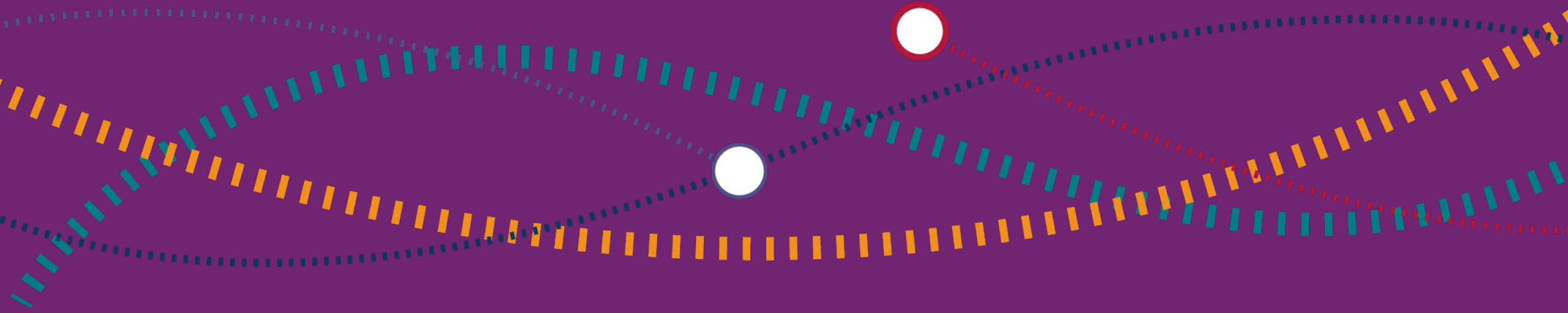


PWI Lunch & Learn – Introduction to ORR

Matt Gillen – Civil Engineer

18/01/2022



What we do

ORR protects the interests of rail and road users. We are improving the safety, value, and performance of railways and roads, today and in the future.



Keeping Britain's railways safe



Providing clear information about railway funding and industry performance



Holding Network Rail to account



Regulating the HighSpeed1 route & Channel Tunnel



Protecting consumer interests



Making sure passenger and freight train companies have fair access to the rail network



Advising and assisting governments on rail issues



Keeping markets under review



Monitoring performance



Monitoring road user satisfaction



Securing value for money



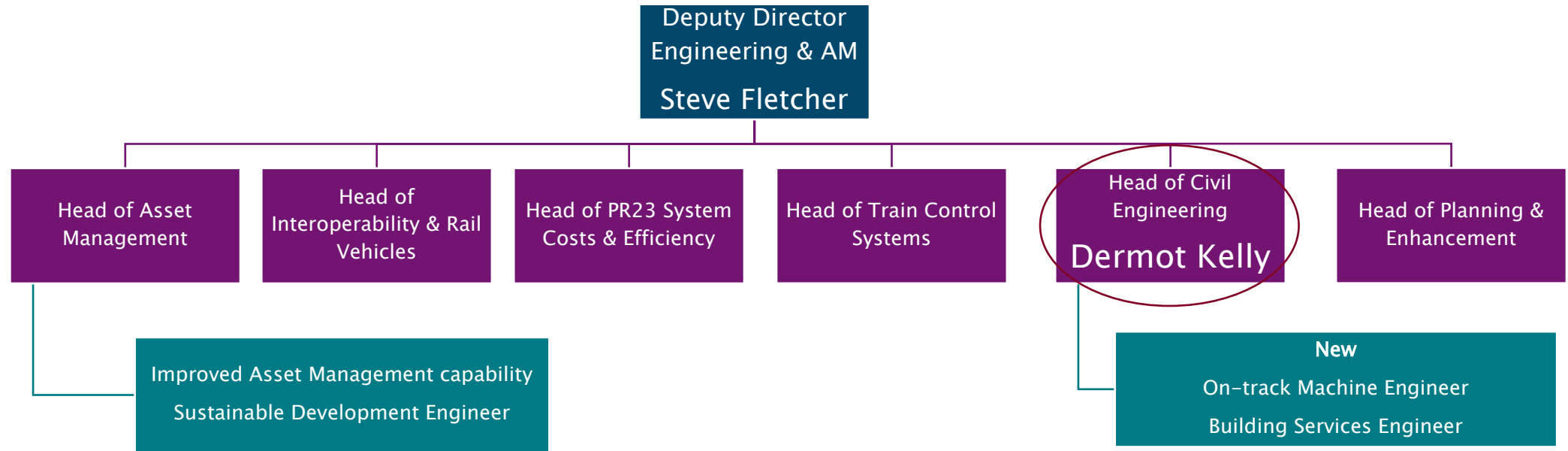
Advising and assisting government on road issues

Who are we?



- ~ 300 strong - £33m 2018-19:
 - Railway Health and Safety Regulation approx. 120 FTE
 - Engineering & Asset Management - 36 FTE (ORR Civils – 9)
 - Six offices across the UK

What do I do?

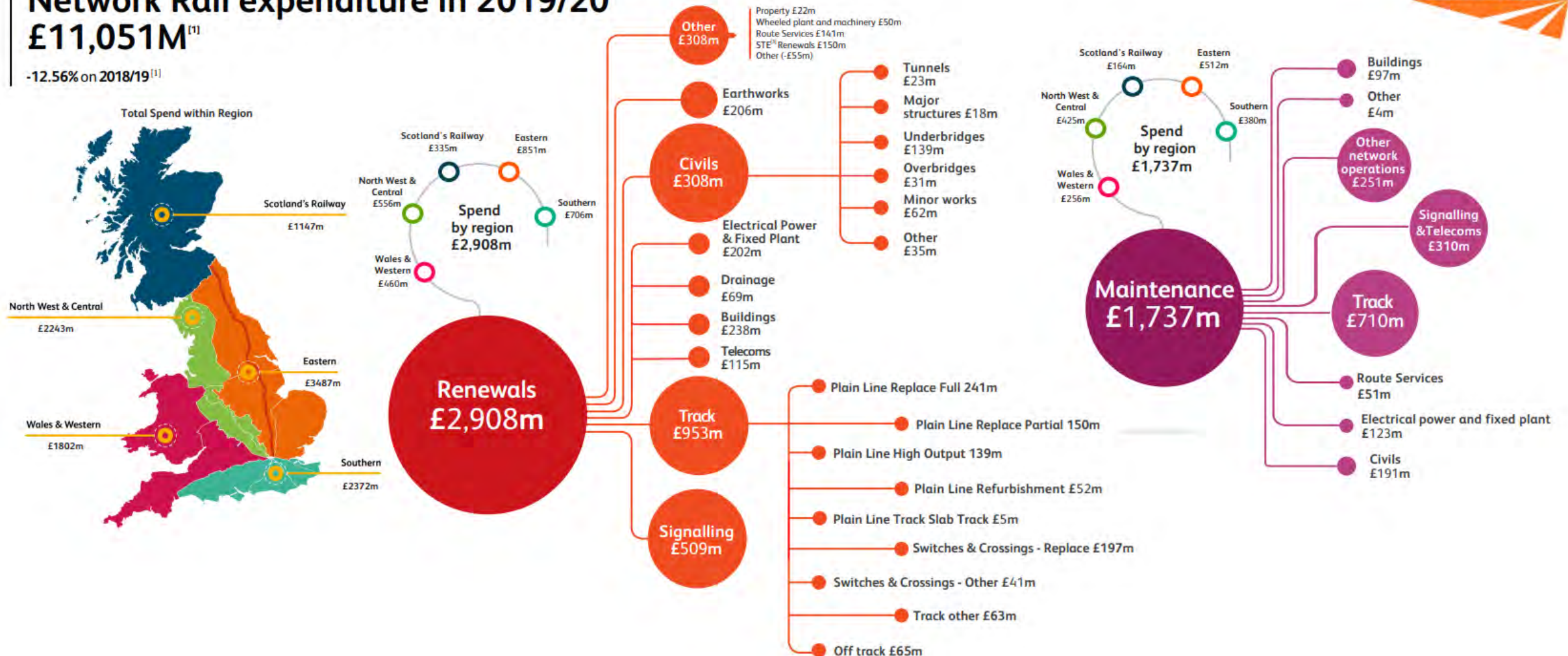


- ✓ Hold Network Rail to account for conditions within Network licence.
- ✓ Determining efficient levels of funding.
- ✓ Authorisation of submissions under Interoperability Regulations.
- ✓ Providing specialist technical advice across ORR.

Network Rail expenditure in 2019/20

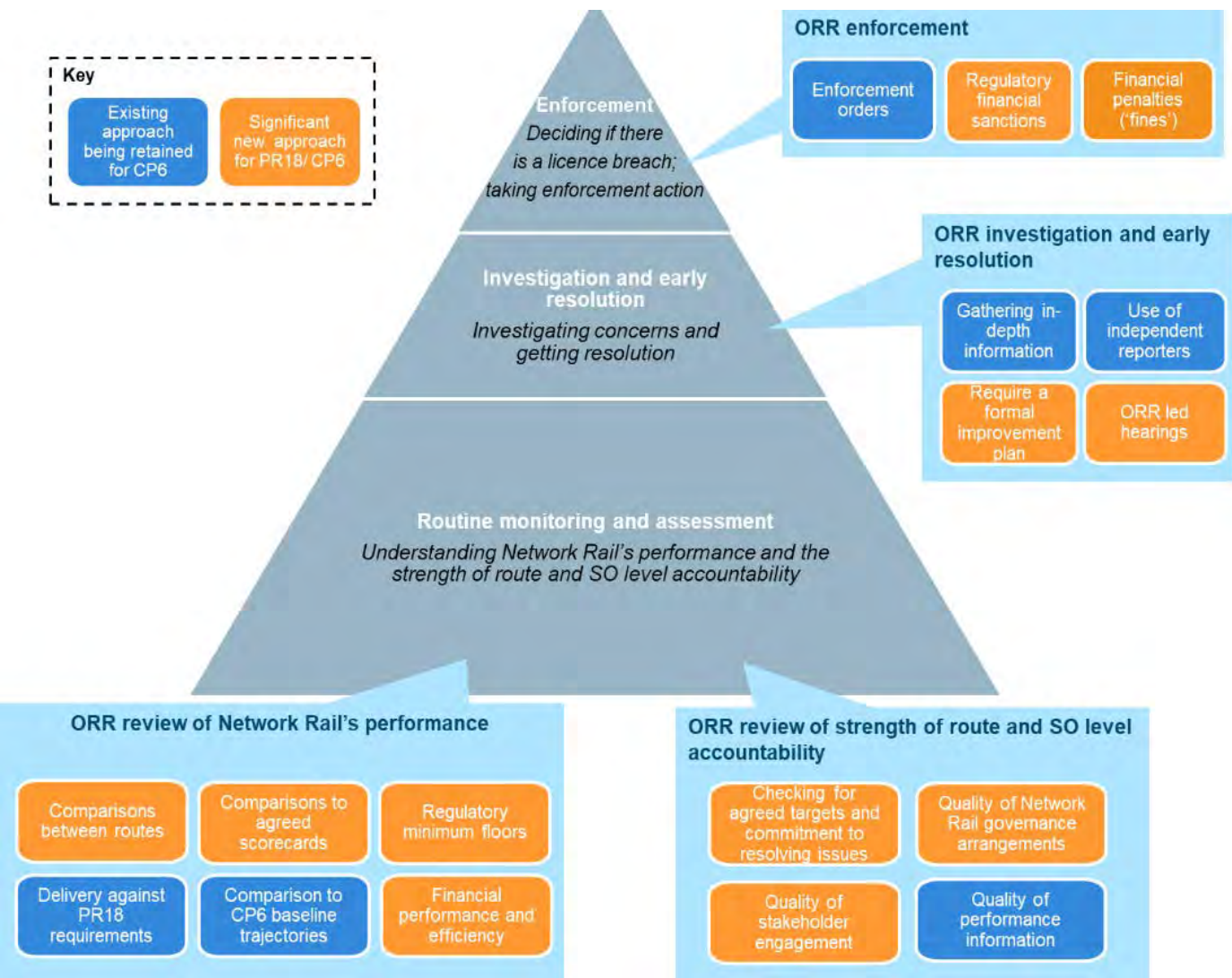
£11,051M^[1]

-12.56% on 2018/19^[1]



Annual expenditure 2019–20 (networkrail.co.uk)

How we hold to account

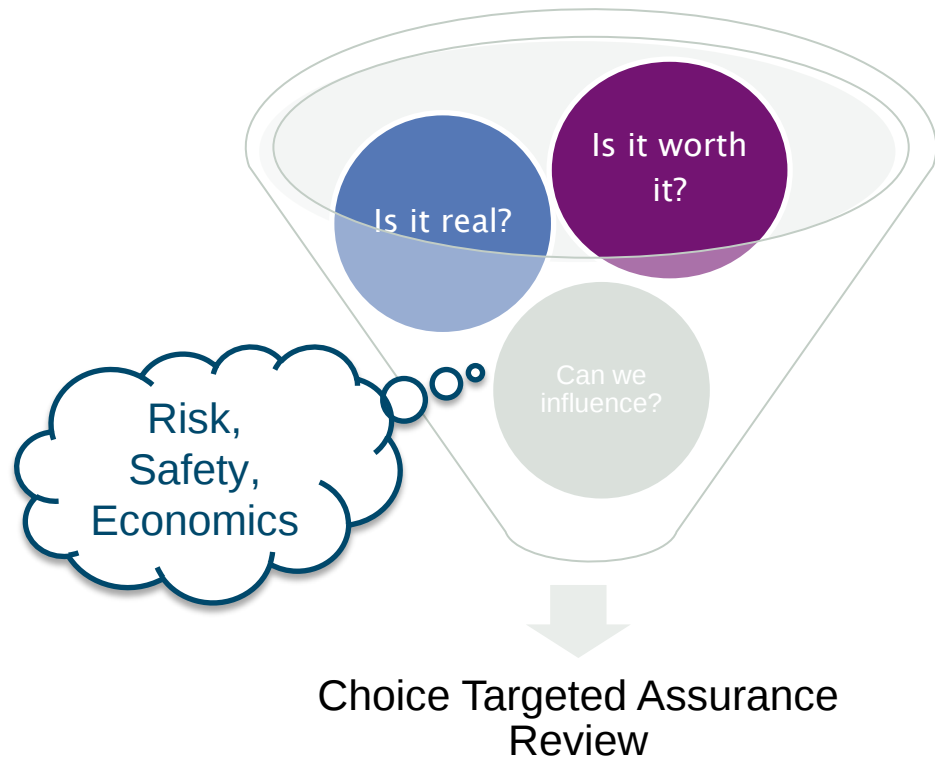


 **Holding Network Rail to Account**
27 March 2019

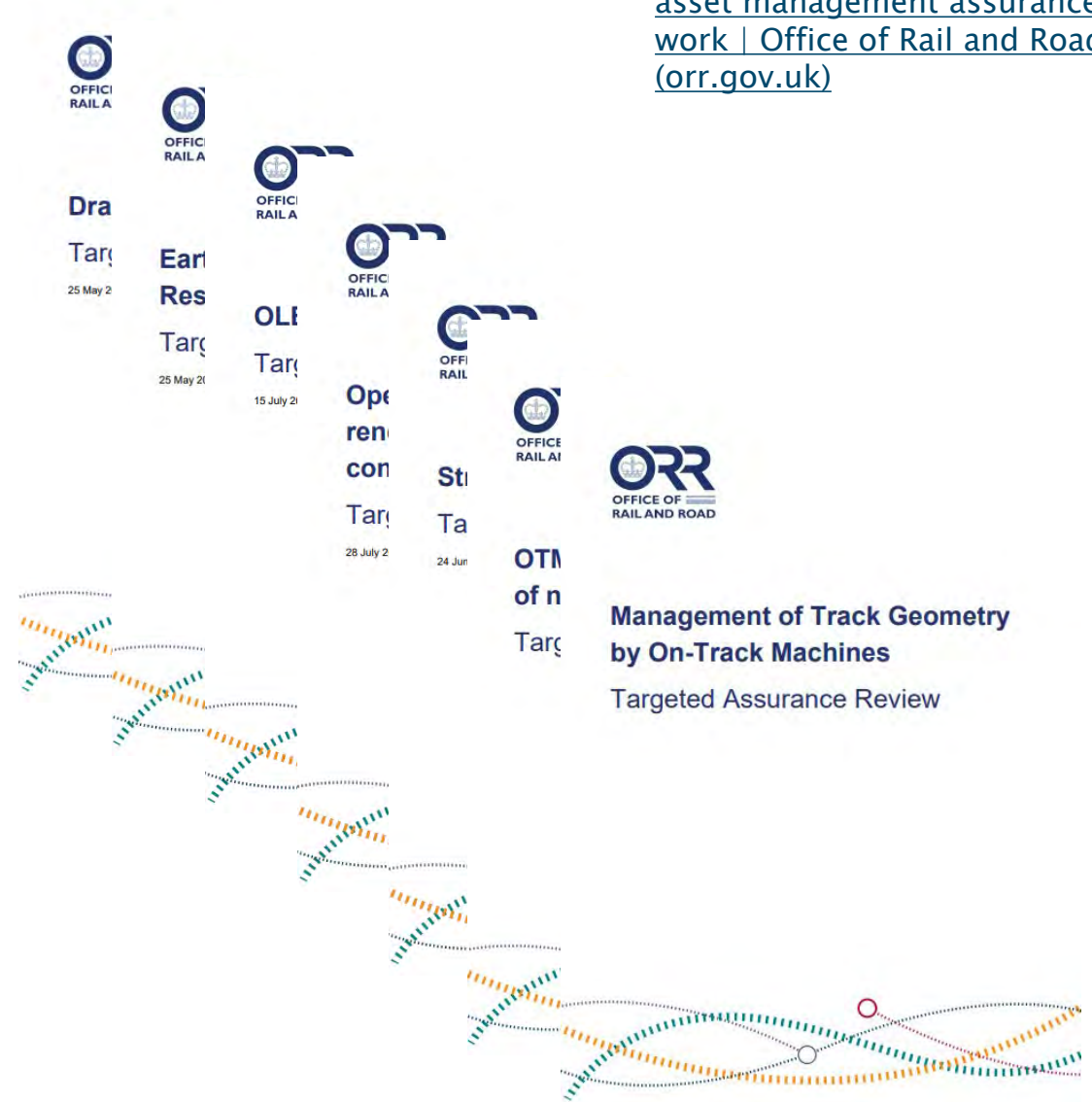
[Holding Network Rail to Account Policy – Published 27 March 2019 \(orr.gov.uk\)](#)

Targeted Assurance Reviews

We undertake targeted assurance reviews to gain in-depth understanding into ongoing or emerging issues, risks and opportunities within Network Rail which could impact regulatory targets.



[TAR reports: engineering and asset management assurance work | Office of Rail and Road \(orr.gov.uk\)](https://www.orr.gov.uk)



2020/21 Network Rail Assessment

Punctual and reliable trains during pandemic



Network Rail's delivery of passenger train performance (CRM-P) **better than target** for all regions except Scotland



Trains On Time **up 15pp** compared to 2019-20

Better collaboration between Network Rail's regions and passenger and freight train operators



Network Rail's delivery of freight train performance (FDM-R) **better than target** for all regions except Scotland

Agile approach to timetabling by the System Operator resulted in an **effective response** to the ever changing environment



Network Rail must **now focus** on retaining these performance improvements and implement its learning and good practice from the pandemic



Further improvements in safety are required



The deaths of three workers in 2020-21 demonstrates that **further improvements** are needed to improve workforce safety



More work is needed on understanding the impacts of climate change and extreme weather, as highlighted by the tragic incident at Carmont in August 2020

Network Rail on track with cost savings

All five regions **met or exceeded** their efficiency targets



Network Rail **remains confident** in delivering £3.5bn in efficiencies between 2019-24 and in its ability to make an **additional £500m of savings**.



Concerns remain about Scotland's plans to deliver future efficiencies



Risk funds are **lower than expected**, in part due to the pandemic

Vital engineering works delivered but there are areas for improvement



Network Rail has **largely delivered** its planned maintenance and enhancements



Delivery of asset renewals has **been good and higher** than expected in some regions

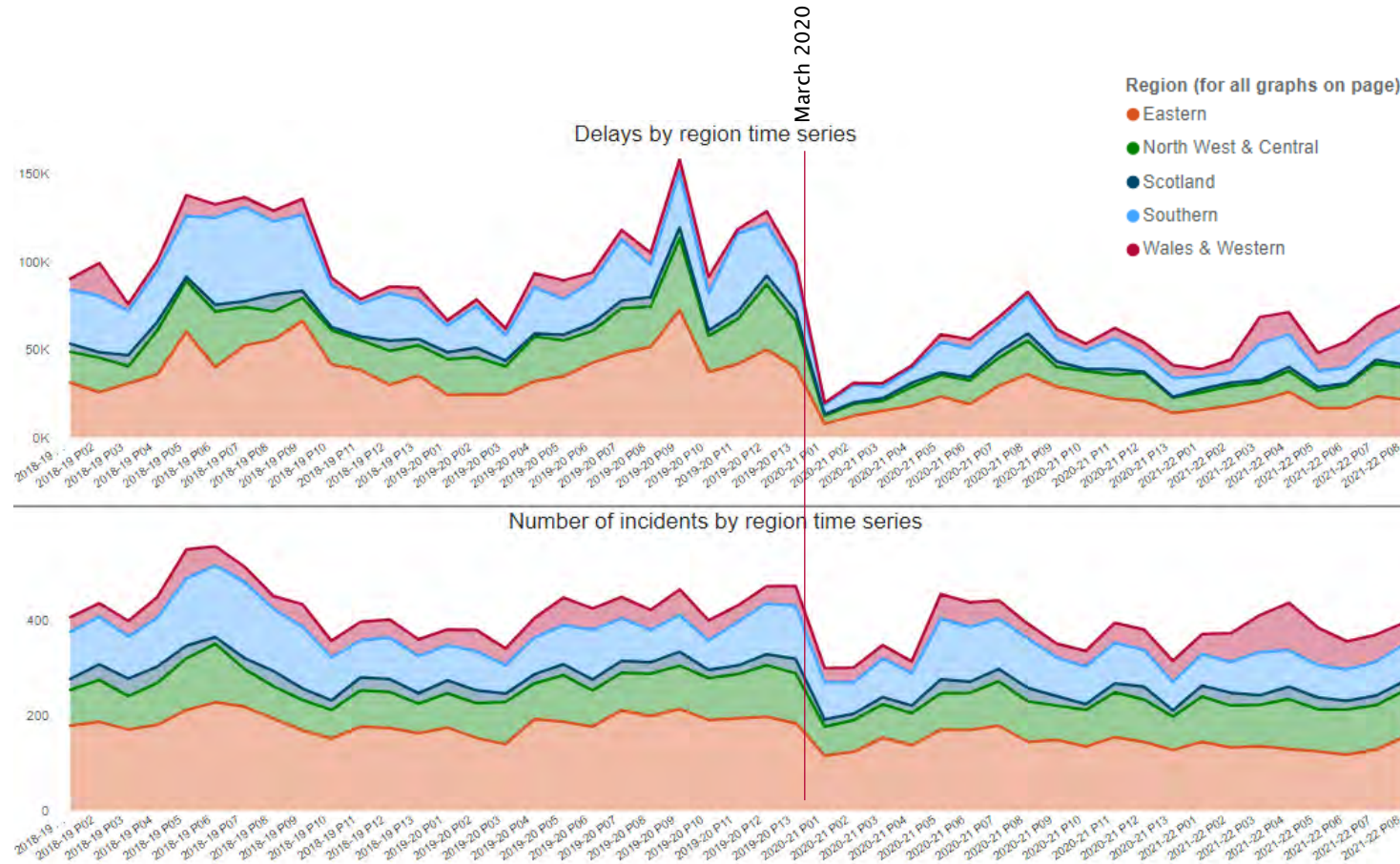


Asset performance has **been good** during the pandemic, with fewer failures impacting services

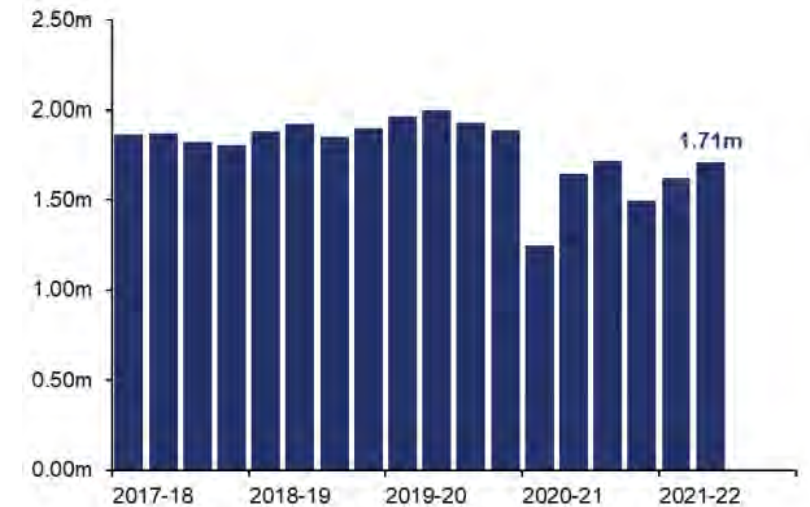
Greater focus and improvements are needed on Network Rail's maintenance volumes reporting, completion of structures examinations and drainage asset knowledge



Incidents and delays due to Track assets



Trains planned (millions),
Great Britain,
2017-18 Q1 to 2021-22 Q2



A collage of social media posts and photos related to the opening of Soham Station. The top section shows a tweet from @railandroad (ORR) about authorizing a new platform at Soham Station. Below it is a tweet from @transport_wales stating that Bow Street Station has moved a step closer. The middle section features a tweet from @railandroad (ORR) announcing the authorization of the opening of #Soham Station, having met the appropriate railway standards. This tweet includes a link to the ORR website and a GIF of a train. The bottom section contains two photos of Soham Station: one showing the platform with a yellow safety line and a red and white striped cone, and another showing the station entrance with a red and white sign.



ELIZABETH LINE

TRANSPENNINE ROUTE

UPGRADE



Guidance for Applicants

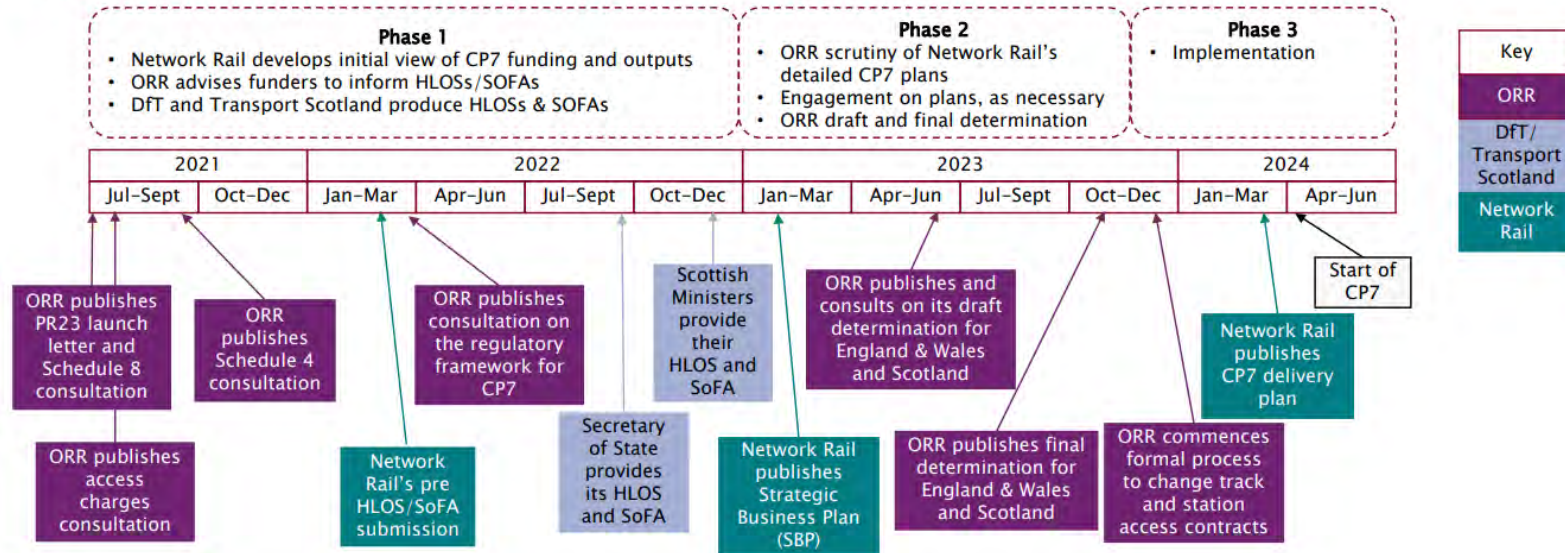
28 July 2021

ORR Approach to Authorisation under Interoperability Regulations



Looking to the future...

PR23 indicative high-level timeline



* There will be further consultations on the specific design of Schedule 8, access charges and Schedule 4 in the first half of 2022 – the consultations on these topics will provide more information on next steps.

** The outcome of the comprehensive spending review in autumn 2021 may go some way to setting the funding envelope for the first two years of PR23 and is likely to be an important factor in determining the content of the HLOSs and SoFAs.

*** This timeline may change to enable us to adapt as the implementation plan for the Williams-Shapps Plan becomes clearer.

CPD

Experience is the knowledge or mastery of an activity or subject gained through involvement in or exposure to it.

Strengths are things we do regularly, do well and that motivate us.



Ability is the aptitude or potential to perform to the required standard.

Technical is the demonstration of specific professional skills, knowledge or qualifications – this is where the GCS Competency Framework fits in.

Behaviours are actions and activities that people do that result in effective performance in a job. These are based on competencies, but they have been refreshed and rewritten for Success Profiles.

Core Regulatory Competencies Framework



Core competencies for regulators – GOV.UK
(www.gov.uk)

Regulatory role

- A lot of emphasis on CPD. Require staff to be aware of what is going on in industry.
- Identifying the needs of the individuals. People at different stages in careers & lots of different people in different roles!
- Different frameworks for different people. IOSH / CIRO / ICE etc. etc.
- Technical / Regulatory competence framework for RSD. Need both.

CPD cont.

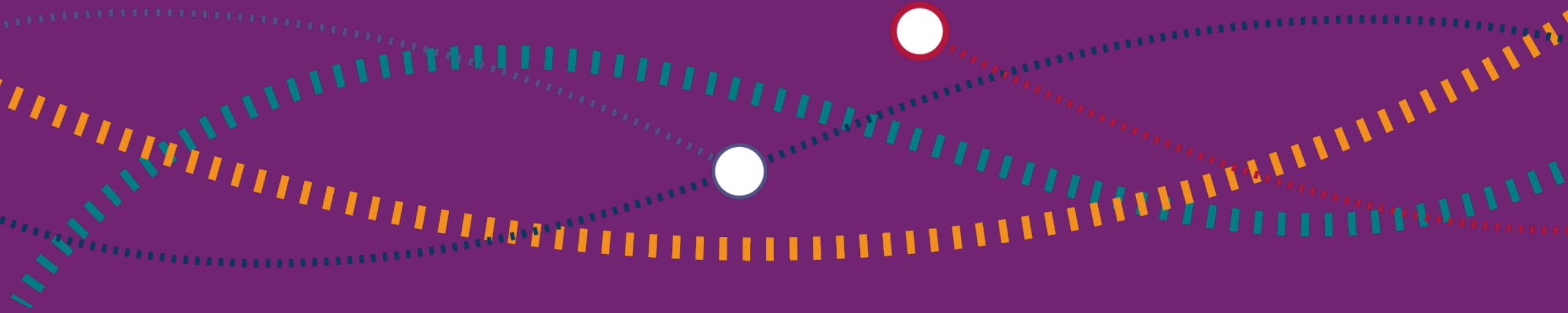
- **Bitesize seminars**
 - “How to support good mental health”
 - “Signalling market study”
 - “Network Rail’s scorecards in CP6”
 - “PWI – an introduction to its work”
- **Knowledge Sharing Clubs**
- **Civils team**
 - ISO55000 training / Institute of Asset Management certification
 - Artificial Intelligence in Engineering awareness
 - Bridge design
 - Tree survey & inspection
- **My own?**
 - PWI S&C Refurbishment
 - PWI Electrification Engineering Mod1 (+ Mod 2 next week)



**RAILWAY & ROADS
ENGINEERING
& DELIVERY**

Thank you for listening

Matt.Gillen@orr.gov.uk





What you can expect from the PWI

Be apart of our inclusive community with PWI people in all areas of the railway, online and in person.

More training courses in Derby, Virtual, and Scotland in 2022 with bespoke locations for NR and HK MTR

Encouragement and help for professional registration.

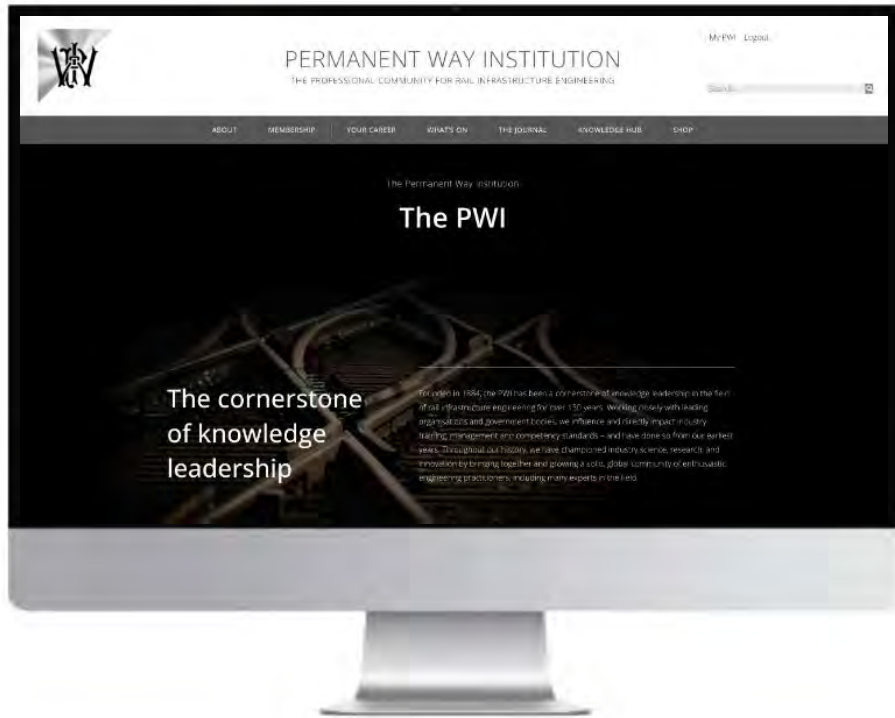
Attend PWI Section meetings and seminars.

Support for your CPD.

A new website to inform you about the rail industry including a dynamic Knowledge Hub to assist you in learning and contributing to your CPD.

Joan Heery CEng FICE FPWI Membership Director

joan.heery@thepwi.org +44 (0)7515 620233



New website launching February
2022