

# Business Plan 2012–2015

## Department for Transport

31 May 2012

### Annexes

The 2012 Business Plan, and its reporting through the No.10 website, have been streamlined to focus on the Government’s structural reforms. These annexes contain information on cross–Government priorities, additional reform actions and actions from the 2011 Business Plan that are now complete. The Government will not report systematically on the No.10 website against the activities listed in these annexes, although overall progress will be reported through other publications, such as the Annual Report and Accounts, the Budget and a progress report on sustainable development.

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# Annex A) Cross–Government priorities

The Government is committed to driving progress of a number of shared priorities across different departments. The Department for Transport is contributing to these priorities through the commitments listed below.

Where set out, numbers in brackets refer to the position of actions in the Structural Reform Plan section of the Business Plan.

## 1. Growth

- Fund the extension of smart ticketing technology at stations within the South East of England and work with train operators to develop new flexible commuter tickets
- Announce the way forward for East–West rail project from Oxford to Bedford
- Deliver, with Network Rail, improved electrified services in the North West and Trans–Pennine routes (2.3ii)
- Set out the level of future Government support for the Strategic Rail Freight Network
- Provide a clear planning policy framework to support further private sector investment in rail freight terminals and rail–connected distribution parks, including Strategic Rail Freight interchanges (SRFIs), to support growth.
- Continue to make available £5 million to support a nationwide taskforce to coordinate enforcement activity targeting metal thieves and scrap metal dealers who illegally trade in stolen metal
- Ensure all low carbon buses bought under 3rd round of the Green Bus Fund come into service
- Provide £5 million to fit pollution reduction technology to London buses
- Appraise options for additional capacity for crossing the Lower Thames (4.1 ii)
- Work with the Mayor of London and Transport for London to explore options for proposed additional river crossings, for example at Silvertown.
- Continue to provide up to £350 million towards the £385 million programme to modernise the Tyne and Wear metro system over the next decade.
- Set out the investment programme for the Pinch Point Fund
- Improve road layout and increase resilience on the A14 around Cambridge

### *Cross-Government priorities*

- Develop a package of cost-effective interventions to improve performance of the A14 corridor and enable planned developments to progress
- Engage with the Welsh Government on their proposed improvements to the M4 in South-East Wales
- Complete the introduction of the ten year trial of 1800 longer semi-trailers, and produce first annual review of these vehicles' contribution to reducing carbon emissions (4.6i)
- Introduce new economic regulatory regime for aviation (5.2ii)
- We will contribute to the cross-Government programme for Accelerating the Disposal of Public Sector Land by ensuring that we dispose of land with the capacity for 6,320 homes by April 2015. We will work DCLG and the HCA to accelerate delivery, achieving value for money, though ensuring retention of land potentially required for future transport use. Where there is market demand and it is affordable we will look to use Buy Now Pay Later models.
- Take forward a range of carbon reduction actions in the Logistics Growth Review, including:
  - funding a 2-year low carbon truck demonstration trial;
  - exploring opportunities to support green technologies through the operator licensing regime;
  - reviewing effectiveness of industry-led low carbon measures, such as the Freight Transport Association's Logistics Carbon Reduction Scheme; and
  - considering the need for further guidance to encourage the uptake of quiet night time deliveries;
- Consider new approaches to make the motorway roadside telecommunications network available to enable points of access for third party services such as broadband for rural businesses
- The Government is consulting, through the Fares and Ticketing Review, on providing open access to rail fares data, giving passengers and business better information and enabling them to make the most cost-effective travel choices. This is mentioned as part of the Open Data Strategy summary
- Delivering on recommendations from Motorway Incidents Review to ensure reduction in frequency of long-duration incidents and delay to heavy goods vehicles (4.1 i)

### **National Infrastructure Plan**

- Explore with Network Rail and other government departments scope to enhance mobile communication coverage for passengers along rail corridors, and report on progress
- Call for evidence on options for maintaining the UK's aviation hub status (5.1 ii)

## **2. Social mobility**

- Develop policies and deliver investments in transport that enable social inclusion and mobility (see Sustainable Development commitment below).
- Develop and publish an Equalities Action Plan to support the published DfT equality objectives, to ensure that social impacts, well being and fairness are embedded in DfT policy (7.3ii).

## **3. Open Public Services**

- Respond to the consultation on local devolution of rail responsibilities (2.1 iii)
- Transform delivery of the motoring services we provide by reducing costs, increasing the customer focus and increasing the diversity of delivery, whilst maintaining quality and customer satisfaction
- Publish user satisfaction data in public transport in a standardised way that is useful to users, and a timetable for achieving this before the end of this Parliament
- Announce programme for Bus Service Operators Grant (BSOG) devolution to (i) local transport authorities relating to socially necessary local services outside London and; (ii) authorities to be designated as Better Bus Areas (3.1vi)

## **4. Red Tape Challenge**

- In line with the Red Tape Challenge, bring forward proposals to reduce and reform the stock of regulations for which the Department has overall responsibility:
  - Implement de-regulation actions in the Road Transport theme
  - Reduce paper requirements on motorists, including removing the paper counterpart to the driving licence (by 2015) and removing the requirement for annual Statutory Off-Road Notifications (SORN) (in 2013).
  - Remove the requirement for motorists taxing their car to prove they have insurance on the day their tax disc starts (in 2013).
  - Empower local authorities to make more decisions at a local level, e.g. subject to decisions following consultation, for local authorities to have the freedom to publicise traffic regulation orders in a manner they consider appropriate and to have more discretion in setting levels of parking fines.
  - Take ideas to Europe for a simplified regime for drivers' hours and working time, which we will work up with industry (Work with Industry to begin 2012/2013).

- Subject to decisions following consultation, exempting vehicles of historic interest (vehicles manufactured prior to 1 January 1960) from the statutory MoT test (by end 2012/13)
- Announce de-regulation actions in the Maritime & Rail Transport theme by December 2012 and begin implementation of these immediately.
- Announce de-regulation actions in the Aviation theme by December 2012 and begin implementation of these immediately.

## **5. Civil Society Compact**

- Ensure compliance with the Civil Society Compact, working collaboratively with the civil society sector, including on the following SRP action:
  - Drive progress towards a transport system that is accessible and socially inclusive (7.3)

## **6. Sustainable development**

- Transport is a key enabler of sustainable economic growth, which is vital in underpinning wider sustainable development in the UK. We support this by developing policies and delivering investments in transport that maximise value, limit adverse environmental impacts and, where reasonably practicable, enhance our natural environment, and enable social inclusion and mobility
- DfT will:
  - Assess and manage environmental, social and economic impacts and opportunities in its policy development and decision making
  - Implement the Department's plan to deliver on the Greening Government Commitments, supplying quarterly information and contributing to an annual report on progress.
  - Procure from small businesses with the aspiration that 25% of contracts should be awarded to SMEs

## **7. Efficiency**

- Take forward rail franchise replacements, generating better value by giving operators the incentives to work in partnership with Network Rail to deliver better services, rolling stock and stations, and tackle costs (2.2)
- Implement the actions in the September 2011 report 'Green Light for Light Rail', to deliver significant reductions in the capital investment cost of light rail systems in future, and report on progress, working with UK Tram (3.1vii)
- Start construction of the 20 major schemes funded since Spending Review 2010, targeting 20% efficiency savings across the programme (4.1iii)
- Report on the first year of operation of the new Blue Badge Improvement Service, and improvements in efficiency and reduction in fraud (7.3iii)

# Annex B) Additional departmental actions

This section contains additional significant actions that will be taken forward but which are not considered to be major structural reforms for the purpose of the 2012 Business Plan.

The Department's objectives are in bold; the actions the Department will undertake are shown by the bullet points under each objective.

## **Deliver a sustainable and customer-focused railway<sup>1</sup>**

### **Support further capacity improvements and electrification of the rail network**

- Complete the commercial arrangements for the delivery of the Intercity Express Programme

### **Support sustainable local travel**

**In line with the Red Tape Challenge, bring forward proposals to reduce and reform the stock of regulations for which the Department has overall responsibility**

### **Invest in our roads to promote growth, while reducing congestion and tackling carbon**

#### **Take further steps to promote electric and other ultra-low emission vehicles and a national recharging network**

- Push for early EU adoption of electric vehicle infrastructure standards

#### **Deliver further measures to reduce CO2 from road transport**

- Complete transposition of the Fuel Quality Directive to introduce a 6% greenhouse gas reduction target in 2020 and annual reporting requirements on the environmental performance of transport fuels

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<sup>1</sup> The bolded Coalition Priority SRP section headings are the updated ones used in the 2012-13 SRP.

# Annex C) Completed structural reform actions

Completed actions from the 2011 Business Plan are shown below against each Coalition priority.

## **Deliver the Coalition's commitments on High Speed Rail**

### **Review and consult on high speed rail**

- Develop high speed rail strategy for consultation, detailing network options (including scope for Heathrow and High Speed 1 links) and the phasing of construction
- Open the Exceptional Hardship Scheme to applications from property owners who might be affected by the High Speed 2 line proposals
- Decide on the structure, funding and appointments of HS2 Ltd (the organisation with oversight for the High Speed 2 line), and the delivery timetable for high speed rail
- Carry out consultation on high speed rail strategy and route of initial London– Birmingham phase of High Speed 2
- Analyse consultation responses and publish proposed route and strategy

### **Complete the sale of high speed 1 – the Channel Tunnel rail link asset**

## **Deliver a sustainable and customer-focused railway for the future**

### **Identify plans for securing a sustainable railway**

- Report on the value for money of the UK railway and its accountability structures
- Set out a high level vision/narrative for a sustainable railway
- Develop and publish detailed proposals on delivering a sustainable railway including reform of Network Rail

### **Take forward rail franchise replacements, generating better value by giving operators the incentive to deliver better services, rolling stock and stations, and tackle costs**

- Review current franchises (grounds for default, extensions, payments etc)



*Completed structural reform actions*

- Develop and announce strategy for implementing franchise reform to existing and new franchises, in line with wider reform plans for securing a sustainable railway

**Support further capacity improvements and electrification of the rail network**

- Announce the way forward on Intercity Express Programme, Thameslink, new rolling stock and electrification
- Announce preferred bidder for Thameslink rolling stock

## **Support sustainable local travel**

### **Simplify transport funding and decision making, driving smarter investment to encourage low carbon transport and green growth**

- Announce the process for major transport scheme funding
- Select best value schemes from the 'development pool' of local authority major transport schemes and announce funding settlement
- Start providing major transport scheme funding to new schemes announced in Spending Review 2010 (subject to agreeing best and final bids from local authorities)
- Open bidding for the new Local Sustainable Transport Fund, to enable low cost, high value interventions in local communities
- Details released on initial tranche of projects to be supported by the Local Sustainable Transport Fund
- Work with other government departments to develop a national sustainable travel strategy set out in a Local Transport White Paper
- Rationalise the number of local authority funding streams
- Reform the way transport projects are assessed and funding prioritisation decisions are made so that the benefits of low carbon proposals are fully recognised
  - Review and revise DfT guidance on appraising transport projects
  - Review and revise DfT processes for assessing schemes and supporting Ministerial decisions

### **Enhance local public transport**

- Launch the 2010 Green Bus Fund and open bids to bus operators and local authorities
- Award grants to successful bidders to help them buy new low carbon buses
- Details released on the number of low carbon buses ordered via the Green Bus Fund
- Review future distribution of Bus Service Operators Grant
- Respond to the Competition Commission report on the Bus Market
- Deliver, with operators and public sector bodies, the infrastructure to enable most public transport journeys to be undertaken using smart ticketing by December 2014
  - Distribute second tranche of smartcard grant to help to deliver smart and integrated ticketing schemes in the ten largest urban areas in England

## *Completed structural reform actions*

### **Give local authorities more freedom and flexibility to tackle the causes of local congestion**

- Complete traffic signs policy review, reducing the need for central government approvals and giving more flexibility to local authorities to tackle traffic problems
- Reform management of roadworks:
  - Consult on, and finalise, regulations enabling new lane rental schemes

### **Contribute to the delivery of a successful Olympics**

- Develop and provide a spectator journey planning service, including travel demand management and accessible routes, via the London 2012 website
- Develop and open an extended Olympic airport slot co-ordination and booking system
- Provide powers through DCMS Olympics Bill for improved traffic management procedures during the Olympics
- New King's Cross Western Concourse open to the public

## **Invest in our roads to promote growth, while reducing congestion and tackling carbon**

### **Promote electric and other ultra-low emission vehicles and mandate a national recharging network**

- Develop nationwide strategy to promote the installation of electric vehicle infrastructure, including a decision on whether to use an energy Regulated Asset Base and/or changes to planning/building regulations
- Support Plugged-in Places pilot programme to encourage the establishment of electric vehicle recharging infrastructure across the UK to inform the development of the electric vehicle infrastructure strategy:
- Run bidding process for second round funding
- Consolidate existing support mechanisms for low and ultra-low emission vehicle research and development
- Promote consumer uptake of low and ultra-low emission vehicles
  - Begin awarding Plug-in Car grants (25% of the price of an ultra-low emission vehicle, up to £5,000) to buyers of qualifying cars
  - Review strategy to support transition from early ultra-low emission vehicle market to mass market

### **Improve traffic flow and remove bottlenecks**

- Work with the Home Office to review police investigation and closure procedures for motorway incidents
- Open the M4 bus lane to road users
- Set out, and start delivery of, the investment programme for the strategic road network

### **Introduce Heavy Goods Vehicle (HGV) road user charging to ensure a fairer arrangement for UK hauliers**

- Agree scope and goals of a road user charging scheme

### **Review the operation and structure of the Highways Agency**

- Appoint Non-Executive Chair
- Carry out review of the Highways Agency

### **Switch to more effective ways to make our roads safer**

- Stop central government funding to local bodies for new fixed speed cameras
- Develop and issue guidance to enable local authorities to publish speed camera data
- Respond to the North Report on drink/drug driving

*Completed structural reform actions*

- Review Part 1 of the motorcycle test
- Develop a new strategic framework for road safety

**Reform the Blue Badge Scheme for people with severe mobility problems**

- Begin roll out of Blue Badge service improvements, delivering a more efficient service and reducing fraud

**Deliver further measures to reduce CO2 from road transport**

- Define the transport elements in the Government's Carbon Plan for achieving statutory carbon budgets

## **Promote sustainable aviation**

### **Develop a sustainable framework for UK aviation and consider how to make airports operate better**

- Make statement to Parliament to confirm position on additional runways at Heathrow, Gatwick and Stansted, and cancel all work streams for Heathrow R3
- Establish South East Airports Taskforce to assess London's major airports
- Publish Task Force recommendations for operational improvements
- Publish scoping document for sustainable framework for UK aviation

### **Reform civil aviation regulation to improve the passenger experience**

- Review economic regulation and the role of the Civil Aviation Authority
- Call for evidence on proposals to reform aviation security regulation
- Consult on proposals to reform aviation security regulation

### **Ensure aviation contributes to delivering low carbon goals**

- Implement the inclusion of aviation within the EU Emissions Trading Scheme
- Publish the Government's response to the Committee on Climate Change recommendations on aviation growth compatible with climate change targets