on roads issues

Advising on the next RIS

Efficiency

Challenging



Future performance

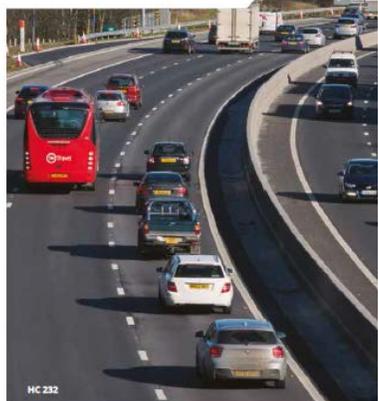
Deliverable

# Transparent reporting



## ANNUAL ASSESSMENT OF HIGHWAYS ENGLAND'S PERFORMANCE

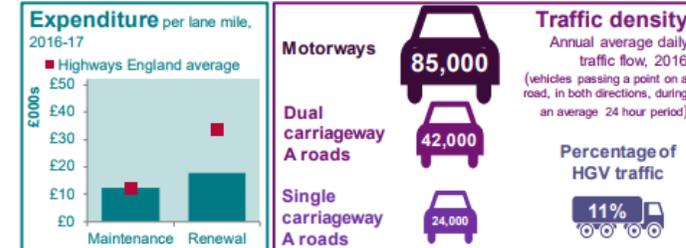
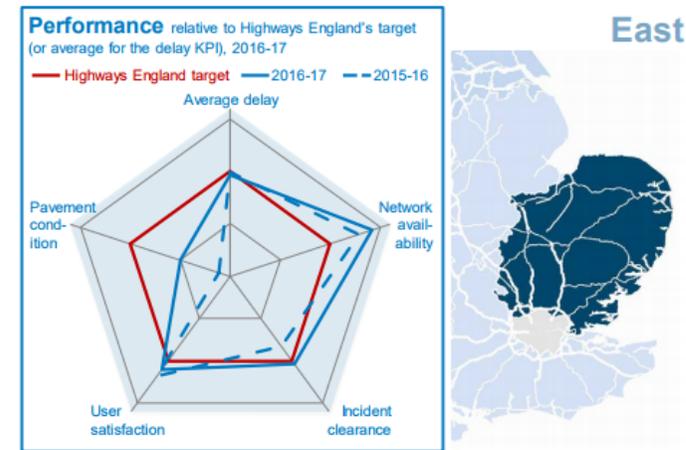
APRIL 2016 - MARCH 2017



Outcome	KPI and target	Performance in 2016-17	RAG 2015-16	RAG 2016-17	RAG RP1
Making the network safer	<b>Killed or seriously injured</b> Target: 40% reduction by end of 2020	2016 figures delayed to September 2017. Change to data collection likely to increase recorded KSIs.	Amber	Awaiting data	Amber
Improving user satisfaction	<b>Road user satisfaction</b> Target: 90% by March 2017	89.1% satisfaction.	Amber	Amber	Amber
Supporting the smooth flow of traffic	<b>Network availability</b> Target: 97% lane availability	98.4% availability.	Green	Green	Green
	<b>Incident clearance</b> Target: 85% of motorway incidents cleared within one hour	85.9% cleared within one hour.	Green	Green	Green
Encouraging economic growth	<b>Average delay (secs per vehicle mile)</b> Target: No target set	9.0s delay, which is slightly higher than in 2015-16.	Amber	Amber	Amber
Delivering better environmental outcomes	<b>Noise important areas mitigated</b> Target: Mitigate at least 1,150 noise important areas by 2020	73 mitigated in 2016-17 (bringing RP1 total to 121). Uncertainties around future delivery.	Amber	Amber	Amber
	<b>Improved biodiversity</b> Target: Publish biodiversity action plan	Management plans produced for 15 SSSIs. New biodiversity metric proposed.	Green	Green	Green
Helping cyclists, walkers and other vulnerable users	<b>Number of new and upgraded crossings</b> Target: No target set	20 new and 7 upgraded crossings delivered in 2016-17.	Amber	Amber	Amber
Achieving real efficiency	<b>Capital expenditure savings</b> Target: Savings of at least £1.212 billion on capital expenditure by 2019-20	£135m of efficiencies in 2016-17. £169m in RIS1 to date, which is 14% of the target.	Green	Green	Amber
	<b>Progress of work, relative to delivery plan</b> Target: No target set	Work started on 8 schemes (target of 4). 7 schemes open to traffic (target of 8).	Green	Green	Amber
Keeping the network in good condition	<b>Pavement condition</b> Target: 95% of pavement requiring no further investigation for possible maintenance	94.3% requires no further investigation.	Green*	Amber	Amber

Key: ● = Delivery on track/clear plans in place for RP1 ● = Some risk to delivery of target/plans not fully established for RP1 ● = High risk to delivery of target/plans not in place for RP1  
\*In our 2015-16 assessment, we reported pavement condition as green. However, this was based on incorrect data received from Highways England and was subsequently revised to amber.

**Benchmarking Highways England**  
2017 Progress Report  
December 2017



# Our role in RIS2

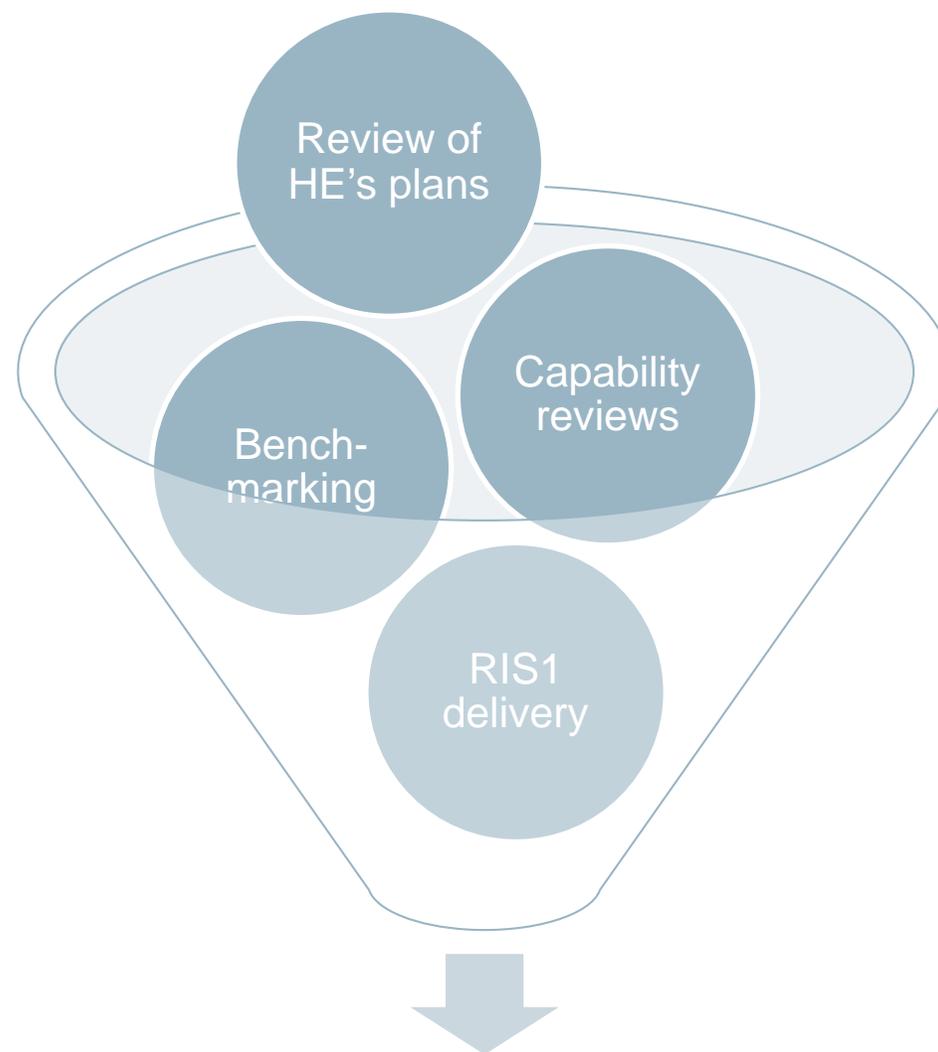


- January 2018      Response to SRN Initial Report consultation
- Summer 2018      Advising on whether the developing RIS proposals are challenging and deliverable
- Spring 2019      Production of **ORR Efficiency Review**, advising on whether Highways England's draft plans are challenging and deliverable

# Priorities for RIS2

- Embed the benefits of 5 year package
- Learn from RIS1
- Build plans on strong evidence: road user's views, investment need, wider impacts
- Balance performance, investment, wider stakeholders (funds)
- A focused set of performance requirements: evidenced, targeted, reported, responsive etc.
- Sufficiently develop plans for road improvements: better costing and scheduling
- Improve long-term asset management, stewardship
- Smooth transition RIS1 to RIS2

# Our approach to the Efficiency Review



ORR's Efficiency Review

# Building the evidence in 2018-19

- Continuing to benchmark
  - Capital delivery / efficiencies
  - Refining our models
- Reviewing Highways England's plans
  - Sampling Highways England's expenditure proposals
  - Reviewing the evidence behind efficiency assumptions
- Reviewing opportunities for innovation / improvement
- Seeking your views / evidence
- Delivering our efficiency review



# Preparing for the introduction of the Major Road Network

## ■ Benefits of:

- Longer-term package of funding
- Greater customer focus
- Alignment between SRN and MRN investment
- Stronger operational links between SRN and MRN
- Clarity of roles – including for Highways England
- Ability to compare and drive efficiencies



Thank you

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