

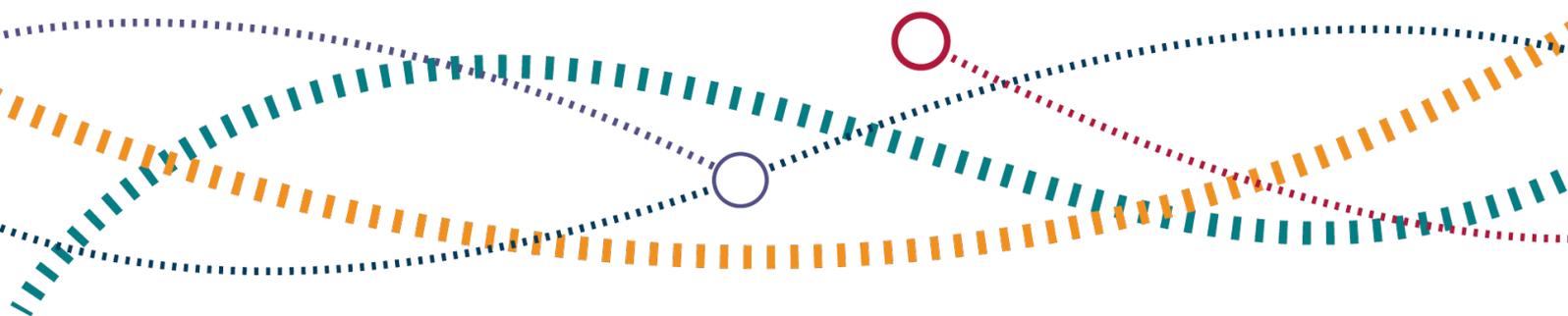


Road Expert Panel meeting

12 September 2024

Room 6, Cabot Square, London

1300	Welcome, setup, and declarations of interest
1305	Update from the Highways Team
1400	Safety report: areas of focus
1515	Break
1120	Holding to account: future framework and ORR's statutory role
1555	AOB and close



Welcome, setup, and declarations of interest

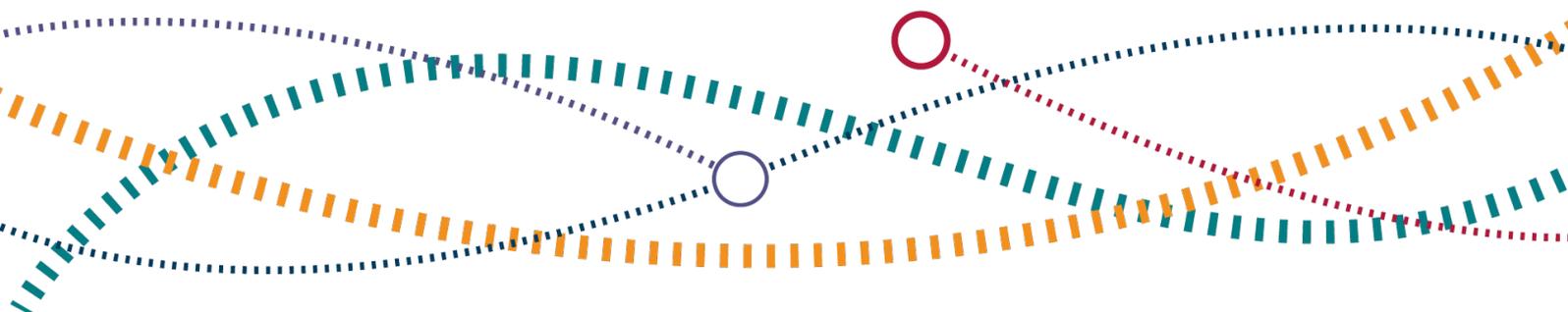
1. ORR welcomed panel members.
2. There were no declarations of interest.

Update from the Highways Team

3. The ORR Team updated REP on timelines for future RIS planning and ORR's role in the RIS setting process, including when and how we provide advice and what has been delivered to date, risks around the programme and mitigations. There was a discussion about whether a new government would have the same priorities for RIS3 and what impact a policy change would have on the timetable and wider stakeholder views on what RIS3 should look like. The panel raised the importance of funding certainty to the supply chain to support investment.
4. The panel provided positive feedback on ORR's recent investigation. There was a discussion on how the outcome would feed into the next road period and about the maturity of the relationship between ORR and National Highways (NH).
5. The ORR Team provided an overview of its annual assessment key messages, published in July 2024 following the general election.

Safety report: areas of focus

6. The ORR Team summarised the planned areas of focus for its 2025 safety report. There was a discussion covering the following areas:
 - NH's focus on hitting its safety key performance indicator (KPI);
 - definition and classification of persons killed or seriously injured (KSIs);
 - whether there should be a KPI for smart motorways;
 - the effectiveness of stopped vehicle detection (SVD);
 - diversion routes;
 - safety impacts of road pricing;
 - safety impacts of reducing speeds at roadworks;
 - NH's evidence-based decision making on safety interventions; and



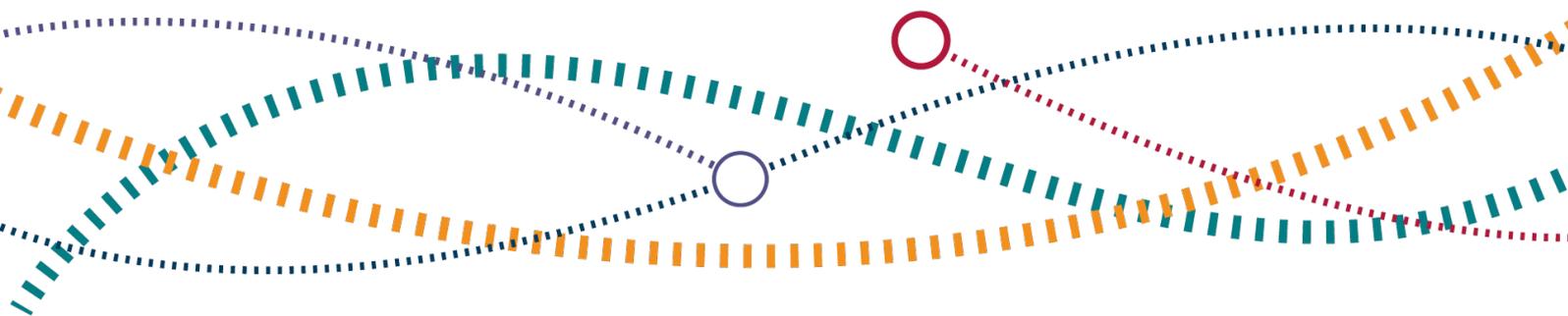
- the costs and benefits of NH's activities to reduce KSIs, including the national emergency area retrofit (NEAR) programme.
7. The ORR Team stated that without guaranteed funding from the Department for Transport at its current level, this would be the last safety report that ORR would be able to publish. The panel expressed its concerns about the reduction in transparency and accountability that this would represent and more broadly about the reduction in ORR's safety capability and expertise that would result from a budget cut.

Holding to account: future framework and ORR's statutory role

8. The ORR Team explained the broad principles behind the public consultation on its holding to account policy and indicated that panel members would be welcome to respond. The panel offered some suggestions for ORR to consider as part of the review of the policy, including:
- the impact of the strategic road network (SRN) on communities;
 - the safety of working contractors on the SRN;
 - appropriately targeting stakeholders;
 - timeliness of NH responding to data and information requests; and
 - examples of positive interactions between NH and ORR.
9. ORR thanked the panel for this initial feedback.

AOB and forward Look

10. No items.





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