

## Briefing Note

### Communities Overview & Scrutiny Committee

April 2022

#### Infrastructure Scheme Monitoring and Evaluation

##### 1. Background

Evaluation is an integral element in understanding how well we are delivering infrastructure projects and investing public finances. In the context of Major Schemes, demonstrating delivery of transport improvements that are good value for money and drive economic growth, whilst balancing the need for sustainability, is vital to securing future funding, both internal and external.

Learning about which schemes are the most effective in achieving these objectives and responding to local transport issues helps build the evidence base to support future decision making and share lessons about delivery of best practice.

Although evaluation is important, it needs to be cost effective and proportionate. There is currently no Corporate Framework for scheme monitoring and evaluation and it is therefore taken forward on a scheme by scheme basis, largely as follows;

##### 2.

##### 2.1 DfT Funded Projects

Those schemes which attract DfT (or other government funding) have to comply with their Monitoring and Evaluation Framework. This is broadly set over three main areas

**Standard monitoring:** All schemes will be required to monitor and report on a standard set of measures; Scheme build, delivered scheme, costs, scheme objectives, travel demand, travel times and reliability of travel times, impacts on the economy; and, more recently, carbon impacts.

**Enhanced monitoring:** Further measures are monitored and reported for schemes costing more than £50m or which are anticipated to have a significant impact on particular indicators (e.g. local air quality);

**Fuller evaluation:** A selection of schemes are required to undertake a fuller evaluation which consists of assessments of the delivery process, outcomes and impacts and value for money. These schemes have been selected based on the scale of investment, the nature of the scheme and the benefits to be gained from the evaluation evidence generated.

It should be noted that many of the benefits from these larger projects take many years to materialise and the length of monitoring reflects this.

## **2.2 WCC Capital Projects**

There is currently no structured Monitoring and Evaluation Framework for WCC funded projects however a proposal for this is being developed and is discussed in more detail later in this note.

Historically our capacity to carry out detailed monitoring and evaluation of schemes has been restricted by available resource. However, a recent investment in our monitoring capabilities means that we are now building back this capacity which will have a significant benefit. We have been able to re-establish an in-house monitoring team that is now fully staffed and deployment of out monitoring equipment is taking place both on a strategic and a scheme-by-scheme basis.

This will also allow us to monitor the wider impacts of our work particularly in the area of Active Travel. We will be able to monitor the changes in number of people walking and cycling across key locations around the county.

We will be able to monitor impacts of changes in our town centres much as we were able to do as part of the Covid related town centre road space reallocation schemes.

Our Capital projects broadly follow the Prince Project Management framework and as such monitoring and evaluation is built in as part of the project programme. This includes a lessons learned session as part of project start up and close down as well as objective and outcome monitoring.

## **2.3 Casualty Reduction Schemes**

Currently the severity of the collisions are taken into account when prioritising remedial sites; those sites where there are killed or seriously injured (KSI) casualties are given a higher priority. With the current level of injury collisions in Warwickshire it is necessary to tackle the sites where road casualties are already happening. The County's Road Safety Engineering Team is responsible for identifying Casualty Reduction sites, analysing any contributory factors and developing engineering options to address the collisions. It prioritises sites for remedial measures using the Department for Transport economic justification which is based on an estimated First Year Rate of Return and broader whole life costing cost benefit ratio. This is the monetary benefits to be gained in collisions savings in the first year set against the cost of the scheme.

As schemes are identified on the previous three year collision data we monitor their effectiveness over a three year cycle as well. We are able to demonstrate not only the number of collisions prevented at the location, but the monetary value of these savings compared with the level of investment.

## **2.4 Local Schemes**

In addition monitoring may also take place on some of our lower cost local concern type schemes. This tends to be focussed on schemes where there has been a change in speed limit or speed management measures implemented such as traffic calming schemes.

## **3. Future Monitoring**

In addition to expanding our in-house monitoring capabilities, as part of the Local Transport Plan 4 implementation we will adopt an annual delivery plan which will feed in to the corporate performance framework. Once the LTP4 is adopted it is proposed that we will develop a WCC Transport Infrastructure monitoring and evaluation framework to ensure we are taking a consistent approach. We intend to develop a Capital Assurance Framework across Transport and Highways to provide assurance to Senior Officers, Members and Stakeholders that we are investing in the right

projects and ensuring we are delivering on their objectives. We anticipate that work will commence on this later in 2022.

Officers would be happy to provide a future presentation to this Committee demonstrating this monitoring approach on a number of different schemes.

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