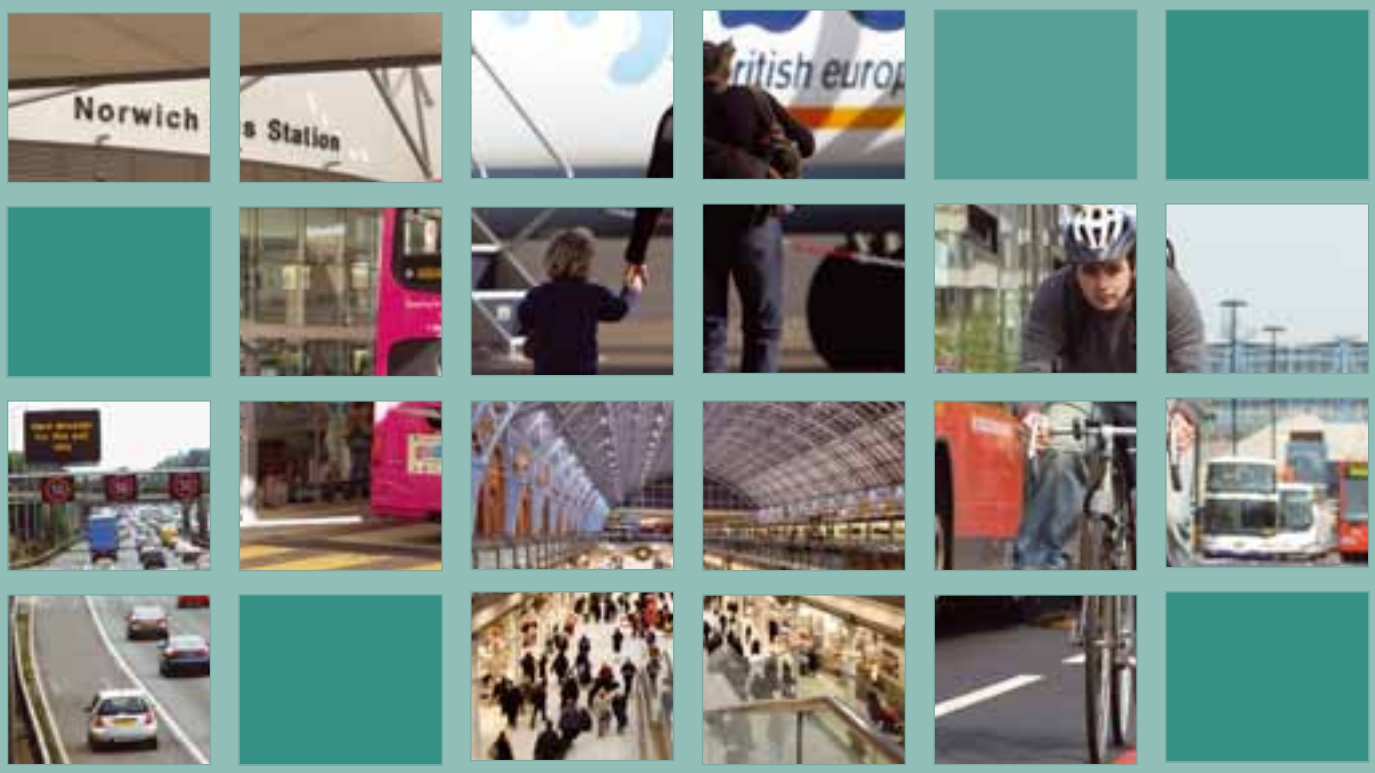
Department for Transport

Autumn Performance Report 2008



Department for Transport

Autumn Performance Report 2008

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by the Secretary of State for Transport
by command of Her Majesty
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Contents

Introduction

This is the Autumn Performance Report for the Department for Transport. It provides Parliament with a progress report on performance against the Department's Public Service Agreement using data available up to November 2008.

Transport affects everyone and is essential for a strong economy and society, providing access to jobs, services and leisure activities. Making transport work better is a major government priority. The Department for Transport's aim is transport that works for everyone.

In support of this aim, the Department has four strategic objectives which focus on the core areas of its business:

- to sustain economic growth and improved productivity through reliable and efficient transport networks;
- to improve the environmental performance of transport and tackle climate change;
- to strengthen the safety and security of transport; and
- to enhance access to jobs services and social networks, including for the most disadvantaged.

To achieve our objectives, we provide leadership across the transport sector, working with regional, local and private sector partners who deliver many of our services. Our work is focused around the following key tasks:

- improving the current operation and capacity of transport networks and services, and providing better information for travellers;
- shaping the future pattern of demand for transport, including through land-use planning and appropriate pricing;
- tackling the environmental impacts of transport through pricing, regulation, technology, consumer information and promoting efficient use of resources;
- planning and managing investment programmes for the longer term;
- regulating and licensing certain transport services and operators; and
- managing information and delivering services to support wider government objectives.

Our public service commitments

In October 2007, as part of the Comprehensive Spending Review, CSR07, the Government published 30 Public Service Agreements (PSAs) which set out its key priorities for the period from April 2008 to March 2011.

DfT leads on one PSA in the new CSR period:

- **PSA5:** Deliver reliable and efficient transport networks that support economic growth

Progress against the PSA is measured through four key indicators which underpin delivery. For full details of our PSA delivery agreement see the Treasury web site at www.hm-treasury.gov.uk

- **Indicator 1:** Journey time on main roads into urban areas
- **Indicator 2:** Journey time reliability on the strategic road network, as measured by the average delay experienced in the worst 10 per cent of journeys for each monitored route
- **Indicator 3:** Level of capacity and crowding on the rail network
- **Indicator 4:** Value for money of the Department's spending over the CSR07 period

The transport PSA focuses on supporting sustainable economic growth. It does not cover the full range of our responsibilities. We also contribute to the majority of the other PSAs spanning health, crime reduction, equality of opportunity, housing, building communities, security, the environment and climate change. In particular we formally share responsibility for and report in this document on:

- **PSA 26** (lead Home Office)

Reduce the risk to the UK and its interests overseas from international terrorism.

Our work to protect passengers, staff and transport assets makes a significant contribution to this PSA.

- **PSA 27** (lead Department of Energy and Climate Change)

Lead the global effort to avoid dangerous climate change.

Our work to reduce carbon emissions from transport will make a substantial contribution to the Government's climate goals.

- **PSA 28** (lead Department for the Environment, Food and Rural Affairs)

Secure a healthy natural environment for today and the future.

Our work, particularly on improving vehicle emission standards, is a key contributor to meeting the objectives of the UK Air Quality Strategy.

This Autumn Performance Report also reports progress against our legacy PSAs from Spending Review 2004 and earlier, where a final report has not already been published.

The Department is also contributing to the Government's Service Transformation Agreement, led by the Cabinet Office, which underpins the new PSA framework. This aims to improve public services so they meet the needs of people and businesses better, and to make it easier for people to access and use them.

What the report shows

On urban roads, good progress has been made against the 10 urban areas' local congestion targets. All are currently on track to meet or exceed their targets, suggesting that the Department's urban congestion target for 2010-11 will be met. However, it is still early in the target period to be making an assessment of progress.

On inter-urban routes, the Highways Agency has made strong progress with the Reliability Delivery Plan, though it is too early in the target period to see significant results from these measures. The actual delays for the slowest 10 per cent of journeys are now close to their lowest level since reliability performance was first reported in July 2005. This is principally attributed to the full impact of measures now being realised from the SR04 delivery plan.

Rail performance in all sectors has continued to improve, achieving the 2008 reliability target three months early and this rate of improvement has been maintained. Rail passenger journeys showed a 6 per cent increase over 2006-07 and a continuation of the trend of year-on-year increases since the mid-1990s.

We have let four major rail franchises, launched the procurement process for the Intercity Express Programme, and introduced a simplified fares structure, based on just three types of ticket. We have already procured over 423 new vehicles of the 1,300 additional vehicles to be delivered by 2014. On Crossrail, we secured agreement on a funding package and obtained Royal Assent for the Bill to enable this project to go ahead.

On bus and light rail there has been an overall increase in patronage and we are on target, by 2010, to increase usage by more than 12 per cent in England compared with 2000 levels. The aim over the next three years is to achieve a year-on-year increase in every region. The number of wheelchair accessible buses has continued to increase and all new light rail vehicles and systems are required to be wheelchair accessible.

Our roads are becoming safer. Road deaths fell below 3,000 for the first time since records began. We have already achieved our target for disadvantaged communities and are on course to meet or exceed other elements of the target.

There has been significant progress in tackling the climate change impact of aviation. On 24 October the Council of the European Union formally adopted a directive which includes all flights departing and arriving from EU airports[1] in the EU Emissions Trading Scheme from 2012. In 2012 emissions will be capped at 97 per cent of average 2004-2006 emissions, with the cap tightening to 95 per

1 Subject to a number of exemptions. Full details available at: www.defra.gov.uk/environment/climatechange/trading/eu/operators/aviation.htm

cent of average 2004-06 emissions from 2013. This is a key step towards a scheme which will ensure the aviation industry takes responsibility for its carbon emissions. The Government is also pursuing the goal of a global solution through the International Civil Aviation Organisation (ICAO) and the United Nations Framework Convention on Climate Change.

The majority of objectives in the UK Air Quality Strategy are being met and air quality continues to be good across about 95 per cent of the UK. Some progress is still to be made on particulate matter and nitrogen dioxide. We are continuing to work with our European partners to develop even tighter standards for new vehicles and fuels and are negotiating the next round of emissions standards for trucks and buses (Euro VI).

In a meeting ending 10 October, the International Maritime Organization formally approved amendments to the MARPOL convention on ship-source pollution. The revised Annex VI will significantly reduce emissions from ships of sulphur oxides, nitrogen oxides and particulate matter, and improve air quality in our coastal regions.

On 20 October we signed off DfT's final return to HM Treasury on the 2004 Efficiency Programme. The Department was set a target to find continuing savings of £785 million a year by 2007-08. In practice we found £973 million. This included large procurement savings by the Highways Agency on both their own programmes and through sharing best practice with local authorities. The central Department has also delivered significant gains through its work with local authorities and from a number of internal projects. Our executive agencies have contributed operational savings in a number of areas, including the take up of electronic channels.

Following the Pre-Budget Report last month we published *Delivering a Sustainable Transport System: Main Report* which sets out the Department's latest strategic thinking, in particular how we can plan, and what we are already doing, to meet our five key transport goals of supporting economic growth, tackling climate change, better safety and health, equality of opportunity and quality of life. We also published a *Delivering a Sustainable Transport System: Consultation on Planning for 2014 and Beyond* on the next steps in developing and implementing our long-term strategic plans for transport.

The table below shows how our PSAs from the current and previous spending reviews and our Departmental strategic objectives relate to each other.

Our objectives and PSAs	
CSR07	
Deliver reliable and efficient transport networks that support economic growth	We lead on this PSA. See pages 12 to 31.
Secure a healthy natural environment for today and the future Indicator 3: Air quality	Shared PSA led by Defra. See pages 32 to 35.
Lead the global effort to avoid dangerous climate change	Shared PSA led by DECC. See pages 36 to 41.
Departmental strategic objectives	
Sustain economic growth and improved productivity through reliable and efficient transport networks	This objective aligns with our PSA *Delivering reliable and efficient transport networks that support economic growth.*
Improve the environmental performance of transport and tackle climate change	Our second objective aligns with the environmental PSAs we share with Defra and DECC. *Secure a healthy natural environment for today and the future* and *Lead the global effort to avoid dangerous climate change*.
Strengthen the safety and security of transport	This is partially covered by our road safety PSA from 2004. See pages 61 to 63.
Enhance access to jobs, services and social networks, including for the most disadvantaged	This is partially covered by our public transport PSA from 2002. See pages 55 to 60.
SR04	
By 2007-08, make journeys more reliable on the strategic road network	This target was reported with provisional data in the Department's 2008 Annual Report. The data has since been confirmed and has not changed.
By 2010-11, the 10 largest urban areas will meet the congestion targets set in their local transport plan relating to movement on main roads into city centres	This is the same as indicator 1 of the CSR07 PSA *Delivering reliable and efficient transport networks that support economic growth.* It replaced the 2002 target *Reduce congestion in large urban areas in England below 2000 levels by 2010* which is not separately reported.
Improve punctuality and reliability of rail services to at least 85 per cent by 2006, with further improvements by 2008	See pages 50 to 54. This is the final report.
By 2010, increase the use of public transport (bus and light rail) by more than 12 per cent in England compared with 2000 levels, with growth in every region	See pages 55 to 60.

Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40 per cent, and the number of children killed or seriously injured by 50 per cent by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities	See pages 61 to 63. The SR02 PSA is the same.
Improve air quality by meeting the Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide (NO_2), particles (PM10), sulphur dioxide (SO_2), benzene and 1,3-butadiene. Joint target with Defra	This is incorporated into the SR07 PSA *Secure a healthy natural environment for today and the future.* Although the method of representing the information has changed (particles and nitrogen dioxide are now illustrated as a proxy measurement for the other pollutants), the overall objectives as set out in the Government's Air Quality Strategy have remained constant. This is explained further on page 64. The SR02 PSA was the same as the SR04.
Reduce greenhouse gas emissions to 12.5 per cent below 1990 levels in line with our Kyoto commitment and move towards a 20 per cent reduction in carbon dioxide emissions below 1990 levels by 2010, through measures including energy efficiency and renewables. Joint target with Defra and BERR	This is subsumed into the SR07 PSA *Lead the global effort to avoid dangerous climate change.* See pages 65 to 66 for a short status report on the SR04 PSA.
SR02	
Secure improvements in rail punctuality and reliability with a 50 per cent increase in rail use in Great Britain from 2000 levels by 2010	Rail punctuality and reliability are reported on under the SR04 objective. Rail use is reported at pages 50 to 54.
Secure improvements to the accessibility, punctuality and reliability of local public transport (bus and light rail) with an increase in use of more than 12 per cent compared with 2000 levels	Increased use is reported under the amended SR04 objective. Accessibility, punctuality and reliability are reported on pages 55 to 60.
Reduce congestion on the inter-urban road network in England below 2000 levels by 2010	This target was followed up by the SR04 PSA which was based on an improved measure of congestion. The SR07 PSA extended monitoring of reliability performance against this improved measure to March 2011, beyond the period of the SR02 PSA and now supersedes this. Changes in the definition of the inter-urban road network, through the programme of de-trunking, changes in available data sources and changes in measurement methodology mean that it is not feasible to report progress against SR02.

Section 1:
Our current Public Service Agreement

Chapter 1
CSR07 PSA5: Deliver reliable and efficient transport networks that support economic growth

Overall summary

Some progress: Improvement on two out of four indicators (the other two are not yet assessed).

Data for 2007-08 show an improvement in person journey times on target routes in urban areas, probably reflecting an unexpected fall in traffic volumes. It is, though, still too early to make accurate predictions of performance through to 2010-11.

Across the Highways Agency road network the time lost in delays is close to the lowest level since the indicator was first measured in July 2005.

Indicator 1: Journey time on main roads into urban areas

By 2010-11 the ten largest areas will meet the congestion targets set in their local transport plan relating to movement on main roads into city centres. These are London, Greater Manchester, Merseyside, South Yorkshire, West Yorkshire, Tyne and Wear, West Midlands, Bristol, Leicester and Nottingham. The target will be deemed to have been met if, on target routes in the 10 largest urban areas in England, an average increase in travel of 4.4 per cent is accommodated with an average increase of 3.6 per cent in person journey time per mile.

The local targets on which this national target is based include the following:

- **In London, accommodate an increase in travel of 3 per cent with an increase in journey time of 1.5 per cent.**
- **In Manchester, accommodate an increase in travel of 1.5 per cent with no increase in journey times.**
- **In the West Midlands, accommodate an increase in travel of 4 per cent with an increase in journey time of 5 per cent.**

Progress

Person journey time on the target routes has improved, by around 2 per cent between the baseline and 2007-08. For illustration, a typical 30-minute commute on target routes in the baseline period would take 29 minutes and 21 seconds in 2007-08.

This performance is better than expected and may reflect the unexpected fall in traffic volumes (in total travel volume on target routes fell 3 per cent by 2007-08 compared with the baseline against an expected increase of 1.7 per cent between the baseline and 2007-08). This fall is broadly consistent with other data sources for urban areas.

Performance indicator

As the economies of our major cities grow, more people tend to travel to work in peak hours. With a largely fixed urban road network, the challenge for each authority is to make best use of that capacity (for example, through traffic management and improvements in public transport) so that more people can travel to work without a significant rise in congestion and, therefore, delays to people's journeys.

Each of the 10 largest urban areas in England have agreed a person journey time target for 2010-11, against the predicted increase in travel volume, where journey time relates to the average journey time experienced by people rather than vehicles. For example, a bus with 20 passengers will count 20 times within the target whereas a car with a single occupant will count only once. Travel volume is defined as person miles travelled on the target routes, and is essentially traffic flow, but adjusted to take account of vehicle occupancy.

The local targets are based on key routes across each urban area (in total 166 routes are covered), excluding Highways Agency roads. Journey times are calculated mainly for in-bound routes for the morning peak in term time only. The baseline used a mixture of data mainly from 2004-05 and 2005-06.

The trajectory for the PSA is built from trajectories for each of the 10 urban areas. These are included in the delivery plans that each area has produced, describing how they intend to meet their local congestion target and monitor performance. The following chart shows the PSA trajectory and data for 2007-08.

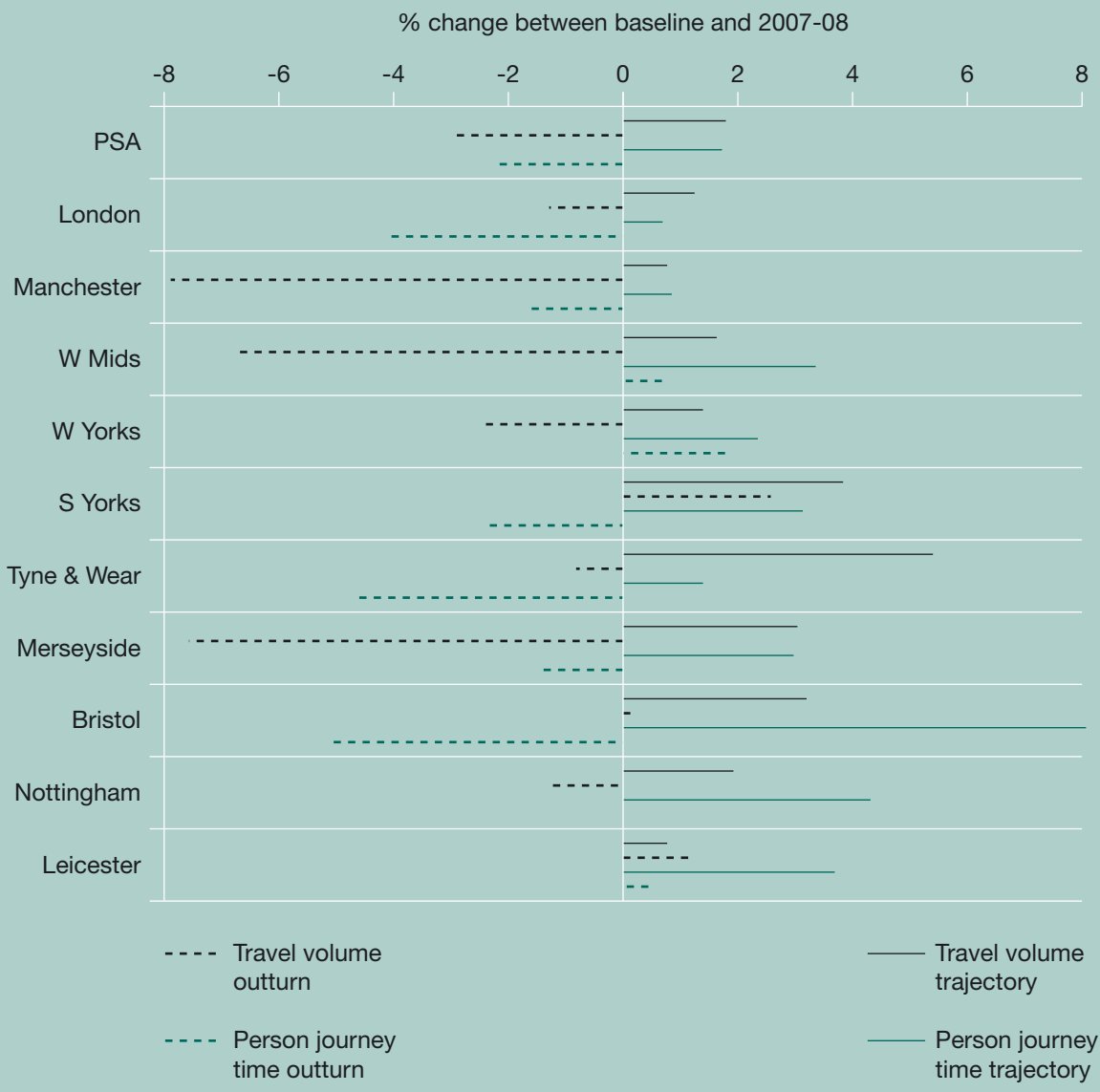
Figure 1a: **Urban congestion PSA target performance against trajectory**

* Baseline uses a mixture of 2004-05 and 2005-06 data

Performance across the majority of the ten urban areas followed the same pattern. Six showed decreases in person journey time. Seven of the areas showed travel volume falling.

Some of the changes in person journey time and travel volume were relatively large, which may indicate particular local circumstances – for example that roadworks during the baseline period have since been completed – or that the data show greater variability than expected. The following chart compares performance and trajectory for each of the ten urban areas individually, showing the percentage change between the baseline and 2007-08.

Figure 1b: **Urban congestion, % change between baseline and 2007-08**



The performance data included here are for the most recent available period, which is 2007-08, measured using vehicle journey times for September 2007 to August 2008. We are working to speed up the delivery of data to local authorities, to enable them better to use performance information to manage their road networks. We expect to soon be delivering quarterly data three months after the end of each quarter.

Role of local authorities

Local authorities in the 10 largest urban areas are responsible for the delivery of their local targets, which in turn comprise the PSA target. The measures that local authorities are putting in place include:

- promoting alternatives to car use, for example seeking to expand use of public transport, working with major employers and schools to produce travel plans to lessen their impact during peak times, increased use of park and ride schemes, and measures to promote cycling and walking;
- better network management, for example in the form of improved technology for controlling urban traffic, allowing it to flow more freely, and measures to restrict parking on key routes;
- integrating transport, land-use and parking policies;
- improved information to road users, for example through real-time bus information; and
- improvements to infrastructure, for example bus lanes or changes to junctions to improve traffic flow.

Local authorities in the 10 largest urban areas have produced delivery plans setting out how they intend to meet their local targets and explaining options for exceeding them. The plans will be used to manage performance against the target, and will be adjusted as necessary in the light of actual performance and to reflect the incentives in place (for example, see financial support below).

Role of the Department

While the delivery of the target is a matter for the urban areas, the Department provides support through five channels.

Guidance, challenge and support

All 10 areas have produced a delivery plan which explains how they intend to meet their target, and explores options for exceeding it. The Department has provided guidance and support to individual authorities throughout this process, including the preparation of their delivery plan.

The Department continues to support areas in delivering the programme of work set out in their delivery plans. A series of workshops have been put in place to support authorities in their work on urban congestion and facilitate the sharing of best practice and lessons learned. The Department also continues to provide support on the collection and use of data. Working through colleagues in the Government Offices, we also provide ongoing challenge and support to areas.

Financial support

Reward funding is available from the Congestion Performance Fund, up to a total of £60 million over four years. Payments of £5 million were made in 2007-08, reflecting the fact that areas had produced delivery plans giving confidence that their targets would be met or exceeded. Payments totalling £4.3 million were made in 2008-09 to areas that exceeded their expected performance, based on 2006-07 journey time data. Areas that did not exceed their trajectory were eligible for a reduced payment if they could demonstrate that they were actively delivering the programme of work set out in their delivery plans. Payments totalling £0.2 million were made to these areas. Future payments from the fund will reflect the extent to which an area is on track to do better than their local target.

More generally, the Department is supporting local authorities through its encouragement of effective local transport plans and substantial funding support. £1.9 billion capital in the form of block grants has been allocated to the nine areas excluding London for the current local transport plan period. In addition, the nine areas have benefited from further financial support from DfT for major local transport schemes (each costing more than £5 million). Priorities for these are now decided following advice from regions.

Recent examples of these schemes include: Manchester Metrolink Phase 3a extensions; the Greater Bristol Bus Network; West Midland Urban Traffic Control; Stage 7 of the Leeds Inner Ring Road scheme; and, the construction of a new bus station at Eldon Square, Newcastle. The indicative Regional Funding Allocation transport budget totalled £738 million for 2007-08 and £752 million in 2008-09. Transport for London is funded through Greater London Authority transport grant (£2.6 billion in 2008-09). TfL then allocates capital funding to the London boroughs to support investment in their transport assets.

Legislation

When fully implemented, the Traffic Management Act 2004 will give local authorities new powers and new duties to enforce some traffic regulations and greater power to control and manage works on the street. New regulations relating to parking and street works came into force on 31 March 2008.

Supporting best practice and sharing lessons learned

The Department is supporting the dissemination of best practice and lessons learned through workshops, a shared internet site, a regular newsletter and compiling examples from local delivery plans.

Data

The new data sources that underpin the target have allowed authorities to build a detailed picture of the congestion problem in their area. As the Department moves to providing data more regularly and more quickly over the coming months, authorities will be able to embed this regular information into their performance management processes. More information on this is provided below.

Data quality

Journey time data for all vehicles other than buses are provided to local authorities by the Department. These data are derived from in-vehicle Global Positioning Satellite (GPS) tracking systems. Coverage varies from route to route and from section to section over individual routes. Journey times for each hour in the target are based on an annual weekday average, excluding school holidays.

Bus journey times are collected by local authorities as the Department's GPS data does not cover buses. Traffic flows and vehicle occupancy rates for all vehicles are also collected by local authorities. Guidance on data collection has been issued to local authorities to ensure consistency of methodology between authorities, and ongoing support is provided.

We have recently signed a new contract for the supply of journey time data for the period up to 2010-11. The new contract is for a set of data with a vehicle mix that is more representative of traffic overall, and which will continue to provide robust estimates of journey times. Work has been carried out to compare the two data sources and to ensure continuity in the measurement of the urban congestion PSA indicator. This has necessitated adjusting the original baseline to give a consistent time series. This work is described in more detail in the technical note.

Indicator 2: Journey time reliability on the strategic road network

Minimise increases in delays between years ending March 2008 and March 2011 for the slowest 10 per cent of journeys in the context of traffic growing by 1-2 per cent a year.

Progress

Across the network the time lost in delays is close to the lowest level since the indicator was first measured in July 2005. Delays on the slowest 10 per cent of journeys across the 95 routes covered by the indicator reduced from 3.90 minutes per 10 miles in the baseline period (see below) to 3.63 minutes per 10 miles for the year ending September 2008. This is equivalent to a saving of 16 seconds per 10 miles, or the average speed on these routes rising from 44.3 mph to 45.2 mph for the slowest 10 per cent of journeys. Figure 1c on page 20 shows the monthly trend.

Performance indicator

Performance of the Strategic Road Network is monitored against a baseline period (April 2007 to March 2008).

Following on from SR04, performance continues to be monitored in terms of the delays for the slowest 10 per cent of journeys. However, the target for performance is assessed from the successful delivery of a programme of measures. Delays will be considered to have been minimised if, over the period April 2008 to March 2011, the programme of interventions and their impacts set out in the Reliability Delivery Plan have been delivered.

For monitoring purposes the Strategic Road Network, comprising the motorways and trunk roads in England, has been split into 103 routes. This performance reported here includes 95 routes; the remaining routes have been excluded due to data quality considerations.

This is a slightly increased number of routes compared with those used to monitor progress under the SR04 PSA and leads to a small discontinuity making comparisons inexact. The average vehicle delay for the slowest 10 per cent of journeys for the baseline year ending March 2008 is 3.90 minutes per 10 miles for the 95 routes compared with 3.95 minutes for the 91 routes used to report performance for SR04. So the adjusted baseline for the 95 routes is set at 1.3 per cent less delay than for the 91 routes.

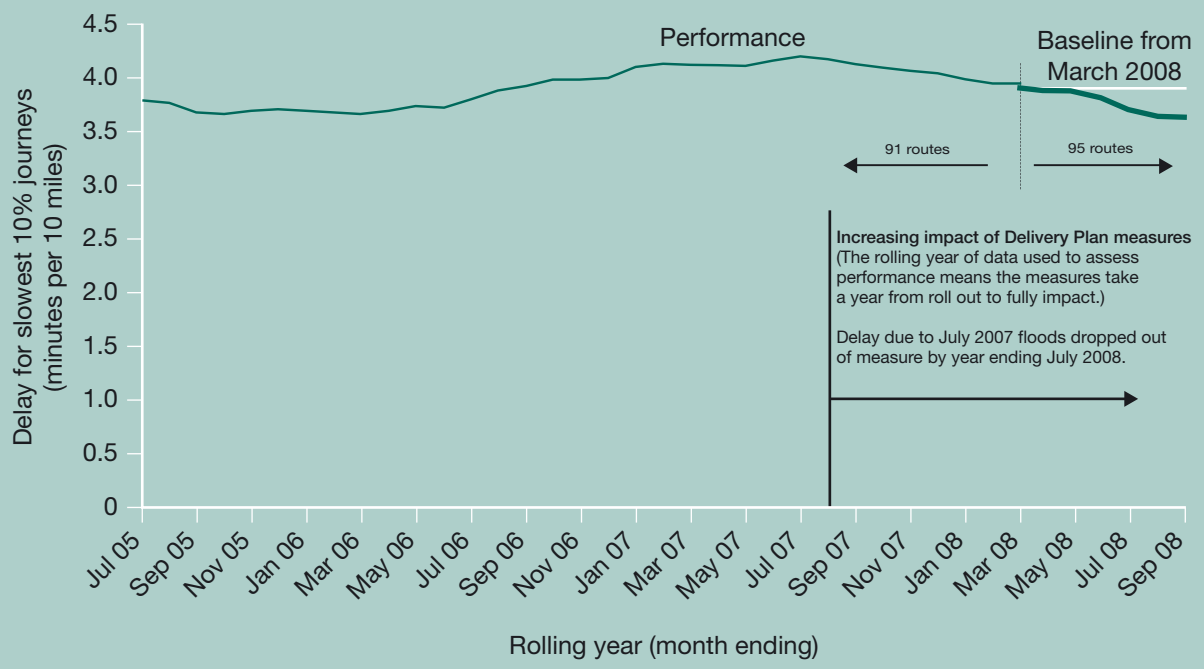
Further information on the routes included in the target can be found in the data quality section below.

Highways Agency's delivery plan

There are 31 measures in the Highways Agency's CSR07 Reliability Delivery Plan. These measures are expected to save at least 1.7 million hours vehicle delay over the three-year period to March 2011 and 21 of them are already delivering, or will soon start to deliver, some savings in 2008-09:

- Measures to manage road works better include safe increases of speed limits at some sites and movable barriers that are faster to install and remove.
- Measures to manage incidents better include deployment of 1,500 traffic officers and technology to speed up police investigation of collisions.
- Measures to manage traffic flow better include new monitoring technology such as additional CCTV cameras and Motorway Incident Detection and Automated Signalling (MIDAS). Benefits continue to be realised from the active traffic management scheme on the M42 (which includes use of the hard shoulder and ramp metering) and from small capacity improvement schemes.
- Measures to deliver information services better are helping road users make better choices on how they use the network.

Figure 1c: **Journey time reliability measure on the strategic road network**



Delays have improved against the baseline and are now close to their lowest level since reliability performance was first reported in July 2005. The improvements in performance are attributed to two principal factors:

- the impact of the final measures to be implemented under the SR04 delivery plan. The rolling year of data used to assess performance means that their full impact is not seen for up to a year after roll-out;
- unusually high levels of delays from severe weather in summer 2007 and in particular the flooding in July 2007, dropped out of the rolling year from July 2008.

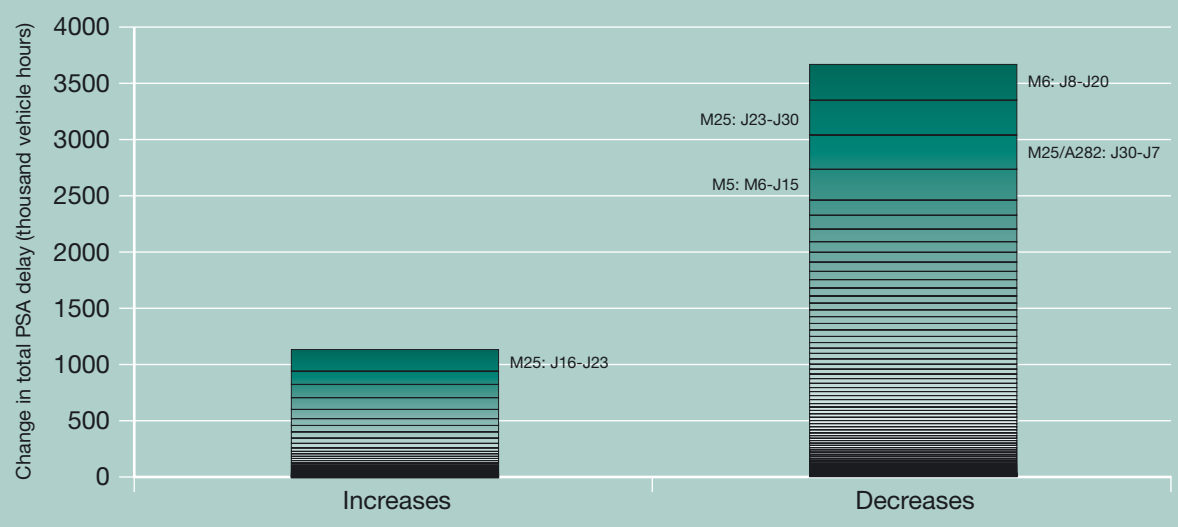
Since the baseline of the rolling year ending March 2008, the average number of vehicles on PSA routes has shown little change so this improvement is in the context of continuing pressure on reliability for the slowest 10 per cent journeys from traffic levels.

Understanding reliability

The programme of measures to improve capacity and network operation will lead to an underlying reduction in delays, but this is obscured by the varying impact of a range of factors. Traffic growth provides an underlying pressure across the network but most factors are highly route specific, such as road works and off-network events, accidents and weather. The changes in reliability can be more extreme when the factors coincide.

The improvement in reliability performance between the rolling year ending March 2008 and the rolling year ending September 2008 has been achieved through reductions in delays on most routes. Figure 1d shows the contribution to changes in delay for each of the 95 routes. It can be seen that the reductions in delay are greater in size and affect a greater number of routes than the increases in delay showing the comprehensive impact of the Highways Agency's interventions.

Figure 1d: **Increases and decreases in total PSA delay between the rolling year ending March 2008 and September 2008 by PSA route**



The net decrease in total delay for the slowest 10 per cent of journeys since the CSR07 baseline is 2.5 million vehicle hours. Around half (48 per cent) of this decrease can be attributed to:

- two routes where improvement schemes have been completed, the M25 J23 – J30 and M25/A282 J30 – J7;
- completion of the maintenance work impacting the M6 J8 – J20; and
- the M5/M6 – J15, where there was severe flooding in both directions in July 2007. This led to a number of closures and severe delays on this route. Since the CSR07 baseline, these delays have now dropped out of the rolling year measure, as have those relating to a number of road traffic collisions in May and June 2007, including a serious coach crash.

Routes with the biggest increases in delay:

- **M25 J16 – J23** As part of the M1 J6a – J10 widening scheme, which will deliver increased capacity and improvement reliability on the M1, traffic management arrangements during the works were changed to aid their completion that affected traffic flow on the anticlockwise direction of M25 J16 – J23. The M1 J6a – J10 widening is due to open in December 2008. A protester was responsible for delays on this route, causing a full-day carriageway closure in August 2008.
- **M6/M1 – J8** Works to repair the M6 between J5 – J6 over the Bromford viaduct were completed in August 2008. These works, together with emergency barrier repairs, caused significant delays in both directions of this route.

Work is continuing to improve our understanding of the factors that affect reliability performance and their complex inter-relationship. Research helps to target investment on measures that achieve best value improvements. Research is currently being carried out to improve understanding of the effect of traffic growth on congestion.

Data quality

The measure is constructed from traffic data derived from four separate data sources, including the Highways Agency's National Traffic Control Centre cameras and MIDAS loops under the road surface, as well as data from two external suppliers.

In August 2007 the statistics produced from the Highways Agency database were classified by DfT as 'experimental' National Statistics. In March 2008 the National Statistician and DfT Ministers agreed that assessment provided sufficient evidence of compliance with the National Statistics Code of Practice and fitness for purpose to elevate them to full National Statistics status.

As set out in the Annual Report 2007, the Highways Agency undertook a comprehensive data quality improvement programme, rectifying some problems identified in 2006. Following these improvements it was possible to increase the number of routes used for PSA monitoring purposes to 91. Further improvements in data quality have now allowed an additional five routes to be included from March 2008, but data quality on one route (M1 J6a – J13) has deteriorated leading to it being removed temporarily whilst improvements are made resulting in inclusion of 95 routes in this report. The number of excluded routes has, therefore, been reduced from 12 to eight. A revised technical note updated in December 2008 provides more detail on the data quality improvements and the routes incorporated in the target.

The quality of data on the routes has been monitored since the publication of the Annual Report 2007. It should be noted that, where one or more lanes are closed, for example because of road works or incidents, journey times are generally estimated from monitored data. However, sometimes the location of monitoring equipment and nature of the incident will mean that no flow is registered, and under these circumstances journey times are infilled from other periods. Flow data used in delay calculations is the average for that time of day and day of week rather than actual flow as this would be affected by vehicles diverting off the network. Data quality varies from route to route, and care should therefore be taken when looking at trends in the data for individual routes in isolation.

The decisions on which routes to include for monitoring purposes are informed by an assessment of the trends in the quality of the data available from the various sources and the consistency between different sources. The aim is to include as many routes as possible.

Indicator 3: Level of capacity and crowding on the rail network

By 2013-14 increase capacity to accommodate an expected increase of 14.5 per cent in passenger rail kilometres from 2008-09 while achieving the train-load factors specified in the Government's High Level Output Specification (HLOS) for the railway.

The outcome will be an increase in the rail passenger-carrying capacity at times and places on the rail network where current capacity is insufficient to meet forecast demand. This extra capacity will be delivered in the major urban areas to cater for weekday morning commuter peaks. The extra capacity will primarily come from train lengthening but in some places it may also be cost-effective to run extra trains and/or re-scheduled trains. Stations, tracks and other rail infrastructure will be modified as necessary to enable enhanced passenger train services to operate.

Progress

The Government's HLOS commitments relate to rail industry Control Period 4, which starts on 1 April 2009 and ends on 31 March 2014. Progress will be measured after 1 April 2009 on an annual basis against the HLOS capacity metric which has several components:

- network capacity, expressed in terms of annual passenger kilometres;
- city peak capacity, expressed in terms of annual passenger numbers; and
- maximum average load factors, based on the total seat and standing capacity of trains achieved across the overall morning peak and the morning peak hour.

The HLOS commitments are contained within the Railways Act 2005 statement in the white paper, *Delivering a Sustainable Railway*, which was published in July 2007. We have also published details of the indicative rolling stock plan and the Office of the Rail Regulator (ORR) published their determination of the Network Rail infrastructure requirements on 30 October 2008. The ORR confirmed the HLOS outputs were affordable within funds available.

We have already procured 423 new vehicles of the 1,300 additional vehicles to be delivered by the HLOS commitment.

Performance indicators

The Railways Act 2005 statement details key outputs to be accommodated by 2013-14. An extract of the relevant tables is provided below. This PSA indicator reflects the Secretary of State for Transport's requirements for HLOS. Performance indicators are split into three sections: network capacity; peak demand in major urban areas and, peak demand in main London termini. These are described in turn.

Network capacity – total demand to be accommodated by strategic route
Network capacity is expressed in terms of the annual passenger kilometres to be accommodated on each of the 23 strategic routes in England and Wales in 2013-14. HLOS sets out the forecast base case (2008-09) and the additional passenger kilometres (growth) that is to be accommodated by 2013-14.

Total level of demand to be accommodated (forecast demand in 2008-09 plus the forecast additional demand to be accommodated by 2013-14) expressed in passenger kilometres by Network Rail Strategic Route.

Figure 1e: **Total demand to be accommodated by strategic route**

	Routes	Annual passenger km forecast in 2008-09 (millions)	Additional passenger km to be accommodated by 2013-14 (millions)
1	Kent	3,350	333
2	Brighton Main Line and Sussex	4,681	536
3	South West Main Line	5,012	706
4	Wessex Routes	431	58
5	West Anglia	1,561	482
6	North London Line and Thames	1,047	118
7	Great Eastern	2,775	319
8	East Coast Main Line	6,375	975
9	North East Routes	156	13
10	North Trans-Pennine, North and West Yorkshire	1,189	189
11	South Trans-Pennine, South Yorkshire and Lincolnshire	741	113
12	Reading to Penzance	1,178	158
13	Great Western Main Line	4,327	637
14	South and Central Wales and Borders	328	29
15	South Wales Valleys	153	13
16	Chilterns	661	98
17	West Midlands	1,862	258
18	West Coast Main Line	5,737	913
19	Midland Main Line and East Midlands	2,655	498
20	North West Urban	1,141	157
21	Merseyrail	337	18
22	North Wales and Borders	223	26
23	North West Rural	153	12

Peak demand to be accommodated in major urban areas by 2013-14
City peak capacity is expressed in terms of passenger numbers to be accommodated into each of the London termini and the major cities on a typical morning peak three hours and in the high peak hour by 2013-14.

Maximum average load factors, based on the total seat and standing capacity of trains, to be achieved across the overall peak and the high peak in by 2013-14.

Numbers of arriving passengers to be accommodated, and city maximum average load factors, on services into Birmingham, Cardiff, Leeds, Manchester and other urban areas by 2013-14, on a weekday morning in the three-hour peak and in the high peak hour.

Figure 1f: **Peak demand to be accommodated in major urban areas by end of CP4**

	Peak Three Hours			High Peak Hour		
	Forecast demand in 2008-09	Extra demand to be met by 2013-14	Maximum average load factor at end of CP4 (%)	Forecast demand in 2008-09	Extra demand to be met by 2013-14	Maximum average load factor at end of CP4 (%)
Birmingham	32,000	4,600	48	15,400	2,400	55
Cardiff	8,500	900	39	4,000	600	43
Leeds	23,400	5,100	64	11,300	2,700	70
Manchester	22,100	4,100	45	10,700	2,200	49
Other urban areas	27,700	3,600	41	12,300	2,000	46

Peak demand to be accommodated at the main London termini by 2013-14
Numbers of arriving passengers to be accommodated on services into the main London termini and the London city maximum average load factors by 2013-14, on a weekday morning in the three-hour peak and in the high peak hour.

Figure 1g: **Peak demand to be accommodated in main London termini by the end of CP4**

	Peak three hours			High peak hour		
London termini	**Forecast demand in 2008-09**	**Extra demand to be met by 2013-14**	**Maximum average load factor at end of CP4 (%)**	**Forecast demand in 2008-09**	**Extra demand to be met by 2013-14**	**Maximum average load factor at end of CP4 (%)**
Blackfriars	21,900	3,500		11,200	1,200	
Euston	23,800	3,400		10,600	1,600	
Fenchurch Street	26,000	2,500		13,900	1,600	
Kings Cross	18,300	2,300		8,000	1,100	
Liverpool Street	74,300	10,600		36,700	4,900	
London Bridge	127,600	12,600	67	65,200	7,800	76
Marylebone	9,100	1,000		4,600	600	
Moorgate	13,000	700		7,400	400	
Paddington	24,100	2,900		11,500	1,400	
St Pancras	25,900	10,900		13,100	5,700	
Victoria	58,700	5,300		29,300	2,800	
Waterloo	74,300	9,200		36,800	4,900	

Role of the Department

The Department for Transport is responsible for determining the overall rolling stock allocations on the national rail network to deliver the additional capacity. The Department will achieve this through contracts with Train Operating Companies (TOCs). This will include the provision of additional vehicles which may be either new build or redeployed rolling stock from other TOCs. The Department has published a high-level rolling stock plan and is in discussion with a number of TOCs and Network Rail to develop value for money and affordable solutions.

Role of Network Rail and the Office of the Rail Regulator

Infrastructure capacity, including platform lengthening and track improvements will be provided by Network Rail. The HLOS, published in July 2007, set the broad requirement and the public funds likely to be made available during Control, Period 4 (which runs between 2009 and 2014). Network Rail will lead the development of the individual infrastructure projects working in conjunction with the TOCs. The Office of Rail Regulation (ORR) has undertaken an independent assessment of the proposals to ensure efficiency and will set delivery requirements on Network Rail through its network licence conditions.

Role of the Train Operating Companies

The delivery of the additional vehicles into operational service is the responsibility of the Train Operating Companies. The TOCs will prepare proposals which will have to demonstrate value for money, affordability and are compliant with the HLOS capacity commitments. Furthermore, TOCs will work closely with Network Rail to ensure deliverability. In light of the constraints created by capital markets in 2008, the Department is considering alternative procurement strategies for the additional vehicles.

Data quality

Progress against this indicator will be monitored through a range of data including ticket sales and passenger counts. Data sets for each performance indicator will be used as described above.

Indicator 4: Value for Money of the Department's spending over the CSR07 period

There is no national target for this indicator. However, the Department's aim is to maintain the same proportion of spend in the High Value for Money category as achieved over the SR04 period. Success will be judged over the three-year CSR period.

Progress

Progress on this indicator will be reported annually. Spending approved subject to the Department's Value for Money process in 2008-09 will be reported on in the Department for Transport Annual Report 2009.

Performance indicator

This indicator will report the amount of DfT spending approved over the CSR07 period that is subject to the Department's Value for Money (VfM) process and the proportion in each VfM category (High/Medium/Low/Poor).

The indicator will include each VfM assessment presented to Ministers at the point that final spending decisions are sought (ie at the last approval before work commences or contracts are let).

Baseline

Figure 1h: **Indicator 4: Value for Money of DfT spending**

VfM Category	Baseline (SR04 period) £m	
High	£5,532	*(95%)*
Medium	£206	*(4%)*
Low	£63	*(1%)*
Poor	£0	*(0%)*
Total 'approved spending'	£5,801	
Number of 'approved schemes'	81	

Baseline spending figures in Figure 1h are provisional.
The table only includes spending decisions that are subject to DfT's VfM process.
'Approved spending' and 'approved schemes' refer to spending decisions and schemes that DfT Ministers have given final approval to within the period indicated. For example, Ministers gave final approval to 81 schemes in the SR04 period covered by the Department's VfM process, though these projects may be delivered after that time.
Spending figures refer to the 'cost to DfT' used in submissions seeking final approval by Ministers. In some cases the cost to DfT does not represent the full cost of the scheme or intervention under consideration. Part of the cost might be covered by other public sector or private sector contributions. The cost represents the spending over the life of the project which, in many cases, extends beyond the spending review period. Costs and/or benefits may change (from those presented to Ministers for final approval) but remain within delegated limits. If they move beyond delegated limits, schemes are re-submitted to Ministers. Secondly, precise costs and benefits can change when the Department negotiates delivery of projects with external delivery partners.
VfM categories are as follows: High – Benefits are at least double the costs; Medium – Benefits are 1.5 to 2 times the costs; Low – Benefits are 1 to 1.5 times cost; Poor – Benefits are less than costs.

Data quality

The indicator reports the Value for Money ratings as presented to Ministers when spending decisions are made, using the Department's VfM process.

The indicators also use estimate of cost to the Department of the spending decisions as presented to Ministers when spending decisions are made.

The Department's Value for Money process

The Department's Value for Money process[2] was introduced in 2004 to consistently assess the fuller impact of transport proposals, and present appraisal details coherently to ministers. The VfM assessment measures the expected benefits to each pound of spending covered by the process.

2 For more details see Value for Money Guidance at www.dft.gov.uk/about/howthedftworks/vfm

Typically, the current VfM process can be described in two parts:

- Firstly, scheme promoters use detailed guidance referred to as the 'New Approach to Appraisal' (NATA) to appraise schemes and bid for funds. Some impacts are relatively easy to quantify and monetise – these are summarised in the NATA benefit cost ratio.
- Secondly, DfT scrutinises the NATA appraisals, including the benefit cost ratio and the wider set of economic, environmental and social impacts to provide a VfM assessment. The non-monetised impacts can be more important than the monetised ones, but are not easily quantified in money units, hence hard to include in a single indicator.

The determination of Value for Money, therefore, takes the monetised benefit cost ratio and, using best available evidence on non-monetised impacts, places the scheme into one of the VfM categories.

VfM category

VfM assessments currently place interventions into one of four categories:

- **High VfM** – Benefits are at least double the costs.
- **Medium VfM** – Benefits are 1.5 to 2 times the costs.
- **Low VfM** – Benefits are 1 to 1.5 times costs.
- **Poor VfM** – Benefits are less than costs.

NATA benefit cost ratio

The NATA benefit cost ratio is currently defined as 'net benefits (benefits minus costs) to users, business and private sector providers divided by Public Sector Cost where benefits and costs are measured in present value terms (ie measured over 60 years and then discounted).[3]

Spend subject to the Value for Money process

The VfM process covers all major schemes (whether funded from revenue or capital) that are subject to Ministerial approval.

The process therefore covers, amongst others:

- Highways Agency major schemes;
- local authority major schemes;
- the cost of major rail projects to which DfT is contributing;
- rail franchise support (changes in rail services provided through the renewal or alternation of train operating franchises).

3 For more details see DfT transport appraisal guidance at www.webtag.org.uk/index.htm

The process does not cover, amongst others:

- regulatory settlements (such as our grant to Network Rail which is determined by ORR under the terms of the Railways Act);
- the Greater London Authority transport grant for use by Transport for London (which, under the terms of the Greater London Authority Act 1999, Transport for London may spend as it sees fit);
- small Highways Agency projects and all maintenance spend;
- small local authority projects and all maintenance spend.

Chapter 2
CSR07 PSA 28: Secure a healthy natural environment for today and the future

Overall summary

Some progress: The majority of objectives in the UK Air Quality Strategy are being met and air quality continues to be good across about 95 per cent of the UK.

Indicator 3: Air quality

Meet the Air Quality Strategy objectives for eight air pollutants as illustrated by trends in measurements of two of the more important pollutants which affect public health: particles and nitrogen dioxide (these are two of the eight pollutants measured under the UK Air Quality Strategy).

This is a joint target with the Department for Environment, Food and Rural Affairs.

Gradual progress has been made against air quality objectives for particulate matter (PM_{10}) and nitrogen dioxide (NO_2) over the last few years, largely as the result of improvements in vehicle emission standards. These improvements are expected to continue over the next decade, although we still expect to exceed limit values at a number of urban and roadside locations. In 2005, the UK exceeded PM_{10} limit values in three areas of the country – Greater London, West Midlands urban area and Eastern (based on the Government Office for the East of England boundary) – along a total of 216 kilometres of major roads. Modelling suggests that by 2011 this will have reduced to about 40 kilometres of road, all in London.

In 2005, the UK exceeded limit values for NO_2 at background levels in four areas of the UK (London, West Midlands, Greater Manchester and Sheffield) and along some 4,800 kilometres of major roadsides across the UK. Modelling suggests that, by 2015, background levels will only be exceeded in London but there will still be significant exceedances of the limit value along about 845 kilometres of major roadsides. By 2020 this is estimated to reduce to about 174 kilometres of roadside.

Performance indicator

Desired concentrations of individual pollutants in air to be achieved by a fixed date

The Government's Air Quality Strategy sets out different dates for achieving objectives for each of the air pollutants between 2003 and 2010. The policy objectives are similar to but, in some cases, tighter than the corresponding mandatory EU limit values.[4]

4 www.defra.gov.uk/environment/airquality/strategy/index.htm

Performance is assessed annually by means of data from the national air quality monitoring network.[5]

A general assessment of progress in improving air quality is also published each year against two air quality headline indicators for sustainable development.[6]

This PSA does not include carbon dioxide (CO_2), which is covered in the section on greenhouse gas emissions.

Coverage: England

Key progress

We are continuing work with our European partners to develop even tighter standards for new vehicles and fuels, and are currently negotiating the next round of emissions standards for trucks and buses (Euro VI). Such Euro standards are a key lever for improving national air quality and the Department leads for the UK on EU negotiations. We are continuing to explore opportunities to incentivise Euro 5 and Euro 6 standards for passenger cars.

Pollutant emissions from ships are regulated by Annex VI to the International Convention for the Prevention of Pollution from Ships (commonly known as MARPOL). The International Maritime Organization's Marine Environment Protection Committee formally adopted the revised MARPOL Annex VI when it met on 6-10 October 2008, with the UK playing a significant role in the process.

The revised Annex VI will significantly reduce emissions from ships of sulphur oxides, nitrogen oxides and particulate matter. It will also improve air quality in our coastal regions, with the associated benefits for human health. The current global limit on sulphur in marine fuels is 4.5 per cent. Under the revised convention, this limit will fall in stages to 3.5 per cent in 2012 and finally to 0.5 per cent in 2020, subject to a review in 2018. The revised law will now enter into force in July 2010.

A new EU air quality Directive was adopted in June this year – the UK must implement it by 11 June 2010. The directive does not change limit values for key pollutants but does recognise the challenge facing Member States in meeting them, particularly those for PM_{10} and NO_2, by allowing them to apply for an extension of the limit value deadline. The UK is intending to apply for time extensions with respect to both particulate matter (to June 2011) and nitrogen dioxide (to January 2015).

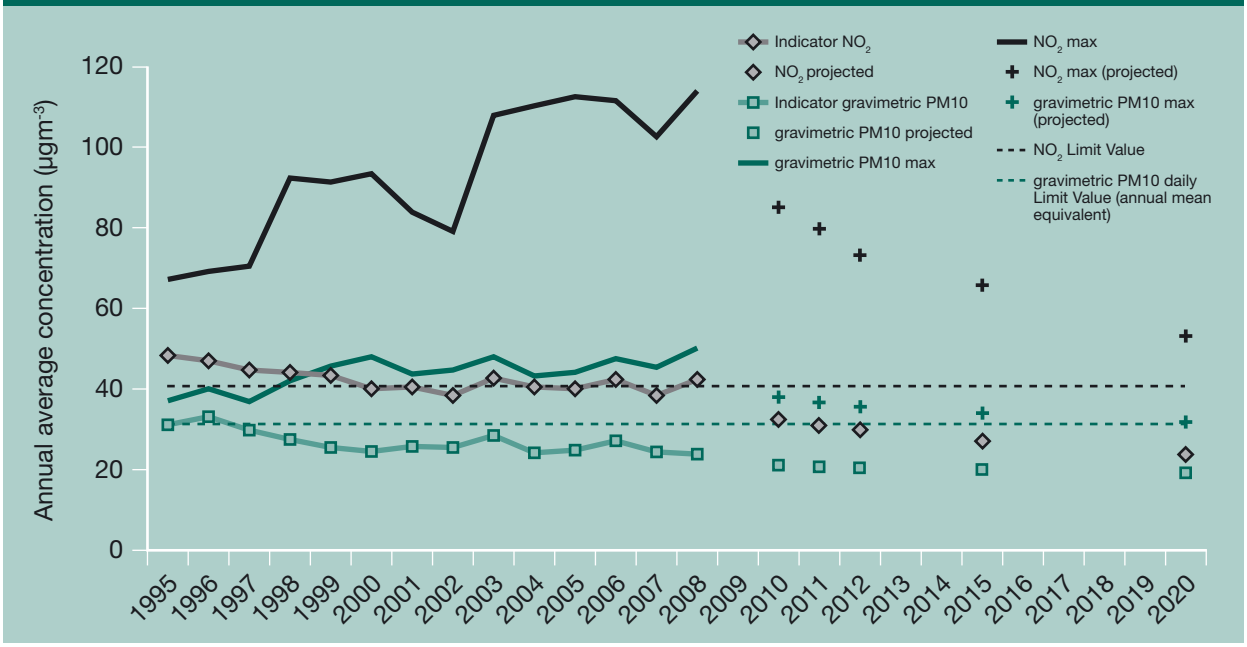
The Government is working with the Greater London Authority, Transport for London and the London boroughs to identify what measures are available or needed to tackle remaining London exceedances and to obtain the time extension for PM_{10} until 2011. It will consult upon these in January 2009. Similar action will be taken to quantify the measures necessary to tackle exceedances of nitrogen dioxide, in support of an application for a postponed deadline of 2015.

5 www.airquality.co.uk/archive/networks_home.php
6 www.defra.gov.uk/sustainable/government/progress/national/29.htm

The Mayor's London Low Emission Zone (LLEZ) came into force on 4 February 2008. The London LEZ initially applied to HGVs over 12 tonnes and from July 2008 it also included lorries over 3.5 tonnes, buses and coaches. Ninety-six per cent of vehicles are now compliant with this second phase and work is continuing towards Phase 3 in October 2010. The Department and its agencies have worked very closely with Transport for London (TfL) on this scheme. TfL anticipates that the Low Emission Zone will reduce total road traffic-related emissions of particulate matter (PM_{10}) by up to 6.6 per cent in 2012, with beneficial effects on other pollutants such as oxides of nitrogen (NO_x).

Data quality

Figure 2a: **Annual average monitored concentration of PM_{10} and NO_2 from 1995 to 2008 and projected future concentration**



Objectives for particulate matter (PM_{10}) and nitrogen dioxide (NO_2) are displayed on the graph above. The dotted green line represents the EU limit value for PM_{10}, which had to be met by 2005. Although average levels (shown by the tinted green line) are improving and are beneath that value, we are still exceeding the limit value on a number of sites along many major roads. The maximum level at these sites is demonstrated by the thick green line on the graph. Levels of PM_{10} should continue to decline in time (green crosses) but without further action we are likely to continue to breach limit values across about 38 kilometres of road in London by 2011.

The dotted black line represents the EU limit value for NO_2, to be met in 2010. Currently maximum levels of this pollutant (black line) are high across large parts of the country and any improvements we expect to see over the next few years will not be sufficient to allow us to meet this deadline. As marked on the graph, the Government's current projections (black crosses) suggest that without further action by 2015 we will have roadside exceedances of the NO_2 limit value along some 850 kilometres of major roads, mainly in Greater London.

This data is assembled using Defra's national network of continuous air quality monitoring stations. The data is quality checked according to strict data quality standards set out in EU legislation, covering both the measurement methods used and the data capture rates. The main limitation of this data set is the potential for the network to be unrepresentative of the general air quality situation, although strict 'siting' criteria is used in the set-up of the network.

The level of data accuracy sought by Defra is to meet mandatory monitoring requirements in European air quality directives which have been transposed into UK regulations. These provide uncertainties for measured individual data points of between <15% to <25%, depending on the pollutant. The most recent calculations for gaseous pollutants recorded at sites in the UK national monitoring network gave an accuracy range of between 8 to 14 per cent. Data uncertainties will be recalculated in 2009, following the installation of European Standards Institute type-approved equipment into the UK monitoring network.

Future projections, however, are far less certain. Whilst long-term trends in air quality are closely aligned with changes in emissions, inter-annual variation is far more dependent on the weather.

Information on concentrations of other air pollutants can be found in Chapter 5 of Defra's 2008 Departmental Report.[7]

7 www.defra.gov.uk/corporate/deprep/2008/chapter5.pdf

Chapter 3
CSR07 PSA 27: Lead the global effort to avoid dangerous climate change

Defra was the lead government department on PSA 27. Reporting on progress on this will now be the responsibility of the new Department of Energy and Climate Change. Further detail for this year is available in the Defra 2008 Autumn Performance Report

PSA 27

- **Lead the global effort to avoid dangerous climate change by bringing about a step change in global investment in low-carbon technologies.**
- **Secure effective and robust global commitments for the period post-2012, through engagement with international partners, consistent with a trajectory to stabilise atmospheric greenhouse gas concentrations that will shift economies to a low carbon base including through an efficient and effective carbon market.**
- **Adopt and promote policies which reduce greenhouse gas emissions to ensure that the new UK carbon dioxide (CO_2) account, as defined in the draft Climate Change Bill, for the year 2050 is at least 60 per cent lower than the 1990 baseline demonstrating to other parties the practical, economic, environmental and social benefits that tackling climate change in a cost-effective way can deliver.**

Overall summary

Some progress: Progress towards delivering this PSA is measured using six key indicators set out below. Three out of the six indicators (27.3, 27.4 and 27.5) have shown improvement (based on 2007 data reported in 2008-09), one indicator (27.1) is moving in the wrong direction and two indicators (27.2 and 27.6) are at too early a stage to report.

Indicator 27.1: Global CO_2 emissions to 2050

This will show the level and projected trends of global CO_2 emissions (status has got worse).

Indicator 27.2: Proportion of areas with sustainable abstraction of water

The indicator provides a measure of government progress on adaptation to climate change by looking at progress in one area of policy (too early to measure status).

Indicator 27.3: Size of global carbon markets

This indicator will show progress towards a viable international carbon trading system which is a vital component of a global low carbon economy (improvement in status).

Indicator 27.4: Total UK greenhouse gas and CO_2 emissions

Indicator shows the UK's gross and net (taking into account the impact of emissions reduction credits purchased from overseas) contribution to global greenhouse gas and CO_2 emissions (improvement in status).

Indicator 27.5: Greenhouse gas and CO_2 intensity of the UK economy

This indicator will show whether the UK is successfully moving towards a low carbon economy (improvement in status).

Indicator 27.6: Proportion of emissions reductions from new policies below the Shadow Price of Carbon

This indicator is intended to show whether the UK is introducing cost-effective policies to reduce emissions and it will monitor the proportion of greenhouse gas reductions expected from new policy measures which are at a cost below the Shadow Price of Carbon (too early to measure status).

Current trends in transport emissions

Emissions from domestic transport have increased by 12 per cent annually since 1990 to over 130 million tonnes of CO_2 in 2006, representing around a quarter of the UK's total carbon emissions. The growth in CO_2 emissions is expected to slow down as fuel efficiency continues to improve, and lower carbon fuels – such as biofuels – increase their market share.

In 2007 latest figures for the UK indicate that the average fuel efficiency of new cars was 164.7gCO_2/km. This is 1.8 per cent more fuel efficient on average than new cars sold in 2006 and on average 13 per cent more efficient than new cars sold in 1997.

Key progress on transport

Progress is set out here under Stern's recommended policy headings:

- carbon pricing;
- technology development; and
- behavioural change and consumer choice.

Carbon pricing

Road transport

In November the Chancellor's Pre-Budget Report (PBR) 2008 confirmed Budget 2008 reforms to the Vehicle Excise Duty (VED) system, including an increase in the number of tax bands from seven to 13 in 2009. VED will continue to reflect the environmental impact of a car, as has been the case since it was first put on a CO_2 emissions basis in 2001. Existing cars are included in the new bands, as only applying the new bands to new cars would complicate the system and confuse the environmental signal in the used-car market. However, to help reduce pressures on motorists during the current economic downturn, the introduction of major rate changes will be delayed:

- in 2009, no car will pay more than £5 extra; and
- in 2010, no car will pay more than £30 extra; many will see a £30 cut.
- in 2010, differential first-year rates of VED will be introduced as planned.

Aviation

The 2006 *The Future of Air Transport Progress Report* confirmed the Government's commitment to ensure that aviation meets the full cost of its climate change emissions. This included the introduction of a new strategic emissions cost assessment to consider whether the aviation sector is meeting its external climate change costs and so inform decisions on major increases in airport capacity. Following consultation in 2007, the 2008 Aviation Emissions Cost Assessment was published in July 2008. Taking into account the increase in Air Passenger Duty (APD) rates since 2007, the assessment indicated that, in 2006, aviation's climate change costs would broadly have been covered.

However, the Government has always said that aviation taxation has a dual purpose, contributing to covering environmental impacts and to the public finances. Therefore, the Chancellor announced in his Pre-Budget Report 2008 that the Government had decided to reform APD from a two- to a four-distance band system to send better environmental signals to passengers and industry. The reformed duty will take effect from November 2009 and rates for all the distance bands will be increased again from November 2010. Reforming APD in this way is expected to save 0.6 million tonnes of CO_2 by 2011-12, compared with the present.

On 24 October the Council of the European Union adopted a directive including aviation in the EU Emissions Trading Scheme. All flights arriving at and departing from European airports are to be included in the scheme from 2012 onwards. The Government led the debate within Europe on including aviation, and is very pleased with this outcome, which represents a major step forward in addressing the climate change impacts of aviation emissions.

Technology development

Mandatory European limits on new car CO_2

In December 2007 the European Commission published a legislative proposal to reduce average g/km CO_2 for new cars sold in the EU, setting a target of 130g/km CO_2 by 2012. This has the potential to be the biggest CO_2 saving measure in transport. The UK Government has played and is continuing to play an active role in the development of this dossier on the proposed EU new car CO_2 regulation, and held a public consultation on this subject which closed on 3 October 2008.

Renewable Transport Fuel Obligation (RTFO)

The Renewable Transport Fuel Obligation (RTFO) came into effect in April 2008 and requires 5 per cent of transport fuels sold on the forecourt to come from renewable sources by 2010-11. The obligation includes an environmental reporting scheme with suppliers of biofuels providing valuable information about the environmental characteristics of the fuel they supply. In response to concerns about the wider environmental impacts of biofuels, Professor Gallagher, Chairman of the Renewable Fuels Agency was asked by the Secretary of State to lead a review of the emerging evidence on the indirect impacts of biofuel production.

The Gallagher Review was published in July 2008 and confirmed both that biofuels can play a role in tackling climate change and that there is a future for a sustainable biofuels industry. However, it concluded that there is a risk that the uncontrolled expansion and use of biofuels could lead to unsustainable changes in land use. It therefore recommended that the introduction of biofuels in both the UK and EU should be slowed until adequate controls to address displacement effects are implemented and demonstrated to be effective. Following the review the Department published a consultation proposal to proceed more cautiously and slow down the rate of increase of biofuel obligation levels to reach a 5 per cent level in 2013-14 instead of 2010-11.

Public procurement programme

As part of the Low Carbon Transport Innovation Strategy (LCTIS), an initial £20 million of DfT funding has been provided to support a new programme of public procurement of lower carbon vehicles. This will aim to demonstrate and help bring new lower carbon vehicle technologies to market faster than would otherwise happen. We launched the first procurements – for low carbon and all-electric vans – in July 2008. We aim to complete the procurement exercise in early 2009 with vehicles delivered in the subsequent 12-18 months.

Low Carbon Vehicles Innovation Platform

LCTIS announced funding for a new 'innovation platform' supporting UK research and development into the technologies which will deliver the lower carbon vehicles of the future. The first £20 million call for proposals under this new initiative was launched in September 2007 and projects under this competition were announced in May 2008. A further £100 million programme was announced in 2008 – the details of which were launched in October 2008.

Behavioural change and consumer choice

The Government continues to invest record amounts in public transport to give people a real choice of ways to travel, building on over £4 billion spent supporting the railways and around £2.5 billion supporting bus services in 2007-08. Such spending includes a new £1 billion a year scheme, introduced in April 2008, allowing free off-peak bus travel anywhere in England for older and eligible disabled people.

Cycling

DfT has doubled the annual budget for Cycling England in 2008 to £20 million, increasing the budget still further in 2009 to £60 million a year giving a new budget of £140 million over three years.

ACT ON CO_2 campaign

The Department has recently launched new smarter driving radio adverts and outdoor advertising activity as part of the ACT ON CO_2 consumer campaign. A car purchasing television advert, supported by new press and online creative design is planned for early 2009. In addition, the motoring messages were promoted via face-to-face engagement with drivers via the campaign's stand at the British International Motorshow in July 2008, and advice and information is now also available to the public through the Energy Saving Trust's advice centres or via the DirectGov website.[8]

Travelling to School Initiative

Under the Travelling to School Initiative – jointly with the Department for Children Schools and Families (DCSF) – an increasing number of schools in England have an approved school travel plan (now almost 70 per cent) and more than £94 million in small capital grants has been allocated to schools with an approved travel plan.

8 www.direct.gov.uk/en/Environmentandgreenerliving/Greenertravel/index.htm

Tacking climate change through adaptation

A certain degree of climate change impacts are unavoidable due to past and present greenhouse gas emissions. In July 2008 the Government launched its framework for responding to the unavoidable impact of climate change, *Adapting to Climate Change in England: a framework for action.* DfT is working with Defra and other government departments to take this forward.

As part of this work DfT recently completed research on behalf of the UK Roads Board on adapting materials and techniques in highway works to the changing climate. In June 2008 TSO published *Maintaining Pavements in a Changing Climate*, which provides guidance to local highway authorities on highway maintenance materials and techniques to take account of climate change.

The Highways Agency (HA) produced the *Highways Agency Climate Change Adaptation Strategy* in 2008. An overview of the research work can be found on the HA research compendium.[9]

Data quality

Fuel efficiency of vehicles

DVLA and the Society of Motor Manufacturers and Traders (SMMT) records are of a very high quality and provide a very accurate statistical record. The carbon dioxide emissions and the fuel consumption of motor vehicles are determined by a standardised test cycle simulating urban and extra-urban driving patterns under Directive 70/220/EEC.[10] This is soon to be amended by Directive 80/1268/EEC.[11]

9 www.ha-research.gov.uk/feedback/index.php?projid=1123
10 http://ec.europa.eu/enterprise/automotive/directives/vehicles/dir70_220_cee.html
11 http://ec.europa.eu/enterprise/automotive/directives/vehicles/dir80_1268_cee.html

Section 2:
Our Departmental Strategic Objectives

Chapter 4
CSR07: Departmental Strategic Objectives

The Department for Transport's wider transport aims for the CSR period are also reflected in our four Departmental Strategic Objectives (DSOs). Each of these DSOs is underpinned by key performance indicators that are used to measure progress and success. DfT's DSOs and the key indicators are set out below.

DSO1: To sustain economic growth and improved productivity through reliable and efficient transport networks

Overall summary

Some progress. Progress on two indicators and two indicators not yet assessed for the CSR07 period

Indicator 1: Journey time on main roads in urban areas

On urban roads, good progress has been made against the 10 urban areas' local congestion targets. All are currently on track to meet or exceed their targets, suggesting that the Department's urban congestion target for 2010-11 will be met. However, it is still early in the target period to be making an assessment of progress.

Indicator 2: Journey time reliability on the strategic road network, as measured by the average delay experienced in the worst 10 per cent of journeys for each monitored route

On inter-urban routes, the Highways Agency has made progress with the Reliability Delivery Plan, though it is too early in the target period to see significant results from these measures. The actual delays for the slowest 10 per cent of journeys are now at their lowest level since reliability performance was first reported in July 2005.

Indicator 2: Level of capacity and crowding on the rail network

The level of capacity and crowding on the rail network and value for money of the Department's spending over the CSR07 period are not yet assessed. This objective is largely covered by our CSR07 PSA, reported on pages 23 to 28.

Indicator 3: Reliability on the rail network as measured by the public performance measure (PPM)

Rail reliability in all sectors has continued to improve achieving the 2008 target three months early and this has been maintained.

Indicator 4: Value for Money of the Department's spending over the CSR07 period

There is no national target for this indicator. However, the Department's aim is to maintain the same proportion of spend in the High Value for Money category as achieved over the SR04 period. Success will be judged over the three-year CSR period. Progress on this indicator will be reported annually. Spending approved subject to the Department's Value for Money (VfM) process in 2008-09 will be reported on in the Department for Transport Annual Report 2009.

DSO2: To improve the environmental performance of transport and tackle climate change

Overall summary

Strong progress: Strong progress on three indicators and some progress on two indicators

Indicator 1: Develop a carbon reduction strategy for transport

The Department published its interim Carbon Pathways Analysis in July 2008. Work is continuing to consider potential cost-effective emissions reduction pathways for different types of journey and different transport modes. The aim is continuing to develop a Carbon Dioxide Reduction Strategy for transport alongside a wider transport strategy in spring 2009. This will also inform the Government's response to the recommendations from the Committee on Climate Change about the levels of CO_2 emissions reductions to be delivered within the first three five-year carbon budget periods to 2022.

Indicator 2: Agree an improved EU Emissions Trading Scheme for the post-2012 period that includes aviation

On 24 October the Council of the European Union adopted a directive including aviation in the EU Emissions Trading Scheme. Further negotiations on the detail are ongoing in the context of the general review of the whole ETS; final approval of these changes may be in December 2008.

Indicator 3: Introduce the Renewable Transport Fuels Obligation requiring 5 per cent of all UK fuel sold on UK forecourts to come from a renewable source by 2010

The Renewable Transport Fuels Obligation (RTFO) has been in force from 1 April 2008 following the establishment of the Renewable Fuels Agency (RFA) to administer the scheme. The Department commissioned the Gallagher Review of the wider environmental impacts and sustainability of biofuels from the RFA. This was published in July 2008 and the key findings have been accepted by Ministers. Following the review, the Department published a consultation proposal to slow down the rate of increase of biofuel obligation levels to reach a 5 per cent level in 2013-14 instead of 2010-11.

Indicator 4: Introduce successor arrangements to the voluntary agreements with car manufacturers on new car CO_2

The EU Regulation setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO_2 emissions from light-duty vehicles is now likely to be approved in December 2008.

Indicator 5: Progress towards meeting the Air Quality Strategy objectives for eight air pollutants as illustrated by trends in measurements of two of the more important pollutants which affect public health: particles and nitrogen dioxide (led by Defra)

The majority of objectives in the UK Air Quality Strategy are being met and air quality continues to be good across about 95 per cent of the UK. However, sufficient progress is not being made against objectives for particulate matter and nitrogen dioxide, the two key pollutants in the indicator. For example, we are still exceeding the 2005 PM_{10} limit value along some major roads, particularly in urban areas. The Government is working with the GLA, TfL and London boroughs to identify what measures are available or needed to tackle exceedances of PM_{10} limit values in London, in support of an application for a time extension to meeting the deadline for this limit value by 2011. It will consult upon these measures in early 2009.

DSO3: To strengthen the safety and security of transport

Indicator 1: Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40 per cent and the number of children killed or seriously injured by 50 per cent by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities

Indicator 2: Deliver transport's contribution to the Home Office led PSA to reduce the risk to the UK and its interests overseas from international terrorism

Overall summary

Strong progress: Improvement for two indicators

In 2007 the number of people killed or seriously injured had reduced by 36 per cent from the baseline and is on course. The target for child casualty reduction has been exceeded at 55 per cent reduction. Provisional estimates for the year to end June 2008 suggest a continuation of this trend, with the numbers killed or seriously injured 38 per cent below the baseline and 57 per cent for children. The target for disadvantaged communities has been met.

This objective is covered in our SR04 PSA. See pages 61 to 63 for further details and data statement.

The Department for Transport contributes to the PROTECT outcome of PSA 26: Reduce the risk to the UK and its interests overseas from international terrorism. The indicator relates to mitigating certain risks to transport services from terrorist incidents. As stated in the Pre-Budget Report 2007, PSA 26 will not be published.

By its nature, PSA 26 contains information about the UK counter-terrorism effort that could potentially be useful to those who threaten the UK and its interests and it is, therefore, classified.

For this reason, this document cannot report in detail on the Departmental Strategic Objectives to deliver our contribution to this Public Service Agreement. In October 2008 we contributed to the first of six biannual reports on PSA 26 and its data has been independently validated. Governance is ensured by an inter-Departmental Transport Security Programme Board.

The Office for Security and Counter Terrorism intends, insofar as is possible and consistent with national security, that scrutiny arrangements for this PSA, including Parliamentary scrutiny, will mirror those in place for other PSAs with progress reports made public during the CSR period. As and when these reports are made, they will be reflected in the Department for Transport's annual reports and autumn performance reports.

DSO4: To enhance access to jobs, services and social networks, including for the most disadvantaged

Overall summary

Strong progress: Improvement for three out of three indicators

Indicator 1: Increase the number of buses and trains accessible to disabled people

At least 62 per cent of the bus fleet and 42 per cent of heavy rail vehicles are now accessible to disabled people.

Indicator 2: Increase the number of stations re/accredited under the Secure Stations Scheme by 15 per cent

There are currently 857 stations accredited under the Secure Stations Scheme which is 22 per cent up on our business plan target of 700 accredited stations by 1 April 2009.

Indicator 3: Access to services and facilities by public transport, walking and cycling

All local authorities are working to improve access to services and facilities by public transport, walking and cycling. Fifty-four out of 150 local authorities have chosen to set targets against this objective in their Local Area Agreement with central Government – this makes it one of the most popular indicators from the National Indicator Set.

This objective is partially covered by our SR04 PSA on bus and light rail.
See pages 55 to 60.

Section 3:
Our legacy Public Service Agreements

Chapter 5
Rail punctuality, reliability and use

SR04 PSA

Improve punctuality and reliability of rail services to at least 85 per cent by 2006, with further improvements by 2008.

The 2008 target was subsequently quantified as the achievement of 89.4 per cent punctuality and reliability by March 2008.

Progress

Status: Met

This is the final report for this PSA.

The 2006 target was reached six months early and the public performance measure has continued to improve. The March 2008 target was met early in January 2008, and continued to rise, finishing the 2007-08 year at 89.8 per cent:

- Punctuality on London and South East operators reached 90.6 per cent.
- Punctuality for long-distance operators reached 86.2 per cent.
- Punctuality for regional operators reached 89.6 per cent at March 2008.

Performance indicators

The public performance measure (PPM) combines figures for punctuality and reliability into a single performance measure. It measures the performance of every scheduled franchised passenger train against the daily timetable, and is measured at destination. A train is designated as 'on time' if it arrives within 5 minutes (4 min 59 sec) of the planned arrival time. This time is extended to 10 minutes (9 min 59 sec) for long-distance trains. A train that fails to complete its entire journey is recorded as cancelled.

Coverage: England and Wales

Data source: www.networkrail.co.uk/aspx/742.aspx

The following chart shows period PPM and PPM MAA compared to the PSA target since March 2001. The moving annual average (MAA) has been rising steadily, and although period performance falls in autumn each year, this has also been improving year on year.

Figure 5a: **Public Performance Measure (PPM) – Period and Moving Annual Average (MAA)**

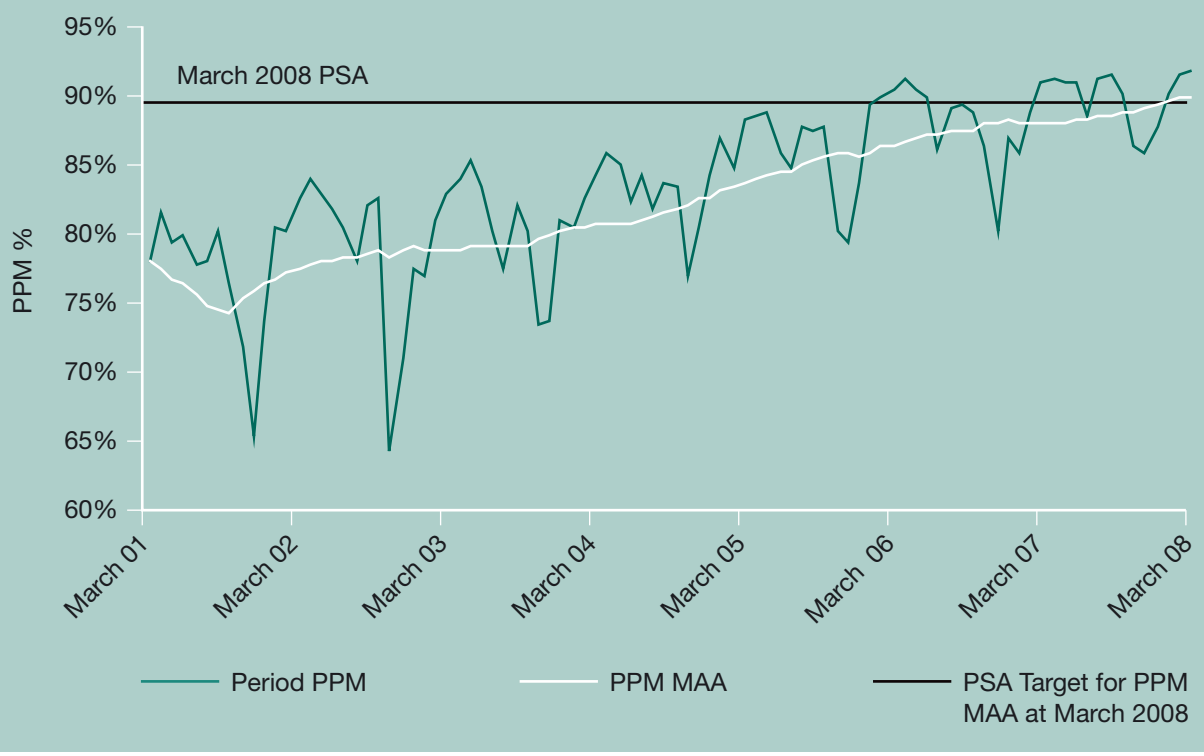
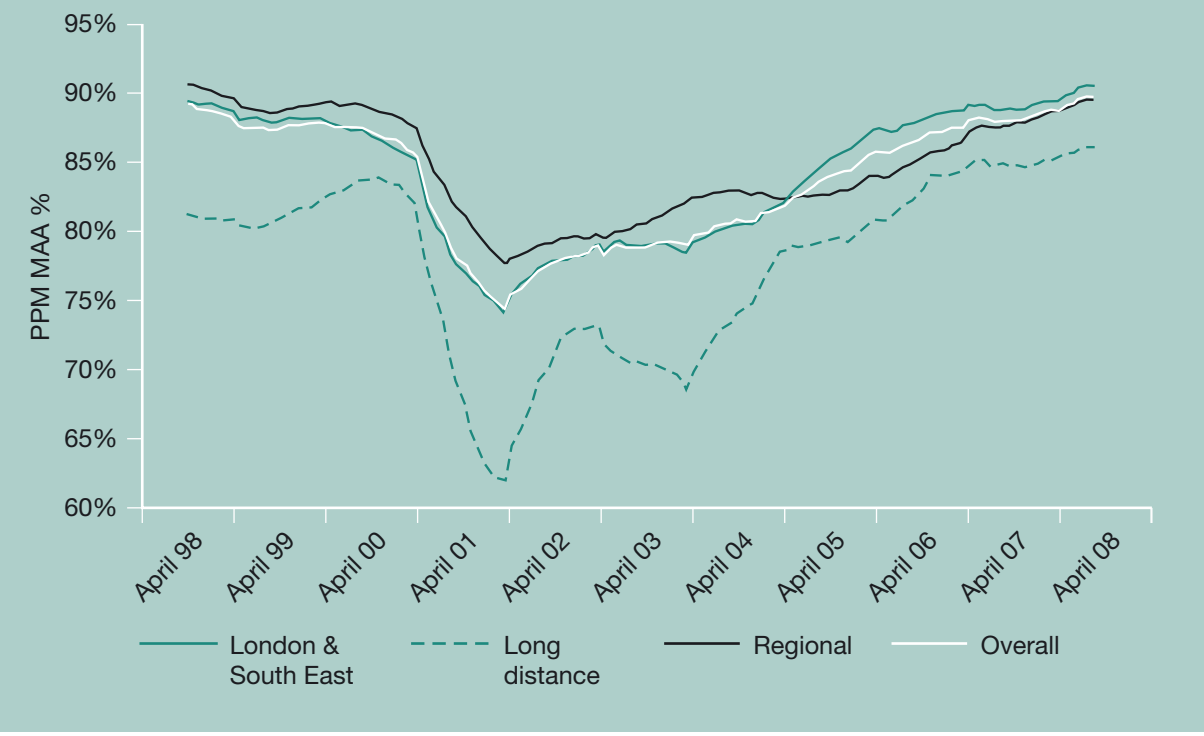


Figure 5b: **Public Performance Measure (PPM) Moving Annual Average (MAA) percentage of trains arriving on time by business sector**



Source: ORR National Rail Trends

Note: Data for 1999-2000 onwards is not directly comparable with figures for 1998-99 and earlier owing to a change in methodology. For more details of this change refer to *National Rail Trends Yearbook 2005-06* published by the Office of Rail Regulation.[12]

SR02 PSA

Secure improvements in rail punctuality and reliability with a 50 per cent increase in rail use in Great Britain from 2000 levels by 2010.

Progress

Status: Rail use continues to increase and passenger/kilometres travelled during 2007-08 were 26 per cent higher than in 2000-01.

Rail passengers travelled 49 billion kilometres in the year 2007-08, an increase of 6 per cent over 2006-07 and a continuation of the trend of year-on-year increases since the mid-1990s.

Performance indicator

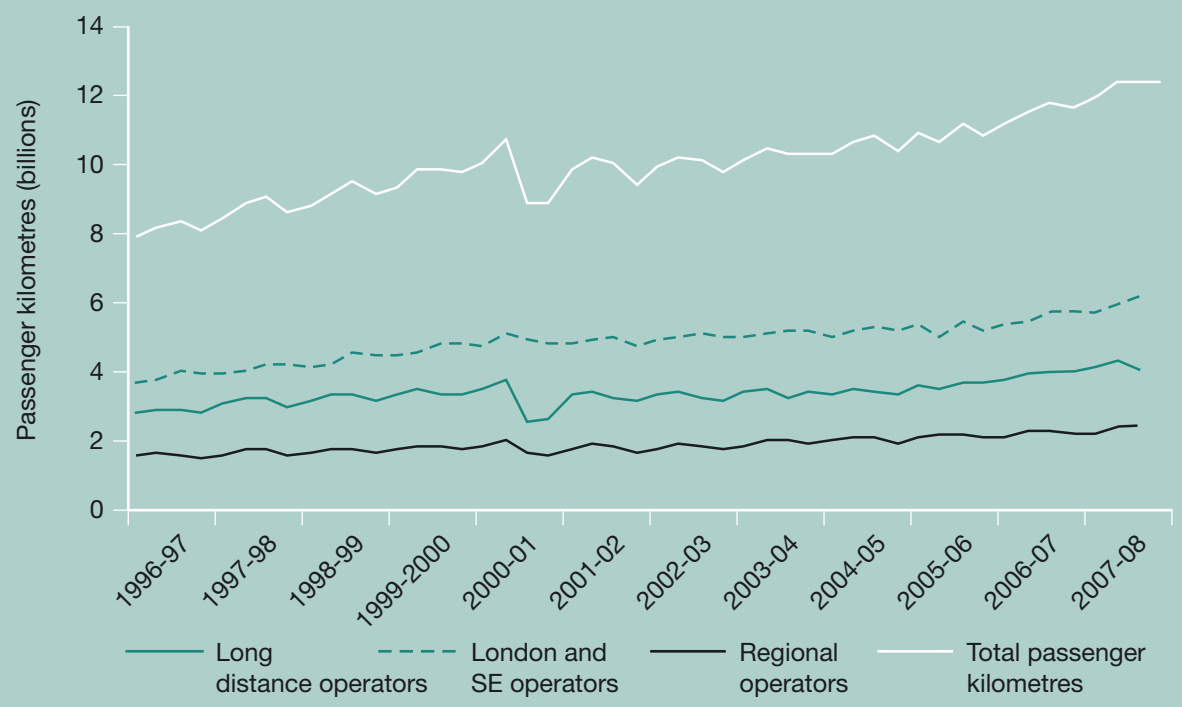
This is measured using passenger-kilometre data from the rail industry's central ticketing system. This covers over 90 per cent of all ticket sales. For those ticket sales that the system does not record correctly, notably some operator-specific tickets and multi-modal tickets, the Office of Rail Regulation (ORR), with the help of train operating companies (TOCs) and Passenger Transport Executives (PTEs), is able to produce a robust estimate of passenger kilometre levels.

Coverage: Great Britain

There were 1,232 million rail passenger journeys in 2007-08 compared to 1,151 million in 2006-07, an increase of 7.1 per cent.[13]

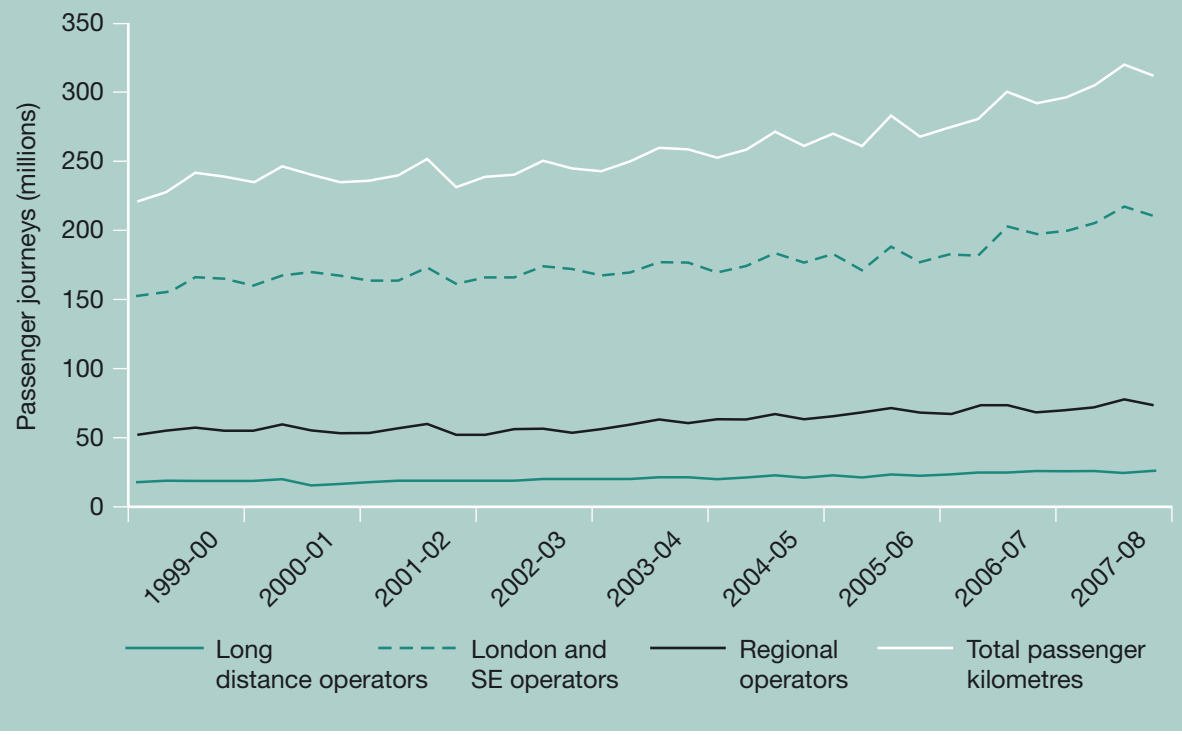
12 www.rail-reg.gov.uk/upload/pdf/294.pdf
13 Date source: www.rail-reg.gov.uk/upload/pdf/356.pdf

Figure 5c: **Passenger kilometres (billions), 1996-97 to 2007-08, by business sector**



Notes: Data for 1999-00 onwards are not directly comparable with figures for 1998-99 and earlier due to a change in methodology. For more details of this change refer to National Rail Trends Yearbook 2005-06, published by the Office of Rail Regulation, available at http:www.rail-reg.gov.uk/upload/pdf/294.pdf

Figure 5d: **Number of passenger journeys (in millions) 1999-00 to 2007-08 by business sector**



Data quality

Statistics on passenger kilometres, punctuality and reliability are collected by the Office of Rail Regulation (ORR). Since April 2005 figures on punctuality and reliability have been collated by Network Rail. The measures employed are well established and used across the rail industry. They are currently published quarterly by ORR. Consistency of train performance data is underpinned by the rail industry's own data quality management and internal audit activities. There has been no material change in the collection of the data which generates the PPM.

Chapter 6
Bus and light rail use

SR04 PSA

By 2010 increase the use of public transport (bus and light rail) by more than 12 per cent in England compared with 2000 levels, with growth in every region.

The target was revised to include a commitment to growth in every region. Improvements to punctuality, reliability, and vehicle accessibility, though no longer mentioned in the target, remain as part of an overarching objective. Given the difficulty of achieving growth in all regions during the SR2004 period (April 2005 – March 2008), we decided to aim for year-on-year growth in every region during the final three years of the PSA target period (April 2008 – March 2011).

SR02 PSA

Secure improvements to the accessibility, punctuality and reliability of local public transport (bus and light rail) with an increase in the use of more than 12 per cent by 2010 compared with 2000 levels.

Progress

Status: With patronage 19 per cent above baseline, well in excess of target, on course to achieve national patronage target as well as the associated improvements to reliability and disabled access. The target for growth in patronage in every region remains challenging.

Performance indicators

Number of passenger journeys undertaken each year (bus and light rail)
Baseline year is 2000-01. 'Light rail' is a broad term referring to any public passenger-carrying railway system using rolling stock that is lighter in weight or strength than that used on mainline railways or London Underground. Use is defined as the number of passenger journeys undertaken each year, called patronage. This is measured annually using data from the Department's annual surveys of bus and light rail operators.

Percentage of vehicles with low-floor wheelchair access
Annual data is available from the Department's survey of bus and coach operators on the percentage of local buses of low-floor construction. Figures show that 22 per cent of local buses were low-floor vehicles in the baseline year 2000-01 (although some were not wheelchair accessible).

Bus reliability and punctuality

The Confederation of Passenger Transport (CPT) has agreed with the Department a target of 99.5 per cent reliability, defined as percentage of scheduled service actually run, excluding losses outside the operator's control. Reliability is not currently considered to be an area of concern with regard to light rail. National Statistics on bus punctuality were published for the first time on 15 June 2006. A further punctuality survey was carried out in May/June 2007 and the results were published in May 2008.

A new performance regime is being developed which will ensure that Traffic Commissioners receive better quality data and for the first time hold local authorities as well as operators to account.[14]

Patronage

With bus and light rail patronage already at 19 per cent above the baseline, we are on track to meet this target. London is largely responsible for the achievement, although the introduction of free local concessionary fares in April 2006 generated significant patronage uplift. A further uplift is expected following the introduction of the national scheme on 1 April 2008.

Patronage outside London, especially in the non-metropolitan areas, rose significantly in 2006-07, largely as a result of the free local concessionary fare scheme of 1 April 2006. Some local authority areas outside London are delivering increases in patronage, over and above those generated by the free concessionary fare scheme. In recent years, these have included the authorities of Telford, Brighton, Dorset, York, West Sussex and Cambridgeshire. A total of 4,530 million bus passenger journeys were made in 2007-08, up 1.3 per cent on the 2006-07 total of 4,470 million. Bus patronage is 16.3 per cent above the 2000-01 baseline of 3,842 million after seven years.

Patronage on the modern public transport light rail and tramway systems in England increased by 4.3 per cent in 2007-08, compared with the previous year, to 186 million passenger journeys. Increases have been largest in London with journeys on light rail up by 6.8 per cent. There were also rises on the Tyne and Wear Metro and Sheffield Supertram.

In May 2008 the Department granted full approval for a project to extend the Manchester Metrolink system, contributing £244 million towards the costs of the scheme. Initial approval was also granted to projects to refurbish and upgrade the Tyne and Wear Metro and Blackpool Tramway.

Combined bus and light rail patronage has increased by 19 per cent over the first seven years of the period to which the 12 per cent target relates.

14 www.dft.gov.uk/pgr/statistics/datatablespublications/public/buspunctuality/

Combined bus and light rail fell in all the English regions during 2007-08, except the North East and West Midlands. This followed large increases in most regions in 2006-07 associated with the introduction of free local concessionary fares. In London, patronage increased by 4.9 per cent. In the seven years since the 2000-01 baseline, patronage has risen by 56 per cent in London and fallen by 1.3 per cent overall in the rest of England. In the North East region there was a fall of 11 per cent over the seven years, whilst in the South West region there was an increase of 9 per cent.

Accessibility of vehicles

Regarding accessibility of vehicles, 62 per cent of full-size buses were low-floor wheelchair accessible vehicles in 2007-08. All new light rail vehicles and systems are required to be accessible to disabled people, including wheelchair users.

Reliability and punctuality

Bus reliability, has improved from the baseline of 98.2 per cent in 2000-01 to 99 per cent in 2007-08.

In May-June 2007, 75 per cent of non-frequent buses in England outside London departed from bus stops 'on time', ie within a window of one minute early up to five minutes late. This was up from the 74 per cent recorded in the 2005 bus punctuality survey.[15]

Data quality

Patronage
The Department conducts its own sample surveys of bus operators. Patronage figures for England outside London now include suitable adjustments for driver under-recording of passenger boarding. Data for the London area is based on that provided by Transport for London (TfL). The TfL data is based on ticket sale data matched with information about likely usage for each type of ticket.

Light rail
For the light rail part of the target, figures are based on an annual return provided by each of the companies or PTEs operating light rail systems in England. These are required to provide information on light rail patronage including ticket sales, number of passenger journeys and sales revenue.

Reliability and punctuality
Reliability is assessed by the Department through a panel of all the largest operators outside London. TfL reports for its bus contractors in London. The resulting estimates of journey numbers and reliability are both national statistics.

15 www.dft.gov.uk/pgr/statistics/datatablespublications/public/annualbulletins/publictransportstatsbul08

Punctuality estimates are currently only available for England outside London. These are based on the Traffic Commissioner's guidelines on what constitutes a bus being 'on time' – 1 minute 0 seconds early to 5 minutes 59 seconds late. London estimates are prepared on a different basis, using differing definitions. In particular, TfL uses a punctuality window of 2 minutes and 30 seconds early to 4 minutes 59 seconds late. Thus, it is difficult to produce punctuality estimates for England as a whole.

Accessibility of buses

The accessibility of buses is measured by annual data for the percentage of vehicles which meet PSV Accessibility Requirements (PSVAR). In practical terms this means low-floor buses with wheelchair access. Data is obtained from the Department's annual sample survey of bus operators. The Department's survey is designed to obtain good coverage and more detail from the larger operators, so it is considered to be a reliable source. It is not possible to obtain detailed information on vehicle design from the Driver and Vehicle Licensing Agency (DVLA) records.

All light rail vehicles and systems are built to be accessible to wheelchair users, so physical accessibility of light rail does not need to be monitored.

Figure 6a: **Bus and light rail passenger journeys in England 1989-90 to 2007-08**

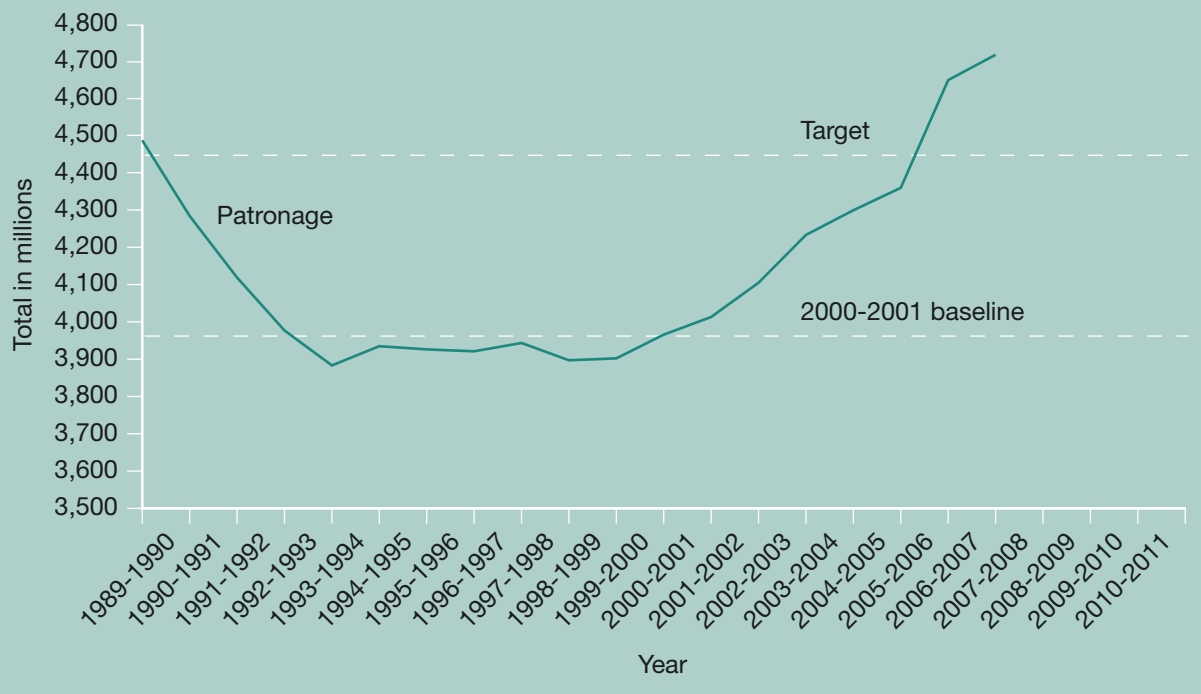


Figure 6b: **Buses 1996-97 to 2007-08**

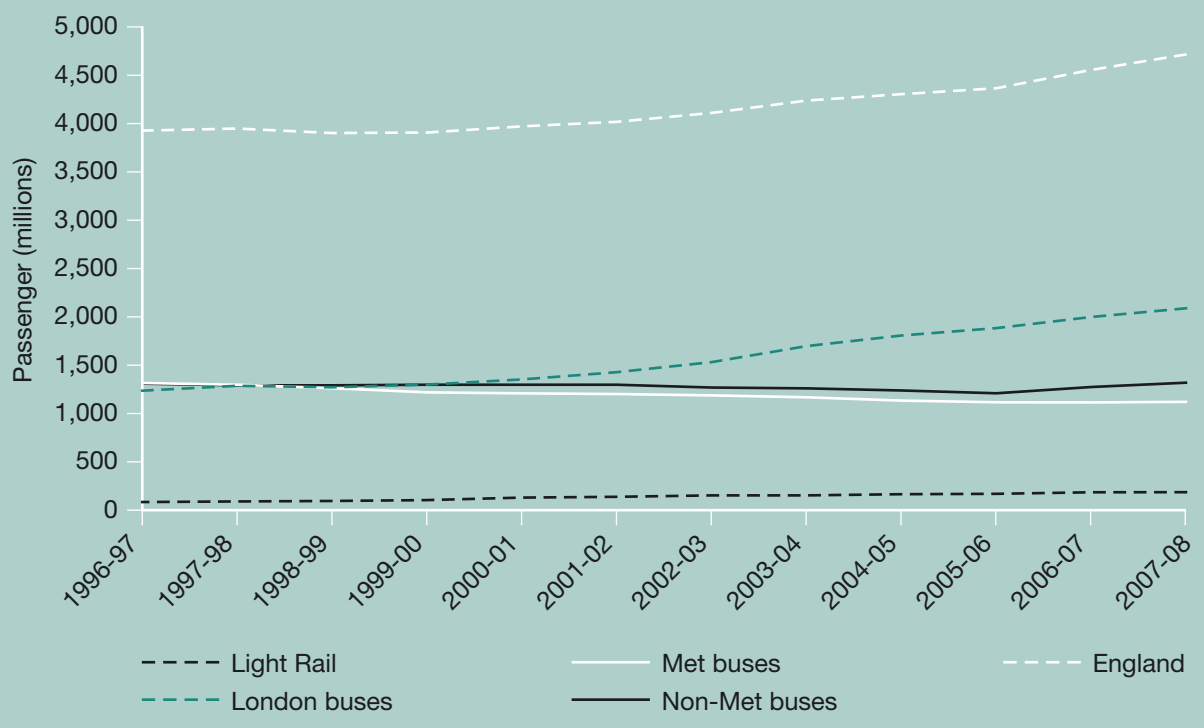


Figure 6d: **Percentage of full-size fleet that is wheelchair accessible 1997-98 to 2007-08**

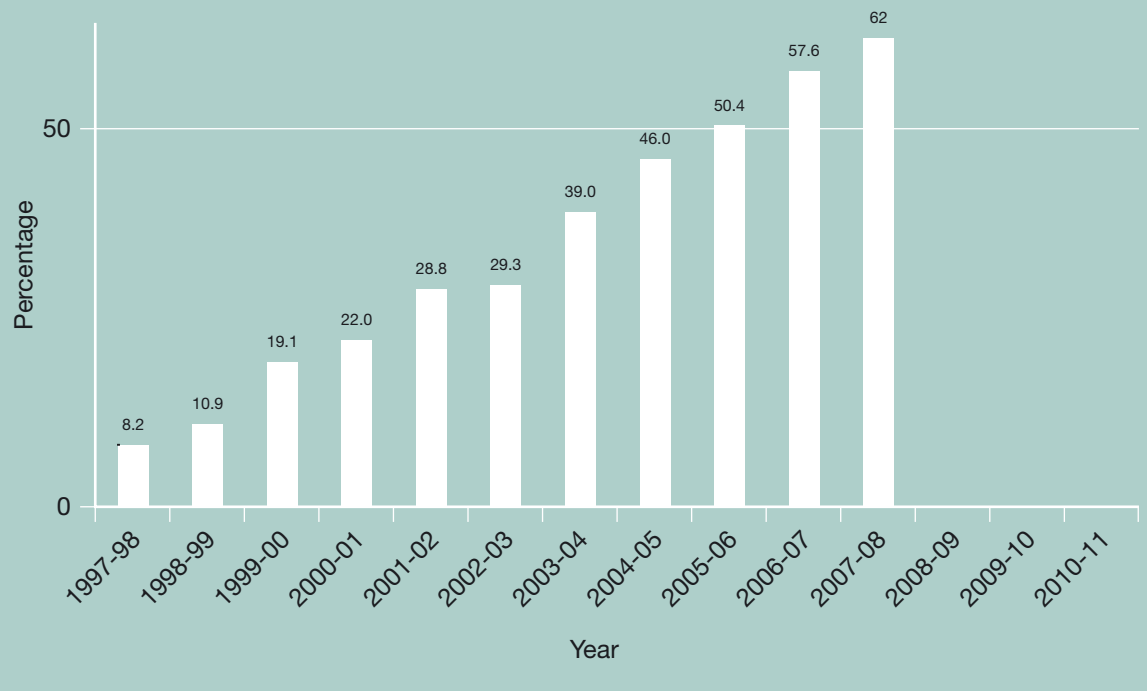


Figure 6c: **Bus and light rail patronage 1985-86 to 2007-08**

	London buses	Met buses	Non-met buses	Light rail	England
1985-86	1,141	2,184	1,636	65	5,026
1986-87	1,152	1,910	1,617	53	4,732
1987-88	1,195	1,820	1,598	50	4,663
1988-89	1,199	1,779	1,547	57	4,583
1989-90	1,176	1,733	1,518	60	4,486
1990-91	1,166	1,624	1,437	57	4,285
1991-92	1,138	1,554	1,373	54	4,118
1992-93	1,118	1,454	1,346	59	3,977
1993-94	1,106	1,404	1,311	63	3,884
1994-95	1,155	1,398	1,314	68	3,936
1995-96	1,193	1,358	1,303	73	3,926
1996-97	1,230	1,310	1,304	78	3,922
1997-98	1,281	1,292	1,286	84	3,943
1998-99	1,266	1,256	1,286	89	3,897
1999-00	1,294	1,213	1,297	98	3,902
2000-01	1,347	1,203	1,292	124	3,966
2001-02	1,422	1,196	1,263	132	4,013
2002-03	1,527	1,182	1,255	141	4,105
2003-04	1,692	1,162	1,233	147	4,233
2004-05	1,802	1,128	1,210	159	4,299
2005-06	1,881	1,111	1,204	163	4,360
2006-07	1,993	1,141	1,336	179	4,648
2007-08	2,090	1,121	1,319	186	4,716

Chapter 7
Road safety

SR04 PSA

Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40 per cent and the number of children killed or seriously injured by 50 per cent by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities.

Progress

Status: Disadvantage target met. Police data indicates that the Department is on course to meet other elements of the target.

Performance indicator

Total number of people killed or seriously injured in road accidents
Baseline: Average annual number of all killed or seriously injured in the period 1994-98 – 47,656 (measured through casualties reported to the police).

Total number of children killed or seriously injured in road accidents
Baseline: Average annual number of children (under 16) killed or seriously injured in the period 1994-98 – 6,860 (measured through casualties reported to the police).

Percentage reduction in the number of road deaths and injuries for the 88 local councils that are eligible to receive Neighbourhood Renewal Funding (NRF), compared to that for England as a whole
Baseline: Average for the period 1999-01 – 118,345

Coverage: The 40 per cent and 50 per cent targets apply to Great Britain, but the focus on disadvantaged communities applied to England only.

Progress in reducing casualties
Annual figures for performance against the road safety target in 2007 were published in June 2008.

The number of people killed or seriously injured in 2007 was 36 per cent below the 1994-98 average (reported figures: 30,720 in 2007, compared with 31,845 in 2006 and an average of 47,656 per year in the baseline period 1994-99).

The number of children killed or seriously injured in 2007 was 55 per cent below the 1994-98 average (reported figures: 3,090, in 2007 compared with 3,294 in 2006 and an average of 6,860 per year in the baseline period 1994-98).

Provisional estimates for the year to end June 2008 suggest a continuation of this trend, with the numbers killed or seriously injured 38 per cent below the baseline and 57 per cent for children.

The numbers of reported deaths fell by 7 per cent (to 2,946) in 2007 compared with 2006. Serious injuries fell by 3 per cent over the same period.

The percentage drop in total casualties in districts in the 88 NRF areas for 2005 compared to the annual average for 1999-2001 was greater than the overall percentage drop for England, so this element of the target was met.

Further information, including the latest provisional casualty data, is on the DfT website.[16]

The road safety strategy published in March 2000 set out a comprehensive range of measures to help achieve the casualty reduction targets to be achieved by 2010. Details are on the DfT website.[17]

The second of the three year reviews, which promised in the strategy to check progress towards meeting the targets, was published in February 2007. The review looks at progress to date and identifies the key areas on which we will focus for the remainder of the target period. Details are on the DfT website.[18]

Data quality

Performance is measured using police data on reported road accidents that involve human injury. Responsibilities and quality assurance procedures are well established. The Department applies considerable effort to ensure that returns are submitted by all police forces. It also clearly specifies the information required from the police forces, and mitigates the risk of errors arising in data collation/aggregation by operating a series of monitoring and validation checks, with clearly defined error tolerance levels and procedures for follow up.

Very few, if any, fatal accidents do not become known to the police. However, research conducted on behalf of the Department in the 1990s has shown that a significant proportion of non-fatal injury accidents are not reported to the police. In addition, some casualties reported to the police are not recorded and the severity of injury tends to be underestimated. Comparisons with hospital admissions data have raised questions about possible changes in levels of reporting. The Department is undertaking research to give further insight into trends in road casualties and levels of reporting in police road accident data. The most recent analysis and references to earlier work can be found in an article published in Road Casualties Great Britain: 2007 – Annual report (pages 66-78) which is on the DfT website.[19] The article includes initial analysis from the project, undertaken with the Office for National Statistics, to match individual police and hospital admissions.

16 www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/
17 www.dft.gov.uk/pgr/roadsafety/strategytargetsperformance/ tomorrowsroadssaferforeveryone
18 www.dft.gov.uk/pgr/roadsafety/strategytargetsperformance/2ndreview/
19 www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/

Figure 7a: **Killed or seriously injured casualties 1994-2007**

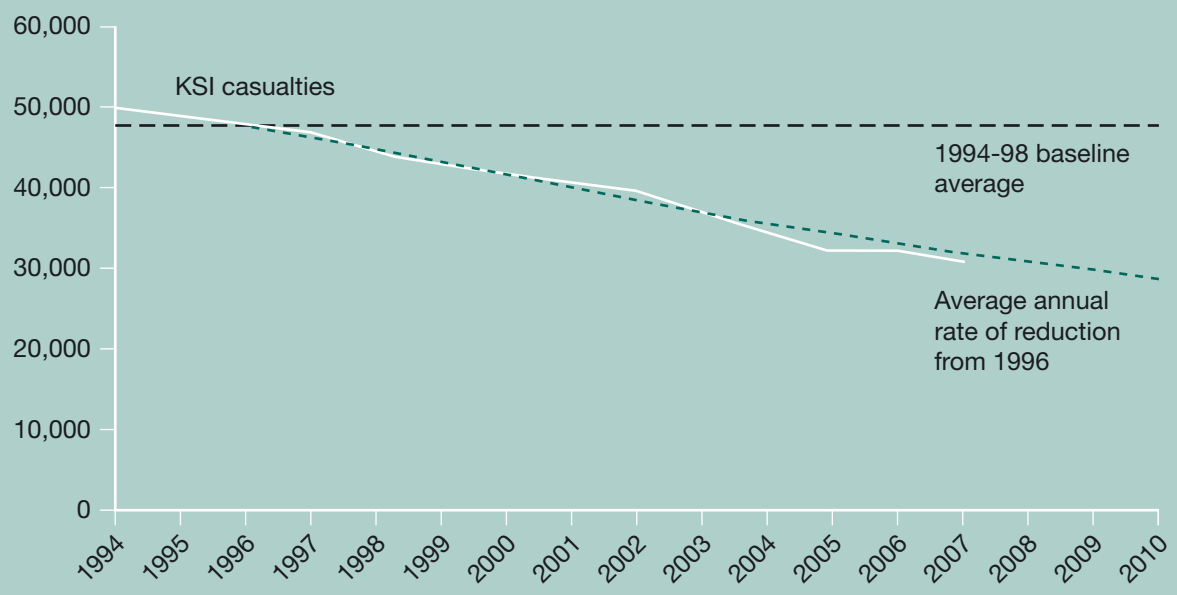
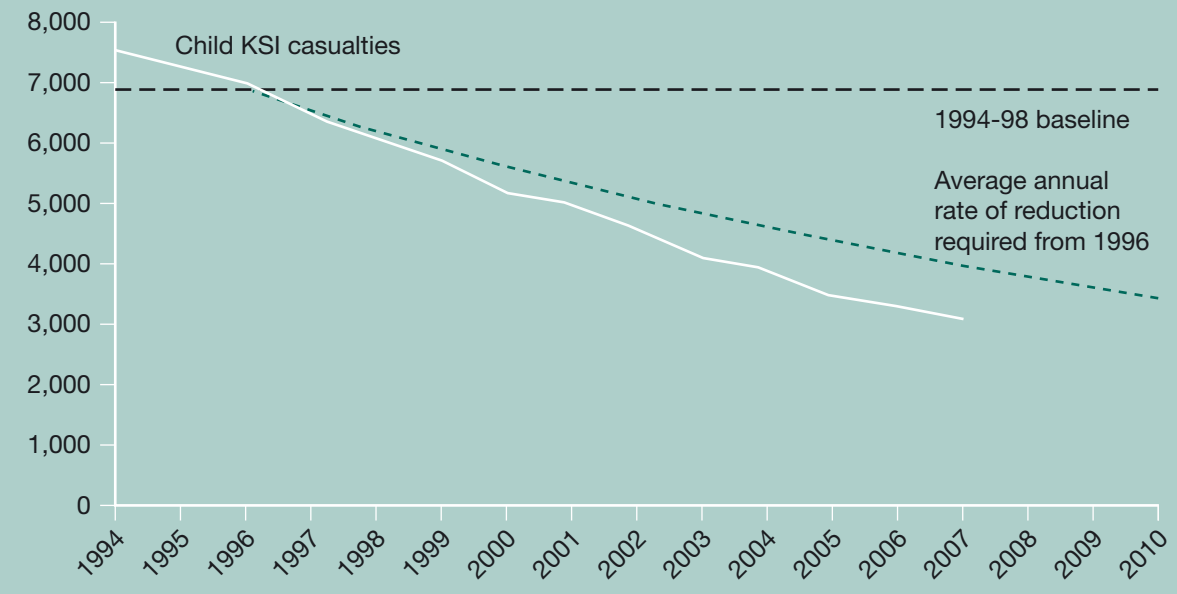


Figure 7b: **Killed or seriously injured child (age 0-15) casualties 1994-2007**



Chapter 8
Air quality

SR04 PSA

Improve air quality by meeting the Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide (NO_2), particles (PM_{10}), sulphur dioxide (SO_2), benzene and 1,3-butadiene. (Joint target with the Department for Environment, Food and Rural Affairs (Defra)).

SR02 PSA

Same as SR04

Status: subsumed in CSR07 PSA 28

In April 2008 this target became an indicator as part of Defra's Natural Environment PSA. We have reported against this indicator in Chapter 2. Although the method of representing the information has changed between the two targets (particles and nitrogen dioxide are now illustrated as a proxy measurement for the other six pollutants), the overall objectives as set out in the Government's Air Quality Strategy have remained constant. Similarly the actions that we are taking both nationally and locally to improve air quality are the same for both targets – the latest progress on this work can be found in Chapter 2.

Chapter 9
Climate change

SR04 PSA

Reduce greenhouse gas emissions to 12.5 per cent below 1990 levels in line with our Kyoto commitment and move towards a 20 per cent reduction in carbon dioxide emissions below 1990 levels by 2010, through measures including energy efficiency and renewables. This is a joint target with the Department for the Environment, Food and Rural Affairs (Defra) and the Department for Business, Enterprise and Regulatory Reform (BERR).

Coverage: United Kingdom

Progress

Status: on course

The UK is on course to more than meet our Kyoto target of reducing annual greenhouse gas emissions by 12.5 per cent below 1990 levels by 2008-2012. On current projections we expect to achieve about 23.0 per cent greenhouse gas reductions by 2010. The 2010 domestic goal, to cut carbon dioxide (CO_2) emissions by 20 per cent on 1990 levels, was always designed to be stretching and looks increasingly difficult to achieve. We are making definite progress towards it, and current projections suggest about a 15 per cent reduction by 2010 (including the impact of the EU emissions trading scheme).

The Kyoto target is not directly comparable to the domestic target because the former covers a basket of greenhouse gases which includes methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride as well as CO_2, while the second covers only CO_2.

Existing government policies in transport are expected to contribute to a substantial reduction in CO_2 emissions below what they would otherwise have been; without these policies emissions from transport are projected to have been approximately 23 per cent higher, around 29 million tonnes CO_2, by 2020.

Performance indicators

Carbon dioxide and other greenhouse gas emissions
CO_2 and other greenhouse gas emission estimates are published annually on the Defra website.[20]

This legacy PSA is now subsumed in the new PSA27. For more detailed information on how transport is contributing to overall action on climate change, please see Chapter 3 of this report.

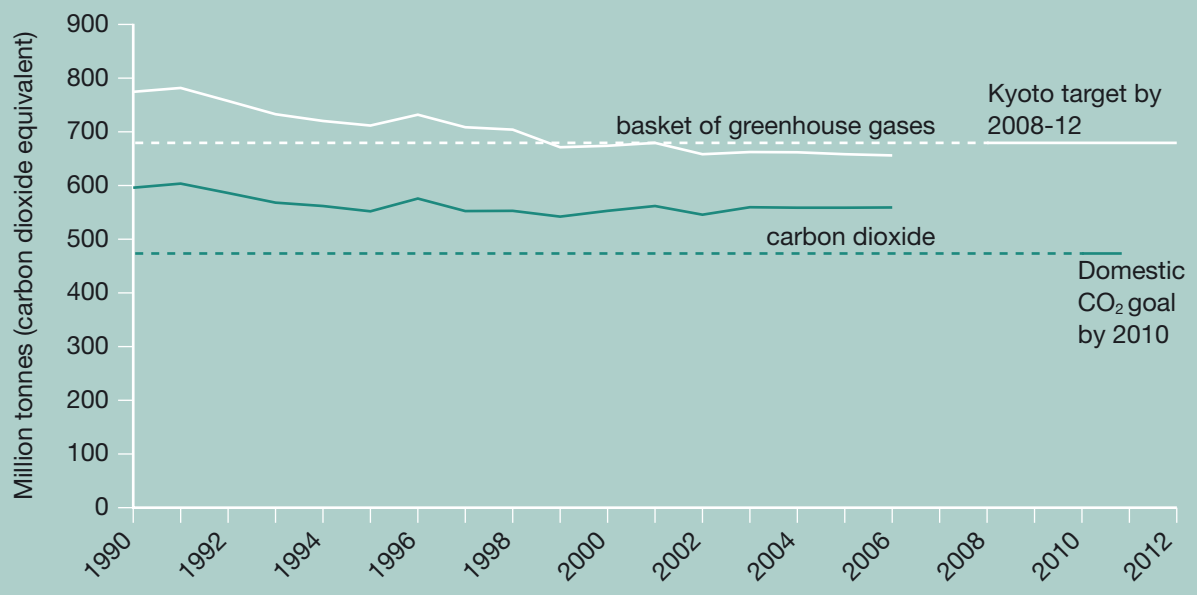
20 www.defra.gov.uk/environment/statistics/globatmos/gagccukem.htm

Data quality

Carbon dioxide and other greenhouse gas emissions

Member States must provide the Commission with data on their own performance in order to assess progress towards the Kyoto target. There are uncertainties associated with estimates in a given year; however, trends over time are likely to be much more reliable. For more information on these uncertainties see the Defra website.[21]

Figure 9a: **Emissions of greenhouse gases 1990-2006, United Kingdom**



Source: AEA Energy and Environment

21 www.defra.gov.uk/environment/statistics/globatmos/gagccukmeas.htm

Section 4:
Our Efficiency Programme

Chapter 10
Efficiency and Value for Money

Introduction

The Department's Efficiency and Value for Money programmes aim to reduce expenditure, while maintaining service quality. Our Efficiency Programme, covering the years of the Government's 2004 Spending Review (SR04) came to an end on 31 March 2008 and this section includes the final results for that programme. In addition, the Department's Value for Money Programme, which covers the years of the Comprehensive Spending Review 2007 (CSR07), began in April 2008 and this section provides us with the first opportunity to report initial progress against that programme's target.

SR04 Efficiency Programme

Targets

The Department for Transport agreed the following efficiency targets for SR04:

- Realise total efficiency gains of at least £785 million by the end of the financial year 2007-2008, at least half of which must be cashable, releasing resources, where possible, to the front line.
- Reduce full-time equivalent (FTE) staff numbers by at least 200 in the central Department, excluding increases in certain frontline activities such as transport security.
- Reduce FTE staff numbers in the Driver and Vehicle Licensing Agency (DVLA) by at least 500.
- Relocate 60 posts out of London (by the end of 2009-10).

Progress

Status: met

At the close of the programme, the Department has achieved all of the above targets. As at 31 March 2008, efficiency gains totalling £973.3 million had been achieved, representing an overachievement of the target by almost 25 per cent. Of the gains achieved, 80 per cent are cashable, leaving the Department well in excess of the 50 per cent target. A breakdown of how individual work streams have contributed to this outcome is shown in the table below.

Figure 10a: **Efficiency gains for SR04**

Work stream	**Actual position (£million) at 31 March 2008**
SSDL Group (former DVO Group) – efficiency and effectiveness	73.6
SSDL Group (former DVO Group) – increase vehicle excise duty (VED) collected and increase in sale of marks income	21.3
Highways Agency – procurement of strategic roads	238.3
Local authorities – procurement of strategic roads	189.2
Local authorities – non-roads transport spending and capital projects	207.3
Transport for London	170.0
Central department - headcount reduction	9.9
Central department – minor programmes	63.7
Total	**973.3**

Relocation and headcount reduction

The DVLA and the central Department were allocated headcount reduction targets of 500 and 200 posts respectively, to be achieved by 31 March 2008. Both met their targets for the programme, with reductions at 31 March 2008 standing at 566 and 284 respectively.

The Department's relocation target was also achieved, more than 18 months ahead of schedule, with 62 staff having been relocated away from London, compared to the target of relocating 60 posts by 31 March 2010. Of this total, 10 VOSA posts moved to various locations outside of London; 25 Rail Accident Investigation posts to Derby and 12 payroll posts, two Freedom of Information posts and 13 Bus Service Operator Grant posts to Hastings. Although Hastings is in the South East, exceptional approval was given to relocating these posts since Hastings has been classified as a regeneration area.

Key achievements of the Efficiency Programme

In Safety, Service Delivery and Logistics Group substantial progress was made in adding e-channels to the choice available to customers over how they transact their business. For example, by the end of March 2008, take-up of online vehicle tax disc sales stood at 45 per cent, while 80 per cent of all driving theory tests were booked online, delivering efficiency savings while providing customers with a more convenient 24 hours a day, seven days a week service.

On the Strategic Roads Network, the Highways Agency has generated savings through the use of quick moveable barriers on the M25 and other major roads and by creating design and construction efficiencies, such as by using a pre-cast, rather than on-site built arch over a railway line.

The Highways Agency has also been working with local authorities to deliver efficiency gains in the procurement and maintenance of local authority roads. The Highways Efficiency Liaison Group is a unique cross-industry group including representatives of local authorities, which seeks to share best practice. Sub-groups on visibility (best practice), culture change and measurement development have been convened, and regional works frameworks for the use of local authorities and other public bodies have been established in the East, South East and Midlands.

CSR07 Value for Money programme

The CSR07 Value for Money (VfM) programme, which covers financial years 2008-09, 2009-10 and 2010-11, commenced on 1 April 2008. In this new programme, the Department will build on the success of the SR04 Efficiency Programme, whilst drawing in new areas of the Department's activities. This will see the Department further expanding its drive towards consistently achieving best value in public spending across its business areas.

The target for the new programme is even more ambitious, with the Department seeking to achieve £1.76 billion in VfM gains, which must all be cash releasing, by the end of financial year 2010-11.

The target will be achieved through a number of contributing work streams covering railways, Transport for London, Highways Agency, administration costs, procurement and safety service delivery and logistics. These work streams have already been making good progress in the first six months of the new programme, as described in the following sections.

Due to the fact that the programme is still in its first year, and also because of data reporting lags in some areas, it has not been possible to report in-year gains to date for all work streams. However, initial figures have been included for two of our major work streams and we will report more comprehensively on progress in the Department's Annual Report 2009.

Railways

The CSR07 VfM programme requires the Department to secure a total of £700 million in savings in support to passenger rail services in England by 31 March 2011. This saving is before re-investment in infrastructure, rolling stock and service levels required to meet rising demand, as set out in the High Level Output Statement (HLOS) published alongside the white paper *Delivering a Sustainable Railway* published in July 2007.

The Department is responsible for the specification of passenger rail franchises for England and for the procurement of these services from Train Operating Companies (TOCs). The Department seeks to exert its skills and expertise in securing the best deal for the taxpayer at the franchise-letting stage, leaving the successful TOC to determine the detail of how best to deliver on their contractual obligations, both financial and non-financial. Once a franchise has been let the

Department's role shifts to monitoring rather than influencing VfM gains, which are enshrined within the financial obligations of the TOC.

By September 2008 this work stream had achieved VfM gains of £104 million. These savings are cash-releasing and net of costs. The reported savings reflect the current trading performance of the TOCs but are not, as yet, fully audited financial results.

In addition to maintenance throughout the CSR07 period of existing processes for ensuring delivery of savings through monitoring of the TOCs' contractual obligations, it is planned to re-let the South Central franchise during the course of 2009. The savings achieved through this process will contribute towards the total target for this VfM initiative.

Network Rail owns and operates Britain's rail infrastructure. As a company limited by guarantee, it is a private company operating as a commercial business. Regulated by the Office of Rail Regulation (ORR), Network Rail is a not-for-dividend company funded in part through the network grant paid by the Department for Transport.

The periodic review being undertaken by the ORR will set the overall financial determination for Network Rail for 2009-2014. This will incorporate ORR's assessment of additional efficiencies that Network Rail should deliver during that control period. It is estimated that Network Grant payments will reduce by £538 million by the end of 2010-11, as set out in *Delivering a Sustainable Railway*.

Highways Agency

The Highways Agency performed strongly in achieving gains in strategic roads procurement and maintenance in the SR04 period. This was largely achieved through the Agency developing a framework of performance indicators to measure efficiency improvements in its existing roads procurement and its maintenance contracts. It also developed innovative process improvements in planning, design and construction.

For CSR07, the Agency has a target to deliver further VfM gains of £144 million by the end of financial year 2010-11 through its use of the supply chain, by acting through partnerships to ensure the service community work together and share best practice.

The key areas that the Agency will focus on to achieve VfM gains will be:

- **procurement and installation of technology** – net savings of 2 per cent/ 4 per cent/6 per cent in technology procurement and 5 per cent each year saving deliverable in technology installation;
- **maintenance and local improvement of the network** – better value for money from retendering maintenance contracts, delivering the same or higher levels of service at lower cost;

- **small schemes work** – relating to research and development and technical consultancy commissions will yield VfM gains of 2.5 per cent year on year;
- **cost management of major projects** – the delivery chain will be incentivised through setting challenging target costs and the use of lean construction techniques, which will eliminate errors and reworking. This will be supported with a detailed unit cost database and use of benchmarking techniques.

In the half year to 30 September 2008 the Agency has already identified total VfM gains of £42 million and is on course to achieve its planned gains for the end of the current financial year and total gains for the programme as a whole.

It should be noted that the gains identified to date reflect the current in-year position, but are not, as yet, fully audited financial results. In order to ensure that the methodologies being used to evaluate these gains remain valid and robust, they will be reviewed and validated during the third quarter of 2008 and, therefore, some figures may be subject to revision.

Developments in this work stream to date and further improvements planned include:

- the contract renewals programme has already delivered savings of £9 million and should deliver £22 million gains by the year end;
- an efficiency reporting template has been agreed with the maintenance community as part of an ongoing improvement in data capture and will be rolled out in October 2008 to enable process, design and delivery gains estimated at £14 million to be identified this year; and
- VfM gains on major projects are being recognised this year through Value Engineering workshops. Further improvements to the methodology for reporting efficiencies are also being developed and will be available from April 2009 when efficiency gain reports will be produced from the Unit Rate database set up in April 2008.

Procurement

This initiative focuses on delivering VfM gains in the Department's procurement of common commodity-based and recurring areas of expenditure. This is linked to our shared services programme. By implementing a new procurement plan, the Department will ensure that maximum benefit is extracted from existing collaborative framework deals and through the speedy take-up of new deals where these offer VfM improvements. A further key element of the plan involves the review of skills and expertise supported, where appropriate, by a programme of professional development and training.

Under the procurement initiative, the Department intends to deliver £84 million in VfM gains by the end of the CSR07 period.

The Department has identified the opportunities available to it to deliver VfM gains through greater collaboration and through the implementation of a category management (a procurement management best practice methodology) system

across common spend areas. This has informed a business case for the design and implementation of a category management approach to the procurement strategies and purchasing activity. Work will shortly commence on three pilot projects in common spend areas.

The role of the central Department's Procurement Directorate in setting procurement policy and providing central guidance for the wider Department is being strengthened. A common framework will help all staff understand the extent of their authority to make commercial decisions and make it clear as to when and how professional procurement staff must be engaged in commercial activity and decisions. This approach allows for the targeting of professional procurement resources and will drive specific requirements through common processes and frameworks supporting the collaborative agenda.

The Department is taking an active role in the OGC-led Government Procurement Service, Skills and Capability Working initiative to build a common skills and capability level for professional procurement staff. This process will ensure that all commercial and procurement posts are filled by appropriately qualified and experienced staff. The Department will develop a programme of training and professional development that underpins this work and will work with the other professionals to develop and deliver a commercial awareness training programme as part of the wider departmental development initiative.

The overall plan is programmed to deliver over 24 months from its commencement in March 2008, with most VfM savings to be delivered once new processes and structures are in place. Nevertheless interim VfM savings continue to be delivered through current collaborative procurement programmes.

In 2007-08 savings of £10.8 million were reported on behalf of the Department by OGC buying solutions. This was based on a total spend for the Department through OGC buying solutions pre-negotiated framework arrangements of £85.1 million. These savings were calculated in accordance with OGC VfM savings measurement criteria. The expectation is that VfM savings will continue on the same trajectory ahead of planned, incremental improvements to collaborative procurement activity within the Department.

Administration costs

The Department has agreed with HM Treasury that it will reduce its administration budget by 5 per cent year-on-year in real terms compared to the original baseline through the CSR07 period. The Department plans to make VfM gains of £43 million from this initiative, in the three years to 2010-11.

Regular monitoring arrangements are in place to assess progress and identify risks and opportunities. Overseen by the Department's Executive Committee, senior managers are required to decide how best to allocate available resources in their division and cost increases are absorbed within business units. This ensures wide-spread buy-in to achieving VfM savings. The Department will report actual progress against this work stream in its 2009 Annual Report.

Transport for London

Transport for London (TfL) is the integrated body responsible for transport systems throughout the capital. TfL receives funding from a range of different sources, including the Department, which provides approximately 40 per cent of TfL's income. On this basis, 40 per cent of efficiency gains made by TfL are considered attributable to the Department.

The TfL Efficiency Programme comprises many different initiatives rather than one or two large schemes, and aims to drive out savings following the integration of its 15 predecessor bodies. Within the CSR07 VfM programme, TfL will build on the success of its existing programme and this should lead to VfM gains of £233 million for the Department by the end of financial year 2010-11.

A key area in which gains can be made is procurement processes. TfL is working to ensure a systematic approach is achieved, both at the time of procurement and through the delivery of contracts, to ensure that value for money is derived from the delivery chain. For example, TfL is continuing with its work on bus network contracts, which are being tightly managed to ensure that value for money is being achieved across the total length of the contracts.

TfL's efficiency programme monitors progress towards targets through quarterly reporting and periodic reviews of performance, with a strong focus on identifying new savings and reviewing ones from previous years. Initial performance and forward forecasts indicate that TfL is on course to meet its target for the CSR07 programme.

Safety, Service Delivery and Logistics Group

Safety, Service Delivery and Logistics Group (SSDL) group is made up of three central directorates: Transformation, Licensing, Logistics and Sponsorship Directorate; Road and Vehicle Safety and Standards Directorate and Information Management Directorate, together with five executive agencies, whose functions are as follows:

- **Driver and Vehicle Licensing Agency (DVLA):** maintain accurate registers of drivers and vehicles, thereby supporting a wide range of government and non-government organisations and collect and enforce Vehicle Excise Duty;
- **Vehicle and Operator Services Agency (VOSA):** support the Traffic Commissioners on commercial operator licensing, run in-service vehicle testing and enforcement of commercial operator vehicle standards and drivers hours;
- **Driving Standards Agency (DSA):** set standards for drivers and trainers, educate and test drivers and supervise trainers;
- **Vehicle Certification Agency (VCA):** ensure that vehicles, systems and components have been designed and constructed to meet international standards of safety and environmental protection; and

- **Government Car and Despatch Agency (GCDA):** meet government requirements and customers' needs for the provision of secure cars, drivers and mail services.

The Department has a target to deliver VfM gains of £20 million through the SSDL work stream over the three CSR07 years for those services funded by the Department.

Building on the good progress made under the Department's SR04 Efficiency Programme, SSDL is making a significant contribution to the Government's Service Transformation agenda by providing more services online and encouraging e-take up. Use of secure electronic systems is creating a more efficient enforcement system in several agencies. For instance In DVLA, electronic information is creating a more efficient system for detecting tax evasion and also allowing for administrative reform of the enforcement system.

Appendices

Appendix A
Transport Select Committee recommendations

Shared services programme

The central Department went live on the shared services platform in April 2008. Payroll has run successfully since go-live. Finance and HR processes are continuing to bed in. Problems were experienced adopting the new procure to pay process which have led to delays in requisitioning and invoice payment. The focus is now on stabilization of procure to pay and the situation is currently improving. During the migration period, service performance to existing customers, DVLA and DSA, was maintained.

The migration of MCA has been deferred until such time as its complex IT systems are fully security accredited and meet the standard for connection to other government departments.

Currently the shared services programme is on target to migrate Highways Agency HR and payroll and VCA payroll in 2009. The remaining agencies to migrate will be VOSA and GCDA: discussions are underway but no firm timescales have yet been agreed.

A programme of continuous improvement has been started to optimise process efficiency, effectiveness and compliance to improve the performance of business units and the Shared Service Centre. Feasibility studies into improving procurement and management information have been undertaken, the outcomes of which are now being considered. A further report will be given in the Departmental Annual Report 2009.

Appendix B
Other related documents

The documents listed in this section set out the Department's commitments to delivering results and achieving best value for money. They are a complement to this report.

DfT Annual Report 2008 (Cm 7395)

The DfT Annual Report 2008 tells Parliament how the Department has spent its money and what it plans to do in the future. It describes our policies and programmes and outlines what we propose to fund in 2008-09. The report includes information about progress and performance against our PSA targets set out in Spending Review 2004.

DfT Resource Accounts 2007-08 (TSO HC 673)

The Autumn Performance Report 2008 complements the operating and financial review section of DfT's Resource Accounts 2007-08 published on 17 July 2008.

Meeting the aspirations of the British people: 2007 Pre-Budget Report and Comprehensive Spending Review 2007 (Cm 7227)

The Government's *Meeting the Aspirations of the British people: 2007 Pre-Budget Report and Comprehensive Spending Review 2007* was published in October 2007. It takes forward the Government's objective of building a strong economy and a fair society in which there is opportunity and security for all.

A new set of 30 Public Service Agreement targets covering the period 2008-09 to 2010-11 were published as part of CSR.

The Future of Transport: a network for 2030 (Cm 6046)

The *Future of Transport: a network for 2030,* published in July 2004, outlines the Department's long-term strategy and investment for transport.

The white paper updates and rolls forward the policies and long-term investment programme published in the 10 Year Plan for transport in July 2000.

Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (Cm 7226)

Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World, published in October 2007 is the Department's response to two key studies published in 2006 which form the framework for the Department's strategy: The *Eddington Transport Study* by Sir Rod Eddington and the report by Sir Nicholas Stern, *The Economics of Climate Change.*

Delivering a Sustainable Transport System: Main Report

Delivering a Sustainable Transport System: Main Report, sets out the Department's latest strategic thinking, in particular how we can plan, and what we are already doing, to meet our five key transport goals of: supporting economic growth, tackling climate change, better safety and health, equality of opportunity and quality of life, against a backdrop of uncertain future demand and the current economic situation. www.dft.gov.uk/consultations

Delivering a Sustainable Transport System: Consultation on Planning for 2014 and Beyond

Delivering a Sustainable Transport System: Consultation on Planning for 2014 and Beyond, sets out the next steps in developing and implementing our long-term strategic plans for transport, in particular asking stakeholders for their views on the transport goals and the challenges we have to meet in order to achieve them. www.dft.gov.uk/consultations

Meeting the energy challenge: A White Paper on Energy (Cm 7214)

Meeting the energy challenge: a White Paper on Energy published by BERR, May 2007, sets out the Government's international and domestic energy strategy.

Adapting to Climate Change in England: a framework for action

The Government's framework for responding to unavoidable climate change was set out in *Adapting to Climate Change in England: a framework for action,* published by Defra in July 2008. www.defra.gov.uk

Review of the Indirect Effects of Biofuels

The Gallagher report into the review of the indirect effect of biofuels production. www.dft.gov.uk/rfa

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