



Consultation Response

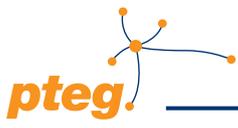
Monitoring Highways England

Office of Rail and Road

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1. Introduction

- 1.1. **pteg** represents the six strategic transport bodies which between them serve more than eleven million people in Greater Manchester (Transport for Greater Manchester), Merseyside (Merseytravel), South Yorkshire (SYPTe), Tyne and Wear (Nexus), the West Midlands (Centro) and West Yorkshire (West Yorkshire Combined Authority). This is a joint response, developed in consultation with these bodies.
- 1.2. Bristol and the West of England Partnership, Nottingham City Council, Transport for London and Strathclyde Partnership for Transport are associate members of **pteg** though this response does not represent their views.
- 1.3. The strategic transport bodies plan, procure, provide and promote public transport in some of Britain's largest city regions, with the aim of delivering integrated public transport network accessible to all.

2. Response

Overarching comment on changing text

- 2.1. The context for ORR / HE's work is changing as more decision making on transport is devolved to the city regions in general, and to Greater Manchester in particular, in the first instance. A more focussed and holistic approach to strategic transport planning is also now being taken in the city regions through Combined Authorities (or equivalent arrangements). A greater role is also being given to the city regions (and other local transport authorities) in the oversight and development of strategic links between the city regions through initiatives like Transport for the North.
- 2.2. A 'one size fits all' approach to the development and regulation of the road network for England outside London is therefore no longer appropriate and ORR needs to recognise this in its monitoring role, and more widely, the need for engagement with:
 - Individual city regions
 - Strategic pan-regional bodies like Transport for the North and Midlands Connect
 - **pteg** - as the body that brings together and represents the city regions on strategic transport issues
- 2.3. ORR also needs to take into account how its work relates to existing and potential Memorandums of Understanding (MOUs) between HE and individual city regions as well as MOUs with the strategic pan-regional bodies.

Question one: Are you clear what our role will involve? Are there aspects of our role which you would like more clarity about?

Key points

- 2.4. In relation to the overarching comment (above) on engagement there is a need for greater clarity about how engagement will work at the different levels of sub-national stakeholders in practice and what we can expect from it as stakeholders in terms of its impact on ORR's work and consequent implications for HE.

- 2.5. The ORR's road and rail responsibilities should not be considered in isolation from each other given their complementary and related economic, environmental and social impacts.
- 2.6. There is a need for greater clarity on how ORR can influence the HE programme as a result of the outcomes of its monitoring / engagement work.
- 2.7. There is a need for greater clarity around the interface with Wales and Scotland.

Question two: Do you agree with our strategic objectives for our highways monitoring role?

Key point

- 2.8. Given the importance of the issues and the contribution that strategic highways make to them, the strategic objectives should be widened to include economic growth, carbon reduction and air quality.

Question three: Are there specific ways would like us to engage with you beyond the industry forums already referred to in this document

Key point

- 2.9. Yes. Engagement needs to be based on a thorough understanding by ORR of who the key players are on strategic transport decision making as sub-national governance arrangements evolve. This will require initial dialogues with each city region. Stakeholders also need a far clearer understanding of how this engagement will be structured and meaningful which goes beyond open ended general industry forums.

Question four: Have we identified the key areas that require monitoring? Are there particular areas of Highway's England performance and efficiency which you consider require specific focus or an alternative monitoring approach?

Key points

- 2.10. Consideration should be given to more fine grain metrics around:
 - journey times / reliability and journey (given their importance to economic performance and user satisfaction)
 - air quality and carbon
 - performance of closures and restrictions arising from planned maintenance work
 - city region specific metrics arising from dialogue with those city regions
 - peak and off peak
 - incidents which are not cleared within one hour
 - possession overruns and unplanned closures.
- 2.11. The existing indicator on biodiversity could be usefully reversed from bio diversity loss, to bio diversity gain, given that it is an objective to target improvements in bio diversity.
- 2.12. In addition all data should be made available in an accessible and manageable way on an 'open data' basis to allow for local analysis and use.

- 2.13. It would also be helpful to expand on the link between the monitoring process and the nature of the associated penalty regime.

Question five: we have set out our initial plans for reporting on Highways England's performance and efficiency. Is there further information or analysis that you think we should produce?

Key point

- 2.14. There should be an assessment of how effective HE has been in meaningful engagement and collaboration with key sub-national bodies around both operational and strategic matters, including in areas like the contribution the HE makes to the delivery of city region transport and economic strategies (including planning applications). This assessment should include how well HE has learned the lessons from successes and failures in its engagement and collaboration work with the city regions hitherto.

Question six: Is there specific information relating to Highways England which is not currently in the public domain which you think should be prioritised for publication?

Key points

- 2.15. Organograms and key contact points / responsibilities for HE / ORR.