

Consultation Response – June 2015

This response is submitted by the West Yorkshire Combined Authority on behalf of Bradford Council, Calderdale Council, Kirklees Council, Leeds Council, Wakefield Council and the City of York Council.

Q1. Are you clear what our role will involve? Are there aspects of our role which you would like more clarity about?

Whilst the approach is to replicate the governance structure of the rail industry for the highway network, we suggest that the ORR will need a suitable knowledge base of the strategic highway network and the wider road industry and should not attempt to utilise existing rail expertise in carrying out its new road function.

However, it is important that the ORR's road and rail functions are not considered in isolation from each other.

The process by which the Combined Authority, LEP and Local Authorities will be able to raise concerns with ORR is not set out and requires clarification. In our area for example, the M1, A1M, M62 and A64 are an essential part of the city region transport network, whilst the M621 (into Leeds) and the M606 (into Bradford) are key distributors into our cities and it is critical there is a process for us to raise concerns with the ORR.

We would welcome confirmation that the ORR's role will enable it to adequately consider inter-city region multi-modal strategies such as the Transport for the North arrangements being developed with Government, Network Rail, HS2 and Highways England.

Q2. Do you agree with our strategic objective for our highways monitoring role?

The strategic objective should be widened to include wider policy outcomes such as supporting economic growth, carbon reduction and improving air quality.

Q3. Are there specific ways you would like us to engage with you beyond the industry forums already referred to in this document?

The Combined Authorities, LEPs and Local Authorities help to drive economic growth. It is essential that the ORR engages with us on a regular basis beyond just a stakeholder event.

It is important that the ORR engages with the Passenger Transport Executive Group (pteg) which represents Britain's largest urban transport authorities.

It is important that the ORR engages with Transport for the North.

Q4. Have we identified the key areas that require monitoring? Are there particular areas of Highways England's performance and efficiency which you consider require specific focus or an alternative monitoring approach?

The metrics should also include journey times/journey reliability/journey delay to help reflect economic performance and user satisfaction.

The metrics should also include air quality because of the significant impact that motorway traffic has on local air quality standards.

The metrics should also include the performance of closures and restrictions arising from planned maintenance works to reflect the direct impact on the adjacent local highway network.

Q5. 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?

All data should be made available as open data.

As part of its monitoring role, the ORR should collect evidence on Highway England's performance on collaboration and co-operation with Combined Authorities, LEPs and local authorities. This could include contributions to the development of local transport and economic strategies.

Q6. 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 contact information for relevant key Officers in Highway England would be useful.

Jeff English

West Yorkshire Combined Authority

18 June 2015