

Department for Transport  
2011 Business Plan revisions

2011 SRP	2011 text	2011 start date	2011 end date	2012 status	2012 SRP	2012 text (if changed)	2012 start date (if changed)	2012 end date (if changed)	Explanation (for text/date changes or actions removed from Plan)
1	Deliver the Coalition's commitments on high speed rail			Structural Reform Plan	1				
1.1	Review and consult on high speed rail			Annex C) completed structural reform actions					
1.1i	Develop high speed rail strategy for consultation, detailing network options (including scope for Heathrow and High Speed 1 links) and the phasing of construction	Completed		Annex C) completed structural reform actions					
1.1ii	Open the Exceptional Hardship Scheme to applications from property owners who might be affected by the High Speed 2 line proposals	Completed		Annex C) completed structural reform actions					
1.1iii	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	Completed		Annex C) completed structural reform actions					
1.1iv	Carry out consultation on high speed rail strategy and route of initial London-Birmingham phase of High Speed 2	Started	Jul 2011	Annex C) completed structural reform actions					
1.1v	Analyse consultation responses and publish proposed route and strategy	Jul 2011	Dec 2011	Annex C) completed structural reform actions					
1.2	Legislate for the London-Birmingham phase of High Speed 2			Structural Reform Plan	1.1				

1.2i	Complete outline engineering design for the London-Birmingham route	Dec 2011	Apr 2013	Structural Reform Plan	1.1ii			Sep 2013	The date has been amended to accurately reflect the sequencing of this work. The outline engineering design will be informed by the outcome of the consultation on the Environmental Statement. It would, therefore, not be fully finalised until September 2013 when the responses to the consultation will have been analysed.
1.2ii	Draft environmental impact assessment	Dec 2011	Sep 2013	Structural Reform Plan	1.1i	Undertake environmental impact assessment and draft Environmental Statement		Apr 2013	The date has been amended to accurately reflect the sequencing of this work. The Environmental Impact Assessment process feeds into the production of the Environmental Statement (1.1i).
1.2iii	Consult on Environmental Statement	Apr 2013	Sep 2013	Structural Reform Plan	1.1iii				
1.2iv	Take first hybrid bill through Parliament	Oct 2013	May 2015	Structural Reform Plan	1.1iv				
1.3	Prepare the Birmingham-Manchester-Leeds routes and consult			Structural Reform Plan	1.2	Prepare and consult on the Leeds, Manchester and Heathrow routes and stations			The description of this action has been expanded to clarify the scope of work, which will be progressed as part of phase 2.
1.3i	Respond to HS2 Ltd's proposals on design options for Manchester and Leeds routes	Dec 2011	Mar 2012	Structural Reform Plan	1.2i	Respond to HS2 Ltd's proposals on design options for Leeds, Manchester and Heathrow routes and stations by publishing the Government's initial preferred options		Dec 2012	See 1.3. The date has moved as the advice from HS2 Ltd was submitted later than originally programmed. The Government wants to allow sufficient time to consider the complex advice and to discuss it in confidence with the cities concerned.
1.3ii	Carry out informal consultation on route options for Manchester and Leeds	Mar 2012	Mar 2013	Structural Reform Plan	1.2ii	Develop, and undertake informal consultation on, route and stations options for Leeds, Manchester and Heathrow			The text has been amended to reflect the fact that the informal consultation is now expected to start slightly later. The end date of March 2013 for this action remains the same.
1.3iii	Draft consultation paper on proposed routes	Apr 2013	Oct 2013	Structural Reform Plan	1.2iii	Draft consultation paper on proposed routes and stations			See 1.3.
1.3iv	Formally consult on Manchester and Leeds routes, analyse responses and announce decision	Jan 2014	Dec 2014	Structural Reform Plan	1.2iv	Formally consult on Leeds, Manchester and Heathrow routes and stations, analyse responses, and announce decision			See 1.3.

1.3v	Commence engineering design; environmental impact assessment; and preparation of the second hybrid bill	Jan 2015	Jan 2015	Structural Reform Plan	1.2v	Commence engineering design, environmental impact assessment, and preparation of the second hybrid Bill, subject to decision following consultation			New wording highlights the fact that the commencement of engineering design, environmental impact assessment, and preparation of the second Hybrid Bill, will be subject to the decision following consultation.
1.4	Complete sale of High Speed 1 - the Channel Tunnel rail link asset	Completed		Annex C) completed structural reform actions					
2	Secure our railways for the future			Structural Reform Plan	2	Deliver a sustainable and customer-focused railway			This coalition priority has been updated to reflect the Department's commitment to sustainability and putting the customer first.
2.1	Identify plans for securing a sustainable railway			Annex C) completed structural reform actions					
2.1i	Report on the value for money of the UK railway and its accountability structures	Started	May 2011	Annex C) completed structural reform actions					
2.1ii	Set out high-level vision/narrative for a sustainable railway	Completed		Annex C) completed structural reform actions					
2.1iii	Develop and publish detailed proposals on delivering a sustainable railway including reform of Network Rail	May 2011	Nov 2011	Annex C) completed structural reform actions					
2.2	Change rail franchise terms to give operators the incentive to deliver better services, better stations, longer trains and better rolling stock			Structural Reform Plan	2.2	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.			New wording reflects the way forward and makes explicit the importance of value for money and reducing costs.

2.2i	Review current franchises (grounds for default, extensions, payments etc)	Completed		Annex C) completed structural reform actions					
2.2ii	Develop and announce strategy for implementing franchise reform to existing and new franchises, in line with wider reform plans for securing a sustainable railway	Completed		Annex C) completed structural reform actions					
2.2iii	Implement new franchise strategy as existing franchise end dates are reached, including for Greater Anglia, Intercity West Coast, InterCity East Coast, Essex Thameside, Northern and Trans Pennine Express.	Started	May 2015	Structural Reform Plan	2.2i	Implement new franchise strategy as existing contracts reach their end dates for West Coast, East Coast, Essex Thameside, Greater Western, Thameslink, South Eastern, Greater Anglia, Northern, Trans Pennine Express and East Midlands			Wording expanded to include all franchise agreements that are to be renewed.
2.3	Support further capacity improvements and electrification of the rail network			Structural Reform Plan	2.3	Support further transformation of the network through capacity improvements and electrification			New wording more accurately reflects the Department's objectives.
2.3i	Deliver, with Transport for London (TfL), infrastructure for Crossrail services	Started	By end 2018	Structural Reform Plan	2.3iii	Deliver infrastructure for Crossrail services with TfL		Dec 2018	Text has been amended slightly for clarity.
2.3ii	Announce way forward on Intercity Express Programme, Thameslink, new rolling stock and electrification	Completed		Annex C) completed structural reform actions					
2.3iii	Provide funding to TfL, in line with the Spending Review 2010 funding letter to the Mayor, to support infrastructure investment in the London Underground	Started	Mar 2015	Structural Reform Plan	2.3i	Support major infrastructure investment in London, including the Tube upgrade programme to improve reliability and capacity on the London Underground, by providing funding to Transport for London (TfL)			Text has been expanded to describe in more detail the infrastructure investment the Department is supporting through its funding to TfL.
2.3iv	Announce preferred bidder for Thameslink rolling stock	Started	May 2011	Annex C) completed structural reform actions					
2.3v	Complete the commercial arrangements for the delivery of the Intercity Express Programme	Started	Dec 2011	Annex B) additional departmental actions					

2.3vi	Deliver, with Network Rail, the improved electrified services in the North West	Started	By end 2016	Structural Reform Plan	2.3ii	Deliver improved electrified services in the North West and Trans-Pennine routes, and on the Great Western Mainline, working with Network Rail			The latest text reflects the announcement in the Autumn Statement that the Government will support Network Rail to invest £290 million to electrify the Transpennine railway route from Manchester to Leeds starting next year. The Great Western Mainline reference has been added to more fully reflect the scope of the Department's investment programme.
2.3vii	Deliver, with Network Rail, rolling stock and infrastructure for Thameslink services	Started	By end 2018	Structural Reform Plan	2.3iv	Deliver rolling stock and infrastructure for Thameslink services and the Intercity Express Programme (IEP) on the Great Western Mainline, and IEP on the East Coast Mainline, working with Network Rail		May 2019	Actions relating to Thameslink and IEP have been combined in the refresh as the Department is delivering rolling stock and infrastructure for all three projects. The end date is now May 2019 to reflect the point at which all of the projects will be complete.
2.3viii	Deliver, with Network Rail, rolling stock and infrastructure for the Intercity Express Programme on the Great Western Mainline	Started	By end 2017	Structural Reform Plan	2.3iv	See above		May 2019	See above
2.3ix	Deliver the Intercity Express Programme on the East Coast Mainline	Started	By end 2018	Structural Reform Plan	2.3iv	See above		May 2019	Delays to securing planning permission and the need to conclude commercial discussions with the Agility Trains consortium and their banks has resulted in a delay to commercial close, which in turn has led to an overall delay in the project timeline.
3	Encourage sustainable local travel			Structural Reform Plan	3	Support sustainable local travel			This coalition priority has been reworded to reflect the active role the Department has to play in supporting sustainable local travel.
3.1	Simplify transport funding and decision making, driving smarter investment to encourage low carbon transport and green growth			Structural Reform Plan	3.1	Simplify transport funding and decision making, encouraging low carbon transport and sustainable growth			The reference to 'driving smarter investment' has come out because the action to which it referred - on transport project assessment and funding prioritisation (SRP 2011; 3.1viii) - has been completed.

3.1i	Announce the process for major transport scheme funding	Completed		Annex C) completed structural reform actions					
3.1ii	Select best value schemes from the 'development pool' of local authority major transport schemes and announce funding settlement	Started	Dec 2011	Annex C) completed structural reform actions					
3.1iii	Start providing major transport scheme funding to new schemes announced in Spending Review 2010 (subject to agreeing best and final bids from local authorities)	Apr 2012	Apr 2012	Annex C) completed structural reform actions					
3.1iv	Open bidding for the new Local Sustainable Transport Fund, to enable low cost, high value interventions in local communities	Completed		Annex C) completed structural reform actions					
3.1v	Details released on initial tranche of projects to be supported by the Local Sustainable Transport Fund	Oct 2011	Oct 2011	Annex C) completed structural reform actions					
3.1vi	Work with other government departments to develop a national sustainable travel strategy set out in a Local Transport White Paper	Completed		Annex C) completed structural reform actions					
3.1vii	Rationalise the number of local authority funding streams	Completed		Annex C) completed structural reform actions					
3.1viii	Reform the way transport projects are assessed and funding prioritisation decisions are made so that the benefits of low carbon proposals are fully recognised			Annex C) completed structural reform actions					
3.1viii.a	Review and revise DfT guidance on appraising transport projects	Completed		Annex C) completed structural reform actions					

3.1viii.b	Review and revise DfT processes for assessing schemes and supporting Ministerial decisions	Completed		Annex C) completed structural reform actions					
3.2	Enhance local public transport			Structural Reform Plan	3.2				
3.2i	Support low carbon public transport			Annex C) completed structural reform actions					
3.2i.a	Launch the 2010 Green Bus Fund and open bids to bus operators and local authorities	Completed		Annex C) completed structural reform actions					
3.2i.b	Award grants to successful bidders to help them buy new low carbon buses	Completed		Annex C) completed structural reform actions					
3.2i.c	Details released on the number of low carbon buses ordered via the Green Bus Fund	Jul 2011	Jul 2011	Annex C) completed structural reform actions					
3.2ii	Review future distribution of Bus Service Operators Grant	Started	Mar 2012	Annex C) completed structural reform actions					
3.2iii	Respond to Competition Commission report on the bus market	Jan 2012	Jan 2012	Annex C) completed structural reform actions					
3.2iv	Deliver, with operators and public sector bodies, the infrastructure to enable most public transport journeys to be undertaken using smart ticketing by December 2014			Annex C) completed structural reform actions					

3.2iv.a	Distribute second tranche of smartcard grant to help to deliver smart and integrated ticketing schemes in the ten largest urban areas in England	Completed		Annex C) completed structural reform actions					
3.2iv.b	Wholly fund TfL project to deliver new smart readers compatible with the national ITSO specification across the London Oyster estate	Started	Jun 2013	Structural Reform Plan	3.2ii	Wholly fund the TfL project to deliver new smart readers compatible with the national ITSO specification and to enable the acceptance of new ITSO rail ticketing products across the London Oyster estate	Started	Dec 2013	The timeline has been extended to reflect the expansion in scope.
3.2iv.c	Continue to specify smart ticketing requirements, compliant with the national ITSO specification, as rail franchises are renewed over the Parliament	Started	May 2015	Structural Reform Plan	3.2iii				
3.3	Tackle the causes of local traffic congestion			Structural Reform Plan	3.3	Reform the management of roadworks by giving local authorities more freedom and flexibility to tackle the causes of local congestion			Rewording emphasises the lead role of local authorities.
3.3i	Complete traffic signs policy review, reducing the need for central government approvals and giving more flexibility to local authorities to tackle traffic problems	Started	May 2011	Annex C) completed structural reform actions					
3.3ii	Reform management of roadworks			Annex C) completed structural reform actions					
3.3ii.a	Increase maximum penalty charges where works overrun their agreed period	Started	Oct 2011	Structural Reform Plan	3.3i	Increase maximum penalty charges where works overrun their agreed period by finalising new regulations and bringing them into force		Oct 2012	New wording better reflects DfT's role. The reforms have been delayed by the need to take account of detailed comments from the Regulatory Policy Committee. The new end date relates to the coming into force of the regulations under common commencement procedures.



3.3ii.b	Consult on, and finalise, regulations enabling new lane rental schemes	Started	Dec 2011	Annex C) completed structural reform actions					
3.3ii.c	End need for government approval of individual local authorities' permit schemes	Started	Apr 2012	Structural Reform Plan	3.3ii	Consult on ending the need for government approval of individual local authorities' permit schemes and set out the way forward		Nov 2012	The reforms have been delayed by the need to fully consider the interaction between the approach on permitting schemes and that taken to lane rental. Consultation began later than originally expected, and was launched in January and closed on 25 April.
3.4	Contribute to the delivery of a successful Olympics			Structural Reform Plan	7.2	Contribute to the delivery of a successful and accessible Olympics			Accessibility is central to the delivery of a successful Olympics and is better reflected in the latest wording.
3.4i	Develop and provide a spectator journey planning service, including travel demand management and accessible routes, via the London 2012 website	Started	Jun 2011	Annex C) completed structural reform actions					
3.4ii	Develop and open an extended Olympic airport slot co-ordination and booking system	Started	Nov 2011	Annex C) completed structural reform actions					
3.4iii	Provide powers through DCMS Olympics Bill for improved traffic management procedures during the Olympics	Started	Dec 2011	Annex C) completed structural reform actions					
3.4iv	New King's Cross Western Concourse open to the public	Started	Mar 2012	Annex C) completed structural reform actions					
3.5	In line with the Red Tape Challenge, bring forward proposals to reduce and reform the stock of statutory instruments and regulations for which the Department has overall responsibility	Started	Dec 2012	Annex A) cross-government priorities		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			The reference to statutory instruments has been removed as it was essentially a duplication in this context.

4	Tackle carbon and congestion on our roads			Structural Reform Plan	4	Invest in our roads to promote growth, while reducing congestion and tackling carbon			Wording has been expanded to better reflect the Department's work in this area, including its investment in the Strategic Road Network.
4.1	Promote electric and other ultra-low emission vehicles and mandate national recharging network			Structural Reform Plan	4.5	Take further steps to promote electric and other ultra-low emission vehicles and a national recharging network			Wording has been amended to reflect the fact that this is an ongoing commitment for the Department.
4.1i	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	Started	Jun 2011	Annex C) completed structural reform actions					
4.1ii	Support Plugged-in Places pilots programme to encourage the establishment of electric vehicle recharging infrastructure across the UK to inform the development of the electric vehicle infrastructure strategy			Annex C) completed structural reform actions					
4.1ii.a	Run bidding process for second round funding	Completed		Annex C) completed structural reform actions					
4.1ii.b	Release second round funding to successful bidders	Started	Mar 2013	Structural Reform Plan	4.5ii	Complete the Plugged in Places infrastructure programme, helping to deliver plug-in vehicle charge points and build a sustainable market for plug-in infrastructure across the UK			The updated wording reflects the outcome of releasing the second round of funding of the Plugged in Places infrastructure programme.
4.1iii	Push for early EU adoption of electric vehicle infrastructure standards	Started	Mar 2012	Annex B) additional departmental actions					
4.1iv	Consolidate existing support mechanisms for low and ultra-low emission vehicle research and development	Started	Jul 2011	Annex C) completed structural reform actions					

4.1v	Promote consumer uptake of ultra-low emission vehicles			Annex C) completed structural reform actions					
4.1v.a	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	Completed		Annex C) completed structural reform actions					
4.1v.b	Review strategy to support transition from early ultra-low emission vehicle market to mass market	Started	Mar 2012	Annex C) completed structural reform actions					
4.2	Improve traffic flow and remove bottlenecks			Annex C) completed structural reform actions					
4.2i	Work with the Home Office to review police investigation and closure procedures for motorway incidents	Completed		Annex C) completed structural reform actions					
4.2ii	Open M4 bus lane to all road users	Completed		Annex C) completed structural reform actions					
4.2iii	Set out, and start delivery of, the investment programme for the strategic road network	Completed		Annex C) completed structural reform actions					
4.2iv	Set out and implement measures to reduce the congestion caused by incidents	May 2011	Dec 2012	Structural Reform Plan	4.1i	Implement measures, including the use of innovative laser scanning equipment, to reduce the congestion and costs associated with motorway closures following incidents			The measures have now been set out, and the updated wording is more informative, for example highlighting the use of laser scanning technology.

4.2v	Introduce free-flow charging on the Dartford Crossing	Dec 2013	Dec 2013	Structural Reform Plan	4.1iv	Introduce free-flow charging at Dartford to improve journey reliability at the Crossing and test the technology's potential effectiveness for other parts of the SRN	Oct 2014	Oct 2014	Having completed further development work, in particular the requirements to secure legislative powers for enforcement of free flow charging at Dartford, and to undertake the procurement exercise for the project, the Highways Agency estimate that the implementation of free-flow is achievable by October 2014. The new wording sets out more clearly the scope of the work.
4.3	Introduce Heavy Goods Vehicle (HGV) road user charging to ensure a fairer arrangement for UK hauliers			Structural Reform Plan	4.3				
4.3i	Agree scope and goals of a road user charging scheme	Started	Jun 2011	Annex C) completed structural reform actions					
4.3ii	Consult and communicate with road users on the introduction of the scheme	Started	Dec 2013	Structural Reform Plan	4.3i	Consult and communicate with road users on the introduction of the HGV road user charging scheme			Wording has been revised for clarity.
4.3iii	Seek to introduce legislation in Parliament to bring HGV road user charging into effect	May 2012	May 2013	Structural Reform Plan	4.3ii		May 2013	May 2014	The timetable has been moved back due to the ongoing need to secure parliamentary time. This is now expected in the third session (2013-14).
4.3iv	Undertake formal procurement for scheme elements and commence operation	Started	Apr 2014	Structural Reform Plan	4.3iii		Started	Apr 2015	See above
4.4	Review the operation and structure of the Highways Agency			Annex C) completed structural reform actions					
4.4i	Appoint Non-Executive Chair	Completed		Annex C) completed structural reform actions					

4.4ii	Carry out review of the Highways Agency	Started	Nov 2011	Annex C) completed structural reform actions					
4.5	Switch to more effective ways to make our roads safer			Structural Reform Plan	4.4	Introduce further reforms to make our roads safer			Wording has been amended to reflect the fact that this is an ongoing area of work.
4.5i	Stop central government funding to local bodies for new fixed speed cameras	Completed		Annex C) completed structural reform actions					
4.5ii	Develop and issue guidance to enable local authorities to publish speed camera data	Started	Jun 2011	Annex C) completed structural reform actions					
4.5iii	Respond to the North report on drink/drug driving	Completed		Annex C) completed structural reform actions					
4.5iv	Work with the Home Office to authorise the use of drug screening technology in police stations	Started	Nov 2011	Structural Reform Plan	4.4i	Work with the Home Office to support their work to authorise the use of drug screening technology in police stations		Dec 2012	Authorisation depends on type approval of individual devices by the Home Secretary. This is given only following operational and laboratory tests of the devices against the type approval specification. Operational tests have been completed and arrangements are now in place ahead of the laboratory tests, which are due to complete by the end of the year.
4.5v	Review Part 1 of the motorcycle test	Completed		Annex C) completed structural reform actions					
4.5vi	Develop a new strategic framework for road safety	Started	May 2011	Annex C) completed structural reform actions					

4.6	Reform Blue Badge Scheme for people with severe mobility problems			Annex C) completed structural reform actions					
4.6i	Begin roll out of Blue Badge service improvements, delivering a more efficient system and reducing fraud	Jan 2012	Jan 2012	Annex C) completed structural reform actions					
4.7	Deliver further measures to reduce CO2 from road transport			Structural Reform Plan	4.6				
4.7i	Define transport elements in the Government's Carbon Plan for achieving statutory carbon budgets	Dec 2011	Dec 2011	Annex C) completed structural reform actions					
4.7ii	Play an active role in the European Commission's review of long-term targets in new car CO2 regulations	Started	Jan 2013	Annex B) additional departmental actions					
4.7iii	Complete transposition of Renewable Energy and Fuel Quality Directives to include mandatory sustainability standards, and enhanced incentives for waste-derived feedstocks such as used cooking oil	Started	Dec 2011	Annex B) additional departmental actions					
5	Promote sustainable aviation			Structural Reform Plan	5				
5.1	Develop a sustainable framework for UK aviation and consider how to make airports operate better			Structural Reform Plan	5.1	Develop a sustainable framework for UK aviation and continue to improve the operation of airports			Wording has been slightly revised for clarity.
5.1i	Make statement to Parliament to confirm position on additional runways at Heathrow, Gatwick and Stansted, and cancel all work streams for Heathrow R3	Completed		Annex C) completed structural reform actions					
5.1ii	Establish South East Airports Task Force to assess London's major airports	Completed		Annex C) completed structural reform actions					

5.1iii	Publish Task Force recommendations for operational improvements	Jul 2011	Jul 2011	Annex C) completed structural reform actions					
5.1iv	Publish scoping document for sustainable framework for UK aviation	Completed		Annex C) completed structural reform actions					
5.1v	Consult on sustainable aviation framework for UK	Mar 2012	Jul 2012	Structural Reform Plan	5.1i			Oct 2012	Since publishing our Business Plan in May 2011 we have been working on a separate call for evidence on the options for maintaining the UK's status as an international hub for aviation. This document, alongside our overarching aviation framework, will help define the future of UK aviation for decades to come and it is crucial that we get this right. We remain committed to having a final policy in place by spring 2013, but we have taken the decision to wait until both documents are ready and intend to publish them in the summer.
5.1vi	Adopt sustainable aviation framework	Mar 2013	Mar 2013	Structural Reform Plan	5.1iii				
5.2	Reform civil aviation regulation to improve the passenger experience			Structural Reform Plan	5.2				
5.2i	Review economic regulation and the role of the Civil Aviation Authority	Completed		Annex C) completed structural reform actions					
5.2ii	Introduce new economic regulatory regime for aviation	Started	Dec 2013	Structural Reform Plan	5.2ii	Introduce a new economic regulatory regime for airports, putting promotion of better outcomes for passengers' at the heart of the system			New wording reflects the importance of the customer in the Department's work.

5.2iii	Review the financial protection regime for passengers (ATOL), and implement revised scheme (including legislation if necessary)	Started	Apr 2013	Structural Reform Plan	5.2i	Take further steps to reform the financial protection regime for passengers (the Air Travel Organisers' Licensing scheme or ATOL), including securing powers to bring holidays sold by airlines and 'agent for consumer' arranged holidays into ATOL		May 2013	New wording highlights the next steps in ATOL reform following the ATOL regulations 2012 coming into force on 30 April. The new date relates to the current expected schedule for the Civil Aviation Bill, which entered Parliament on 19 January 2012.
5.2iv	Call for evidence on proposals to reform aviation security regulation	May 2011	Jul 2011	Annex C) completed structural reform actions					
5.2v	Consult on proposals to reform aviation security regulation	Sep 2011	Dec 2011	Annex C) completed structural reform actions					
5.2vi	Begin trials of reforms to aviation security	Oct 2012	Oct 2012	Structural Reform Plan	5.2iv				
5.3	Ensure aviation contributes to delivering low carbon goals			Annex C) completed structural reform actions					
5.3i	Implement the inclusion of aviation within the EU Emissions Trading System	Started	Jan 2012	Annex C) completed structural reform actions					
5.3ii	Publish the Government's response to the Committee on Climate Change recommendations on aviation growth compatible with climate change targets	Jul 2011	Jul 2011	Annex C) completed structural reform actions					
<b>Input and impact indicators</b>									
Indicator	Rail subsidy per passenger mile (input indicator)			Retained					
Indicator	Bus subsidy per passenger journey (input indicator)			Retained					
Indicator	Cost of maintaining the Highways Agency's motorway and A road network per lane mile (input indicator)			Retained					



Indicator	Cost of operating the Highways Agency's motorway and A road network per vehicle mile (input indicator)			Retained					
Indicator	Cost of running the rail network (input indicator)			Retained					
Indicator	% of DFT's appraised project spending that is assessed as high or very high value for money (input indicator)			Retained					
Indicator	Reliability of journeys on Highways Agency's motorway and A road network (impact indicator)			Retained					
Indicator	Proportion of trains running on time (impact indicator)			Retained					
Indicator	Proportion of bus services running on time (impact indicator)			Retained					
Indicator	Proportion of urban trips under 5 miles taken by: (i) walking or cycling (ii) public transport (impact indicator)			Retained					
Indicator	Total greenhouse gas emissions from transport (impact indicator)			Retained					
Indicator	Annual road fatalities (impact indicator)			Retained					