
Supply Estimates 1993 – 94

Class VI Department of Transport

Supply Estimates

1993 – 94

for the year ending 31 March 1994

Class VI Department of Transport

*Presented by Command of Her Majesty
Ordered by The House of Commons to be printed
9 March 1993*

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Class VI—Department of Transport Estimates by Vote

Vote ⁽¹⁾	Title	£ thousand (net)			Accounted for by	Page
		1991–92 Outturn	1992–93 Total provision	1993–94 Provision		
*1	National roads, England	1,936,981	2,124,259	2,254,997	Department of Transport	6
*2	Department of Transport: administration and transport services	229,239	211,854	204,305	Department of Transport	12
3	Transport industries	1,858,690	2,712,310	2,219,769	Department of Transport	20
*4	Driver and Vehicle Licensing Agency	136,489	171,769	180,778	Department of Transport	26
*5	Local roads and transport	355,709	440,751	495,744	Department of Transport	30
*6	Privatisation of British Rail	—	3,350	12,000	Department of Transport	35
Class VI Total		4,517,108	5,664,293	5,367,593		

⁽¹⁾ An asterisk beside a Vote number indicates that the Vote is treated as a cash limit.

Treasury Chambers
9 March 1993

Stephen Dorrell

Introduction

How to read the Estimates

1. Supply Estimates are the means used by the Government to seek fresh Parliamentary authority for the greater part of its expenditure each year. The Estimates are presented to Parliament, usually on Budget day, and Parliament votes on the provision sought in the following July or August.
2. One or more Estimates are presented, by the Treasury, for each Government department. Each Estimate covers finance for specified services, for which the department concerned will be accountable to Parliament. As a basis of accountability, Estimates are necessarily fairly complex documents and some familiarity with them is needed in order to find and understand all the information that they contain.
3. Users may therefore wish to consult first the booklet **Supply Estimates 1993–94, Summary and Guide (Cm 2230)**, also published on Budget day. This document summarises the expenditure for which authority is sought and places it in the context of the Government's more general public expenditure plans. It also provides a guide to readers interested in the detailed information in individual Estimates, tells them where to find particular information and outlines Parliamentary Supply procedure.
4. An **Index to the Supply Estimates, 1993–94** is also published. This document helps users interested in a particular area of expenditure or organisation to locate the correct Class and Vote.
5. Class VI groups together the Supply Estimates which are the responsibility of the Department of Transport.

Reconciliation of Estimates in Class VI with the control total

6. Expenditure in Class VI is related to that shown as "voted in Estimates" in the Department of Transport's Departmental Report **Cm 2206**, which describes the Government's expenditure plans for the Department of Transport and also the aims, objectives and outputs achieved.
7. **Table 1** shows the reconciliation of expenditure in Class VI Estimates with the plans in **Cm 2206**.

Other expenditure not included in the control total

8. The main items of expenditure outside the control total in the Class VI Estimates are:—
Vote 3 – Transport Industries:
 - (a) Bus fuel duty rebates: 100 per cent rebates to bus operators of excise duty paid on fuel used in running publicly available local bus services (subhead H1) £200 million.
 - (b) Driver testing and training: Treated as a trading body (subhead H2) £51 million.

Table 1 Public and other expenditure in Class VI

	Vote 1	Vote 2	Vote 3	Vote 4	Vote 5	Vote 6	Total	£ million Total in Cm 2206
Department of Transport								
Central government's own expenditure								
Across the Modes								
Driver and Vehicle Licensing Agency	—	—	—	179	—	—	179	169
Vehicle Inspectorate (Trading Fund)	—	—	—	—	—	—	—	—
Vehicle Certification Agency	—	—	—	—	—	—	—	—
Central administration and miscellaneous services	—	144	—	—	—	—	144	160
Inland transport R&D (excluding Highways)	—	6	—	—	—	—	6	6
Civil defence	—	—	—	—	—	—	—	—
Capital expenditure by transport industries funded by EC grants	—	—	18	—	—	—	18	16
Local transport	—	—	—	—	2	—	2	2
Transport Research Laboratory	—	-1	—	—	—	—	-1	-1
DVOIT	—	-5	—	—	—	—	-5	-5
Freight facilities grants	—	3	—	—	—	—	3	3
Transport security	—	3	—	—	—	—	3	3
Roads								
National Roads								
Current	173	—	—	—	—	—	173	159
Capital	1,920	—	—	—	—	—	1,920	1,932
Priority routes in London	10	—	—	—	—	—	10	10
Highways safety and traffic administration	126	—	—	—	—	—	126	130
Highways research and development	28	—	—	—	—	—	28	28
Road safety, publicity and surveys	—	14	—	—	—	—	14	14
Public Transport								
British Rail pension funds	—	—	67	—	—	—	67	67
British Rail – royal travel and grant audit	—	—	2	—	—	—	2	2
Payment of EC grant under Reg 3640/34 to British Rail	—	—	—	—	—	—	—	2
National Freight Company pension funds	—	—	7	—	—	—	7	7
National Freight Company travel concessions	—	3	—	—	—	—	3	3
Privatisation of British Rail	—	—	—	—	—	12	—	—
Air Transport								
Civil aviation services	—	-1	—	—	—	—	-1	-1
Sea Transport								
Marine and coastguard services	—	34	—	—	—	—	34	33
Shipping services	—	4	—	—	—	—	4	4
Total central government expenditure	2,256	204	95	179	2	12	2,748	
Central government grants to local authorities								
Current grants within AEF								
Across the Modes								
Pre-DVLC pensions	—	—	—	2	—	—	2	2
Roads								
Transport supplementary grants	—	—	—	—	431	—	431	431
Other grants to highway authorities	—	—	—	—	4	—	4	3
Public Transport								
Public transport facilities grants	—	—	—	—	17	—	17	16
Total current government grants to local authorities	—	—	—	2	454	—	454	
Nationalised industries' EFLs								
Public Transport								
British Railways Board	—	—	886	—	—	—	886	886
London Regional Transport	—	—	1,006	—	—	—	1,006	1,006
Air Transport								
Civil Aviation Authority	—	—	—	—	—	—	—	—
Total nationalised industries' EFLs	—	—	1,892	—	—	—	1,892	
Control total expenditure	2,256	204	1,987	181	454	12	5,093	
European Community receipts	-3	—	-18	—	-58	—	-79	
Non-control total expenditure	2	1	251	—	100	—	353	
Total Department of Transport	2,255	204	2,220	181	496	12	5,367	
<i>of which:</i>								
Current	325	183	1,269	172	-15	12	1,946	
Capital	1,930	22	951	8	511	—	3,422	
(1) Note: The symbol (—) denotes nil or less than £0.5 million.								
(2) Because of roundings, individual components of the table may not sum to the totals shown.								
9. Major changes in the 1993-94 Class VI Estimates reflect the new planning totals.								

Table 1 Public and other expenditure in Class VI (contd)**Running costs and manpower**

10. The arrangements for controlling a department's gross running costs and manpower are explained in Chapter 4 of the Summary and Guide to the Estimates (Cm 2230), which also includes a table showing the running costs limit set for each department's gross control (and, where applicable, net control) areas, together with the related Civil Service manpower (permanent staff, whole-time equivalents). For gross control areas the running costs limit is derived from gross running costs provision, less VAT refunds on contracted out services; for those areas approved for net control, the limit is derived by further deducting running costs related receipts. The running costs limits and related manpower figures for 1993-94 covered by Class VI are:

Gross running cost control

	1992-93 Running costs limit (£'000)	Staff numbers	1993-94 Running costs limit (£'000)	Staff numbers
Department of Transport				
National Roads, England				
Vote 1				
Section D	93,554	3,035	107,491	2,996
Administration and Transport Services				
Vote 2				
Of which:				
Section A	127,210	2,687	140,729	2,373
Driver and Vehicle Licensing				
Vote 4				
Section A	173,346	4,745	184,769	4,574
Department of Transport Total (Gross control)	394,100	10,425	432,989	9,943

Net running cost control

	1992-93			Staff numbers	1993-94			Staff numbers
	Gross running costs provision (£'000)	Running costs receipts (£'000)	Net running costs limit (£'000)		Gross running costs provision (£'000)	Running costs receipts (£'000)	Net running costs limit (£'000)	
Vehicle Certification Agency								
Vote 2								
Section J	2,596	2,466	130	85	2,291	2,091	200	72
Driver Vehicle Operator Information								
Technology Agency								
Vote 2								
Section K	17,160	15,730	1,430	440	17,815	16,865	950	476
Transport Research Laboratory Agency								
Vote 2								
Section M	20,423	20,423	—	649	20,000	20,000	—	602

(1) Consistent with the 1993 Departmental Report (CM 2206)

Symbols 11. For convenience, the symbols used throughout Supply Estimates are reproduced below.

Cash limit status:

- * A Vote which is treated as a cash limit.

Public expenditure:

- Other expenditure not included in the control total.
- Φ Receipts that are included in the control total and are, exceptionally, surrendered to the Consolidated Fund rather than taken into the Vote as appropriations in aid.

Statutory authority for expenditure:

- Items where provision is sought under the sole authority of Part I of the Estimate and of the confirming Appropriation Act.

Accounting and audit arrangements for grants in aid and certain subscriptions, etc, to international organisations:

- ♥ The accounts of this body are audited by the Comptroller and Auditor General and presented to Parliament.
- ◆ The accounts of this body are audited by auditors appointed by the Secretary of State (or Minister) and presented to Parliament. The books and accounts are also open to inspection by the Comptroller and Auditor General.
- ♣ The accounts of this body are audited by auditors appointed by the Secretary of State (or Minister) and presented to Parliament.

Class VI, Vote 1

National roads, England

Introduction

1. This Vote is treated as a cash limit.
2. It covers the construction, improvement and maintenance of the trunk road network for which the Secretary of State is responsible and 100 per cent grants to local authorities for works on local authority roads required or incurred by the Department, together with the associated administrative costs, and administrative costs associated with road and vehicle safety. It also covers the cost of running the Woolwich Ferry and expenditure on priority routes in London. Details of major construction and improvement schemes are in Table 1 at the end of the Vote.
3. In 1992-93 125 miles of motorway and all-purpose trunk roads are expected to be completed; renewal of about 100 miles of motorway and 275 miles of trunk roads is planned. Forecast outturn in 1992-93 of £2,080 million is within the revised provision.
4. The provision for 1993-94 is 8 per cent (£165 million) more than the forecast outturn for the equivalent sections of the Vote in 1992-93 and 16 per cent (£318 million) more than in 1991-92. Present plans are to complete about 93 miles of motorway and all purpose trunk roads in 1993-94, and to renew around 82 miles of motorway and about 173 miles of other trunk roads.
5. Advances to agent authorities in respect of maintenance and improvement expenditure will be made as required and charged to the subheads of the Vote at the time of issue, any necessary adjustments being made on subsequent advances. The authorities will be required to submit statements of expenditure incurred. Local authority accounts will be inspected on behalf of the Secretary of State for Transport by auditors appointed by the Audit Commission.
6. There are three outstanding contingent liabilities, where any costs arising would be met from the Vote. These are as follows:

Nature of liability	Amount outstanding at 31.3.92
Dartford Thurrock Crossing - protection to third parties in the event of siltation or scouring attributable to bridge construction where costs arise beyond the time they could be met from toll revenue.	unquantifiable
Birmingham Northern Relief Road - liabilities arising under the Agreement with the Concessionaire in the event of changes in policy or legislation.	unquantifiable
Indemnities given to the Department's staff who are acting as non-executive directors of commercial organisations.	unquantifiable

7. Symbols are explained in the introduction to this booklet.

National roads, England

Part I

£2,254,997,000

Amount required in the year ending 31 March 1994 for expenditure by the Department of Transport on the construction, improvement and maintenance of motorways and trunk roads, including the acquisition of land, scheme design and preparation, a grant to English Heritage in respect of archaeological survey and rescue work, compensation, the purchase of maintenance vehicles and equipment, a grant to the Traffic Director for London and other expenditure on priority routes in London, the maintenance of the Woolwich Ferry, highways safety, and traffic administration, highways research and development and licence refunds.

The Department of Transport will account for this Vote.

	£
Net total	2,254,997,000
Allocated in the Vote on Account (HC 232)	955,916,000
Balance to complete	1,299,081,000

Part II Summary and subhead detail

Summary		1993-94		
1991-92	1992-93	Gross provision £'000	Appropriations in aid £'000	Net provision £'000
Net outturn £'000	Total net provision £'000			
Central government's own expenditure:-				
National roads systems:-				
1,701,338	1,812,620	2,066,705	150,136	1,916,569
(-1,686)	-6,000	—	-3,000	-3,000
144,912	164,061	183,000	10,000	173,000
552	5,500	10,000	—	10,000
77,964	110,471	130,991	5,158	125,833
10,477	29,607	27,695	100	27,595
1,738	2,000	2,000	—	2,000
1,936,981	2,124,259	2,420,391	165,394	2,254,997
	Forecast outturn £'000			
	2,080,000			

		Subhead detail		
1991-92	1992-93			1993-94
Outturn £'000	Total provision £'000			Provision £'000
Section A: National roads systems: capital				
1,802,634	1,941,527	A1 New Construction and renewal		2,066,705
	256,000	(1) Preparation and supervision of new construction and renewal schemes		265,000
	233,000	(2) Purchase and management of land and property required for new construction and improvement schemes, and payments for planning blight and rehousing		253,000
	962,726	(3) Works costs on schemes for the new construction and improvement of roads and motorway service areas, including associated costs such as lighting and signs		991,304
	1	(4) Retrospective compensation to property owners or occupiers for depreciation resulting from works		1
	350,000	(5) Renewal of roads		400,000
	130,000	(6) Renewal and strengthening of bridges		150,000
	8,500	(7) Purchase of vehicles and equipment, primarily for winter maintenance		6,400
	500	(8) Grant to English Heritage		1,000
	800	<i>Preparatory expenditure on priority routes in London</i>		—
		<i>Less:</i>		
101,296	128,907	AZ Appropriations in aid		150,136
	31,500	(1) Sale of land on completion or abandonment of schemes; rents from property and land; disposal of surplus plant and machinery		22,000
	1	(2) Extra contractual claims for defective work		1
	85,000	(3) VAT refunds		85,000
	6,000	(4) Receipts from the European Community		3,000
	5,406	(5) Recovery of motorway service area design and build costs		40,135
	1,000	<i>Receipts from Dartford River Crossing Ltd</i>		—
1,701,338	1,812,620	Net total		1,916,569
Section B: National roads systems: current				
175,180	174,061	B1: Maintenance: roads and bridges		183,000
	105,000	(1) Roads: routine and winter maintenance, minor repairs		114,000
	22,000	(2) Bridges: routine maintenance		24,000
	20,000	(3) Lighting: routine maintenance and electricity costs		21,000
	8,000	(4) Motorway communications: routine maintenance		8,000
	13,061	(5) Other current expenditure, including Severn Bridge, miscellaneous consultancies, reimbursement to local authorities of Audit Commission fees incurred in connection with agency work for the Department and Highways technical support		9,700
	3,000	(6) Compensation for planning restrictions necessitated by safety or traffic flow considerations: for accidents, for damage and inconvenience resulting from roadworks		3,000
	3,000	(7) Maintenance and operation of Woolwich Ferry		3,300
		<i>Less:</i>		
30,268	10,000	BZ Appropriations in aid		10,000
	6,000	(1) Claims for damage to motorways and trunk roads, administration charges and hire charges for specialized vehicles and equipment		6,000
	4,000	(2) VAT refunds		4,000
144,912	164,061	Net total		173,000
Section C: Priority routes in London				
552	5,500	C1 Priority routes in London		10,000
	5,500	(1) Grants to Traffic Director		8,500
	—	(2) Other expenditure		1,500

Subhead detail			1993-94
1991-92	1992-93		1993-94
Outturn £'000	Total provision £'000		Provision £'000
Section D: Highways safety and traffic administration			
71,853	94,159	D1 Running costs	108,500
2,988	4,278	D2 Capital expenditure (administration)	4,295
6,152	16,377	D3 Vehicle and traffic enforcement Capital and current expenditure on weighbridges and payments to Vehicle Inspectorate for vehicle and traffic enforcement, including roadside checking of vehicles and drivers to ensure compliance with regulations	18,096
51	100	D4 Consultancy services on highways and traffic policy	100
81,044	144,914	Gross total	130,991
3,080	4,443	<i>Less:</i> DZ Appropriations in aid	5,158
	615	(1) Recovery of VAT on contracted out services (running costs)	1,009
	3,557	(2) Receipts from recovery of administrative costs and repayment services	4,146
	—	(3) Receipts from sale of information including publications	1
	96	(4) Receipts from rental of land, buildings, plant, equipment, vehicles and other capital assets	1
	175	(5) Receipts from disposal of land, buildings, plant, equipment, vehicles and other capital assets	1
77,964	110,471	Net total	125,833
Section E: Highways research and development			
10,477	29,742	E1 Payments to TRL and other bodies for research services	27,695
—	135	<i>Less:</i> EZ Appropriations in aid	100
		VAT refunds	
10,477	29,607	Net total	27,595
Other expenditure not included in the control total:—			
Section F: Licence refunds			
1,738	2,000	F1 Refunds of licence fees to goods vehicle and public service vehicle operators and drivers	2,000
Part III Extra receipts payable to the Consolidated Fund			
1991-92	1992-93		1993-94
£'000	£'000		£'000
4,781	3,610	In addition to appropriations in aid, there are the following estimated receipts:	3,600
539	3,700	(1) Surplus rents from property and land: some residual rents from motorway service areas	25,065
—	3,000	(2) Motorway service areas: disposal receipts	3,800
—	18,000	(3) Licensing of public service vehicle operators etc	14,900
1,550	1	(4) Licensing of goods vehicle operators and issuing permits for international haulage	1
—	2,500	(5) Miscellaneous	3,573
—	62,000	(6) Severn Bridge: interest on subordinated debt	—
—	1,000	Severn Bridge: receipts from Severn River Crossing Limited	—
—	2,819	Severn Bridge toll receipts	—
		Surplus receipts of classes authorised to be applied as appropriations in aid	—
6,870	96,630	Total	50,939

Table 1 Long term capital projects costing over £50m and reconciliation with the estimate (Subhead A1.(3))

Project	Year of start/ Original estimate of year of completion (1)	Current estimate of year of completion	Original estimate of expenditure (2)	£ million at average 1993-94 prices (2)			
				Current estimates of provision			
				Total	Spent in past years	Estimates provision for 1993-1994	To be spent in future years
MOTORWAYS							
Schemes in progress with a total cost over £50m (at 1 April 1993)							
M20 widening Junct. 5 to 8	1991-92/1993-94	1993-94	115.511	111.213	86.100	19.988	5.125
M3 Bar End to Compton	1992-93/1995-96	1994-95	60.721	40,744	10.353	22.140	8.251
M5 widening Junct. 6 to 8	1991-92/1993-94	1993-94	122.605	97.478	85.383	9.738	2.358
M6 widening Junct. 20 to 21A	1992-93/1996-97	1996-97	113.307	70.479	8.696	18.563	43.220
M6 widening Junct. 30 to 32	1992-93/1995-96	1995-96	81.246	84.699	2.305	26.515	55.879
M66 Denton to Middleton	1992-93/1998-99	1998-99	341.254	384.771	18.251	30.075	336.445
M4 Second Severn approach Roads	1992-93/1995-96	1995-96	121.270	121.270	6.376	41.308	73.587
Total			955.914	910.654	217.464	168.327	524.865
Proposals to start schemes with a total cost of over £50m							
M40 widening Junct. 1A to 4	1993-94/1995-96	1995-96	145.451	138.990	0.000	2.050	136.940
M65 Blackburn Southern Bypass	1993-94/1996-97	1996-97	143.639	148.938	5.720	13.951	129.267
Total			289.090	287.928	5.720	16.001	266.207
Other schemes in progress (with a total cost between £1m and £50m)						28.814	
Other proposals to start schemes with a total cost between £1m and £50m						47.721	
Residual expenditure on schemes costing £1m or more						4.160	
Preliminary expenditure on schemes costing £1m or more						41.298	
Motorway service areas design and build costs						40.135	
Total for motorways						341.456	

Table 1 Long term capital projects costing over £50m and reconciliation with the estimate (Subhead A1.(3)) (contd)

Project	Year of start/ Original estimate of year of completion (1)	Current estimate of year of completion	Original estimate of expenditure (2)	£ million at average 1993-94 prices (2)			
				Current estimates of provision			
				Total	Spent in past years	Estimates provision for 1993-1994	To be spent in future years
TRUNK ROADS							
Schemes in progress with a total cost over £50m (at 1 April 1993)							
A14/M1 to A1 link	1988-89/1993-94	1993-94	283.925	235.750	207.523	26.650	1.577
A27 Brighton Bypass	1989-90/1994-95	1994-95	109.293	94.608	64.278	13.838	16.492
A20 Folkestone to Court Wood & Court Wood to Dover	1990-91/1992-93	1993-94	115.701	105.268	79.745	21.218	4.305
A406 Hanger Lane to Harrow Road	1991-92/1993-94	1994-95	133.660	115.313	96.043	12.608	6.663
Total			642.579	550.939	447.589	74.314	29.037
Proposals to start schemes with a total cost of over £50m							
A12 Hackney to M11 Link Road	1993-94/1995-96	1997-98	249.075	249.075	12.915	15.375	220.785
A1(M) Walshford to Dishforth	1993-94/1996-97	1996-97	116.122	116.122	0.000	28.700	87.422
A428 Bedford Southern Bypass	1993-94/1995-96	1995-96	75.133	75.543	0.513	9.738	65.293
A50 Blythe Bridge to Queensway	1993-94/1996-97	1996-97	74.928	74.928	0.820	13.325	60.783
A4/A46 Batheaston/Swainswick Bypass	1993-94/1996-97	1996-97	52.373	52.373	0.000	1.671	50.703
A406 East of Falloeden Way	1993-94/1996-97	1996-97	74.005	74.005	4.510	19.988	49.508
A406 Dysons Road to Hall Lane	1993-94/1996-97	1996-97	91.225	89.288	0.215	7.175	81.898
A13 Thames Avenue to Wennington (3)	1993-94/1995-96	1996-97	143.398	78.618	3.178	25.728	49.713
A13 West of Heathway to Thames Avenue (3)	1993-94/1995-96	1996-97		63.858	1.435	8.303	54.120
Total			876.259	873.810	23.586	130.003	720.225
Other schemes in progress (with a total cost between £1m and £50m)						153.071	
Other proposals to start schemes with a total cost between £1m and £50m						103.375	
Residual expenditure on schemes costing £1m or more						15.840	
Preliminary expenditure on schemes costing £1m or more						30.245	
Other schemes costing less than £1m each, and other miscellaneous items						143.000	
Total for trunk roads						649.848	
NATIONAL TOTAL (Subhead A1-(3))						991.304	

Notes:

- (1) All dates shown for year of start/completion refer to the main contracts.
- (2) All projected and outturn prices have been brought to average 1993-94 prices using GDP deflators.
- (3) The original estimate figure of £143.398 million for A13 Thames Avenue to Wennington also includes the original estimate for the A13 West of Heathway to Thames Avenue.
- (4) Comparisons of time and cost overruns with previous years are as follows:

	1991-92	1992-93	1993-94
Projects with later completion dates than original estimate (as % of total value)	5	16	23
Projects with higher estimates of expenditure than original (as % of total value)	33	11	25

Class VI, Vote 2

Department of Transport: administration and transport services

Introduction

1. This Vote is treated as a cash limit.
2. The Vote contains 0.3 per cent of the Department's voted support for nationalised and private industries (the remainder being borne on the Transport Industries Vote, Class VI, Vote 3 and the Local Roads and Transport Vote, Class VI, Vote 5); the running costs of the central Department and provision for marine and coastguard services, shipping services, aviation services, transport security, road safety and publicity; the DVOIT, Vehicle Certification and Transport Research Laboratory Agencies; expenditure associated with the privatisation of transport industries, inland transport research and development (excluding highways), civil defence and various minor transport services.
3. Provision is also included under Section G for expenses relating to the privatisation of DVOIT.
4. As from 1 April 1993, provision for loans to the Vehicle Inspectorate and expenses relating to the planned privatisation of British Rail previously held on this Vote, will be included on the Transport Industries Vote (Class VI, Vote 3) and Privatisation of British Rail Vote (Class VI, Vote 6) respectively.
5. There are nine outstanding contingent liabilities, where any costs arising would be met from the Vote. These are as follows:-

Nature of liability	Amount outstanding at 31.3.92 £m
Reinstatement of International Maritime Organisation (IMO) building and abatement of rent if IMO building destroyed; and rehousing of IMO during rebuilding.	144
Indemnity given to Trustees and members of National Bus Company (NBC) pension funds against legal challenge by pensioners that they should receive surplus.	122
General Lighthouse Authorities' Pension Funds.	87
Leasing and overdraft guarantee to the Port of London.	5
Liabilities of the National Bus Company (NBC) assumed on its dissolution. Mainly for leasing guarantees given by NBC.	0.6
Indemnification of owners of boats in HM Coastguards Shore Boat Rescue Scheme.	0.5
Industrial injuries to trainees under the Merchant Navy Training Scheme.	0.3
Potential liabilities in the event of termination of Eurotunnel's concession arising from the Channel Tunnel Act 1987.	unquantifiable
Indemnities given to the Department's staff who are acting as non-executive directors of commercial organisations.	unquantifiable

6. Forecast outturn in 1992-93 is 6.3 per cent below the provision.
7. The net provision for 1993-94 shows an increase of about £6 million (3 per cent) on the forecast outturn for 1992-93.
8. Symbols are explained in the introduction to this booklet.

Department of Transport: administration and transport services

Part 1

£204,305,000

Amount required in the year ending 31 March 1994 for expenditure by the Department of Transport on central administration and miscellaneous services; marine and coastguard services; shipping services; civil aviation services; road safety, publicity, censuses and surveys, publicity, the DVOIT, Transport Research Laboratory and Vehicle Certification Agencies; grants for freight facilities and travel concessions; and certain other transport services including inland transport research and development (excluding highways); civil defence; transport security, residual expenses associated with the privatisation of transport industries and expenses associated with the sale of the Trust Ports, DVOIT and the London Buses Limited subsidiaries.

The **Department of Transport** will account for this Vote.

	£
Net total	204,305,000
Allocated in the Vote on Account (HC 232)	93,997,000
Balance to complete	110,308,000

Part II Summary and subhead detail

Summary		1993-94		
1991-92	1992-93	Gross provision	Appropriations in aid	Net provision
£'000	£'000	£'000	£'000	£'000
		Central government's own expenditure:-		
115,104	131,869	158,542	14,885	143,657
		Central administration and miscellaneous services (Section A)		
37,438	36,770	34,906	720	34,186
		Marine and coastguard services (Section B)		
21,500	4,502	4,946	1,400	3,546
		Shipping services (Section C)		
1,408	8,155	28,346	29,699	-1,353
		Civil aviation services (Section D)		
2,183	2,906	2,955	—	2,955
		Transport security (Section E)		
556	2,882	487	25	462
		Civil defence (Section F)		
15,972	15,267	14,891	795	14,096
		Road safety, publicity, censuses and surveys (Section G)		
(-24)	-40	—	—	(-14)
		of which: net contribution to European Communities		
1,239	6,571	3,265	—	3,265
		Freight facilities grants (Section H)		

		Summary (contd)		
1991-92	1992-93	1993-94		
Net outturn £'000	Total net provision £'000	Gross provision £'000	Appropriations in aid £'000	Net provision £'000
2,077	2,374	2,612	—	2,612
		National Freight Company travel concessions (Section I)		
168	130	2,440	2,352	88
		Vehicle Certification Agency (Section J)		
15,201	-6,346	-2,681	2,187	-4,868
		DVOIT Agency (Section K)		
—	6,697	6,269	25	6,244
		Inland transport research and development (excluding Highways) (Section L)		
33,712	-602	4,700	6,039	-1,339
		Transport Research Laboratory Agency (Section M)		
(-115)	-50	—	—	-236)
		of which: net contribution to European Communities		
		Other expenditure not included in the control total:		
1,681	679	904	150	754
		Privatisation programme (Section N)		
229,239	211,854	262,582	58,277	204,305
		Total		
	Forecast outturn £'000 198,474			

		Subhead detail		
1991-92	1992-93			1993-94
Outturn £'000	Total provision £'000			Provision £'000
		Central government's own expenditure:-		
		Section A: Central administration and miscellaneous services		
112,904	128,871	A1 Running costs		141,234
		Gross running costs of the central Department including the salaries of 5 Ministers		
9,532	12,106	A2 Capital expenditure (administration)		8,746
2,490	1,950	A3 Current expenditure (administration)		2,811
1,652	1,279	A4 Miscellaneous services		5,751
	833	(1) Consultants		5,226
	408	(2) International subscriptions		477
	38	(3) Other		48
126,578	144,206	Gross total		158,542
		<i>Less:</i>		
11,474	12,337	AZ Appropriations in aid		14,885
	1,661	(1) Recoveries of VAT on contracted out services (running costs)		505
	10,376	(2) Receipts from recovery of administrative costs, repayment services and sale of information, including publications		14,353
	150	(3) Receipts from rental of land, buildings, plant, equipment, vehicles and other capital assets		26
	150	(4) Receipts from disposal of land, buildings, plant, equipment, vehicles and other capital assets		1
115,104	131,869	Net total		143,657

Subhead detail (contd)			
1991-92	1992-93		1993-94
Outturn £'000	Total provision £'000		Provision £'000
Section B: Marine and coastguard services			
34,034	32,422	B1 Marine and coastguard services: current expenditure	32,321
	12,248	(1) Coastguard services	12,976
	5,770	(2) Marine Pollution Control Unit ■	6,209
	8,218	(3) Navigation and civil hydrography	7,469
	5,236	(4) Surveyor General's Organisation	5,425
	900	(5) Ports	138
	50	(6) Marine Accident Investigation Branch	104
4,308	5,090	B2 Marine and coastguard services: capital expenditure	2,585
	2,226	(1) Coastguard services	1,571
	784	(2) Marine Pollution Control Unit ■	320
	2,080	(3) Navigation	694
38,342	37,512	Gross total	34,906
		<i>Less:</i>	
904	742	BZ Appropriations in aid	720
	497	(1) Fees and receipts for marine services.	384
		Sale of coastguard vehicles and stores.	
		Recoveries of costs of offshore pollution.	
	245	(2) Recoveries in respect of Mersey Conservancy and unsecured creditors' sums arising from liquidations under the Dock Work Act 1989	336
37,438	36,770	Net total	34,186
Section C: Shipping services			
3,851	6,064	C1 Shipping services	4,946
	2,107	(1) International Maritime Organisation: HQ building expenses and annual subscription	1,807
	3,750	(2) Financial assistance for crew relief costs	3,000
	207	(3) Other	139
		<i>Less:</i>	
1,351	1,562	CZ Appropriations in aid	1,400
		Receipts in respect of the International Maritime Organisation building and from shipping services	
2,500	4,502	Net total	3,546

Subhead detail (contd)			
1991-92	1992-93		1993-94
Outturn £'000	Total provision £'000		Provision £'000
Section D: Civil aviation services			
5,506	5,043	D1 Civil aviation services: current expenditure	5,915
	2,177	(1) Payments to the Civil Aviation Authority for services rendered	3,123
	2,866	(2) Other ■	2,792
161	257	D2 Civil aviation services: capital expenditure	205
14,203	27,108	D3 Subscriptions to international organisations and expenses	22,226
	22,657	(1) Eurocontrol	18,716
	4,451	(2) International Civil Aviation Organisation	3,510
19,870	32,408	Gross total	28,346
		<i>Less:</i>	
18,462	24,253	DZ Appropriations in aid	29,699
		Receipts from Eurocontrol, sale of civil aviation items and recoveries of costs of civil aviation services	
1,408	8,155	Net total	-1,353
Section E: Transport security			
2,183	2,906	E1 Transport security and related expenditure	2,955
Section F: Civil defence			
408	1,725	F1 Civil defence and related expenditure: capital expenditure	306
240	1,182	F2 Civil defence and related expenditure: current expenditure	181
648	2,907	Gross total	487
		<i>Less:</i>	
92	25	FZ Appropriations in aid	25
		Hire of equipment	
556	2,882	Net total	462

Subhead detail (contd)			
1991-92	1992-93		1993-94
Outturn £'000	Total provision £'000		Provision £'000
Section G: Road safety, publicity, censuses and surveys			
18,042	16,047	G1 Road safety, publicity, traffic censuses, surveys and other related expenditure	13,876
	8,730	(1) Publicity, other than on national roads programme items	8,275
	584	(2) Grants and payments to voluntary and other bodies for road safety and community transport, including grant in aid to the Royal Society for Prevention of Accidents (ROSPA) and related miscellaneous expenditure	639
	5,255	(3) Traffic Census, transport and travel surveys	3,395
	1,478	(4) London transportation surveys and accident analysis	1,567
523	765	G2 Traffic census: capital expenditure	1,015
		Equipment for census automation	
18,565	16,812	Gross total	14,891
2,593	1,545	<i>Less:</i> GZ Appropriations in aid	795
	661	(1) Receipts from sales of traffic data	187
	844	(2) Recoveries of VAT	594
	40	(3) Receipts from the European Communities for statistical work (classified as programme 2.7 (contributions to EC etc))	14
15,972	15,267	Net total	14,096
Section H: Freight facilities grants			
1,239	6,571	H1 Freight facilities grants	3,265
		Grants towards capital expenditure on facilities for the haulage of freight by rail or inland waterway instead of by road with consequent environmental benefits	
Section I: National Freight Company travel concessions			
2,077	2,374	I1 Travel concessions grant	2,612
		Grant for travel concessions maintained for certain National Freight Company employees transferred from British Railways Board	
Section J: Vehicle Certification Agency (net control area)			
2,422	2,606	J1 Running costs	2,301
37	50	J2 Current expenditure	52
84	80	J3 Capital expenditure	87
2,543	2,736	Gross total	2,440
2,375	2,606	<i>Less:</i> JZ Appropriations in aid	2,352
	10	(1) Recoveries of VAT on contracted out services (running costs)	10
	2,466	(2) Other receipts offsetting gross running costs (K1) including those from tests carried out by authorised agents	2,091
	130	(3) Receipts not offsetting gross running costs including those from tests carried out by authorised agents	251
168	130	Net total	88

Subhead detail (contd)		
1991-92	1992-93	1993-94
Outturn £'000	Total provision £'000	Provision £'000
Section K: DVOIT Agency (net control area)		
15,162	3,788	2,417
	17,220	17,815
	13,432	15,398
—	-9,035	-7,553
	1	1
	9,036	7,554
2,300	2,800	2,455
17,462	-2,447	-2,681
2,261	3,899	2,187
	2,298	1,467
	1,541	720
	60	—
15,201	-6,346	-4,868
Section L: Inland transport research and development (excluding highways)		
—	6,722	6,269
—	25	25
—	6,697	6,244
Section M: Transport Research Laboratory Agency (net control area)		
16,960	3,613	3,650
	20,533	20,000
	16,920	16,350
15,480	-2,865	-2,150
	13,420	10,400
	16,285	12,550
4,513	4,240	3,200
36,953	4,988	4,700
3,241	5,590	6,039
	3,503	3,650
	1,927	2,153
	50	236
	110	—
33,712	-602	-1,339

Subhead detail (contd)			
1991-92	1992-93		1993-94
Outturn £'000	Total provision £'000		Provision £'000
Expenditure not included in the control total:-			
Section N: Privatisation programme:			
—	500	N1 Sale of DVOIT ●	250
		Expenditure on consultants advising on the sale of DVOIT and other costs associated with the privatisation	
1,131	150	N2 Sale of the Trust Ports ●	50
		Expenditure on consultants advising on the sale of the Trust Ports	
—	—	N3 Sale of London Buses Limited subsidiaries ●	500
		Expenditure on consultants advising on the sale of the London Buses Limited subsidiaries	
550	180	N4 Residual expenses ●	104
		Residual expenses of privatisation of British Airways plc, BAA plc, and the National Bus Company operations	
1,681	830	Gross total	904
		<i>Less:</i>	
—	151	NZ Appropriations in aid ●	150
	1	(1) Receipt of mortgage charges resulting from sale of former National Bus Company properties	100
	150	(2) Receipts from the levy on the sale of the Trust Ports	50
1,681	679	Net total	754

Part III Extra receipts payable to the Consolidated Fund

1991-92	1992-93		1993-94
Outturn £'000	Total provision £'000		Provision £'000
		In addition to appropriations in aid there are the following estimated receipts	
900	75	(1) Miscellaneous shipping receipts ●	26
291	250	(2) Fishing vessel registration services ●	300
54,350	116,000	(3) Receipts from the levy on the sale of the Trust Ports ●	1
18,460	1,002	(4) Receipts arising from privatisation of the National Bus Company ●	1,700
1,021	1,040	(5) Receipts from Channel Tunnel concessionaires in respect of the Intergovernmental Commission and Safety Authority ●	1,060
1,722	48	(6) Miscellaneous receipts ●	34
12	—	<i>Interest on loans under the Ports (Financial Assistance) Act 1981 ●</i>	—
76,756	118,415	Total	3,121

Class VI, Vote 3

Transport industries

Introduction

1. Expenditure borne on this Vote is not subject to a cash limit.
2. Passenger service grants to British Rail, which form 38 per cent of the Vote, are subject to a cash ceiling set each year by the Secretary of State for Transport. These, and other grants to British Rail and London Transport, representing in all 85 per cent of the Vote, form part of those industries' external finance.
3. This Vote contains most of the Department of Transport's support for the public and private industries, the remainder being in the administration and transport services Vote, Class VI, Vote 2, and in the local roads and transport Vote, Class VI, Vote 5, both of which Votes are subject to cash limits. Class VI, Vote 2 also includes administrative costs relevant to this Vote.
4. Driver testing and training is conducted by the Driving Standards Agency. The current expenses of the organisation and the fully offsetting receipts (which are treated as extra receipts payable to the Consolidated Fund) are not classified as public expenditure.
5. Forecast outturn in 1992-93 is 7.5 per cent below provision.
6. The net provision for 1993-94 shows a decrease of about £201 million (8 per cent) on the forecast outturn for 1992-93. This is mainly due to reductions in grant funding to London Transport and British Rail.
7. There is one outstanding contingent liability, where any costs arising would be met from this Vote. It is as follows:

Nature of liability	Amount outstanding at 31.3.93 £m
Guarantee of due performance by British Railways Board concerning deposit of British Rail Savings Company monies with the British Railways Board.	20.0 (maximum)

8. Symbols are explained in the introduction to this booklet.

Transport industries

Part I

£2,219,769,000

Amount required in the year ending 31 March 1994 for expenditure by the Department of Transport on support to nationalised transport industries and rebate of fuel duty to bus operators; loans to the Vehicle Inspectorate and costs of driver testing and training.

The Department of Transport will account for this Vote.

	£
Net total	2,219,769,000
Allocated in the Vote on Account (HC 232)	1,144,549,000
Balance to complete	1,075,220,000

Part II Summary and subhead detail

		Summary		
1991-92	1992-93	1993-94		
Net outturn £'000	Total net provision £'000	Gross provision £'000	Appropria- tions in aid £'000	Net provision £'000
Central government's own expenditure:-				
60,672	71,707	67,458	—	67,458
		British Rail Pension Funds (Section A)		
2,628	2,532	1,870	—	1,870
		British Rail - Royal travel and grant audits (Section B)		
6,714	8,594	7,265	—	7,265
		National Freight Company pension funds (Section C)		
—	3	1	—	1
		Capital expenditure by transport industries funded by EC grants (Section D)		
		(in addition expenditure estimated at £18,031,000 is offset by receipts from the EC borne on a net subhead)		
—	1	3	2	1
		Vehicle Inspectorate (Trading Fund) (Section E)		
Nationalised industries' external finance:-				
902,540	1,180,000	886,000	—	886,000
		British Rail (Section F)		
645,600	1,191,300	1,005,900	—	1,005,900
		London Transport (Section G)		
240,536	258,173	251,274	—	251,274
		Other expenditure not included in the control total (Section H)		
1,858,690	2,712,310	2,219,771	2	2,219,769
		Total		
	Forecast outturn £'000			
	2,420,909			

1991-92	1992-93	Subhead detail	1993-94
Outturn £'000	Total provision £'000		Provision £'000
Central government's own expenditure:-			
Section A: British Rail pension funds			
60,672	71,707	A1 Pension funding payments	67,458
	71,647	(1) Payments to British Rail in respect of pre-1975 obligations	67,398
	60	(2) Administration including auditing	60
		Provision takes account of adjustments to previous years' claims	
Section B: British Rail - Royal travel and grant audits			
2,440	2,466	B1 Royal travel: current expenditure ■	1,810
		Royal travel on State business on British Railways including maintenance of Royal Train	
126	—	<i>Royal travel: capital expenditure</i>	—
62	66	B2 Administration including auditing of government grants	60
		Administration including auditing of public service obligation grants (see subhead F1) and level crossings grants (see subhead F2)	
2,628	2,532	Total	1,870
Section C: National Freight Company pension funds			
6,714	8,594	C1 Pension funding payments	7,265
		Payments to National Freight Company pension funds in respect of pre-1 April 1975 obligations. Provision takes account of adjustments to previous years' claims.	
Section D: Capital expenditure by transport industries funded by EC grants			
—	3	D1 Agency payments on behalf of the European Community (net)	1
	11,701	(1) Payments to British Rail for approved infrastructure projects	9,031
	7,451	(2) Payments to harbour authorities for approved infrastructure projects	8,000
	1,627	(3) Payments to the Civil Aviation Authority for approved projects	1,000
		<i>Less:</i>	
	18,976	(4) Receipts from the European Regional Development Fund (ERDF)	16,030
	1,800	(5) Receipts from EC under Reg. 3260/84	2,000
		Offsetting receipts are credited to the subhead as expenditure is incurred.	
Section E: Vehicle Inspectorate (Trading Fund) external finance (loans)			
—	1,502	E1 Loans to the Vehicle Inspectorate	3
	2	(1) Long term loans to finance capital projects	2
	1,500	(2) Short term loans	1
		<i>Less:</i>	
—	1,501	EZ Appropriations in aid	2
		Repayments of deemed and voted loans made to the Vehicle Inspectorate	
	1	(1) Long term loans	1
	1,500	(2) Short term loans	1
—	1	Net total	1

Subhead detail (contd)			1993-94
1991-92	1992-93		Provision £'000
Outturn £'000	Total provision £'000		
Nationalised industries' external finance:-			
Section F: British Rail			
875,000	1,150,000	F1 Public service obligation grants	850,000
		Compensation to British Rail for obligations imposed by the Secretary of State for Transport (to operate the system so as to provide a public passenger service broadly comparable with that provided at 30 March 1988)	
27,540	30,000	F2 Level crossing grants	36,000
		Compensation to British Rail for half the costs of installing, maintaining and operating certain level crossings. Provision takes account of adjustments to previous years' claims	
902,540	1,180,000	Total	886,000
Section G: London Transport			
122,100	150,900	G1 Public passenger transport current grants	73,300
		Grants towards public passenger transport services - current expenditure	
523,500	1,040,400	G2 Public passenger transport capital grants	932,600
	304,000	(1) Jubilee Line Extension	385,000
	54,000	(2) East-West Crossrail	80,000
	682,400	(3) Existing business including Chelsea/Hackney	467,600
645,600	1,191,300	Total	1,005,900
Other expenditure not included in the control total:-			
188,485	205,000	H1 Bus fuel duty rebates●	200,000
		100 per cent rebates to bus operators of duty paid on fuel used on publicly available local bus services. Provision takes account of adjustments of previous years' claims	
52,051	53,172	H2 Expenditure on Driving Standards Agency: current expenditure●	51,274
	45,500	(1) Direct current expenditure	49,380
	2,507	(2) Payment to the Department of Transport for services	1,894
	5,165	Payment to the Civil Superannuation Vote	—
240,536	258,172	Total	251,274
—	250	<i>London Transport levy payments</i>	—
—	249	<i>London Transport levy</i>	—
		Less:	
—	249	<i>Appropriations in aid</i>	—
—	1	Total	—

Part III Extra receipts payable to the Consolidated Fund

1991-92	1992-93		1993-94
£'000	£'000		£'000
3,596	4,000	In addition to appropriations in aid there are the following estimated receipts:-	
41,136	43,000	(1) Testing of heavy goods vehicle and public service vehicle drivers ●	4,440
3,242	3,419	(2) Testing of motor car drivers and motorcyclists ●	43,724
1,542	1,745	(3) Testing of approved driving instructors including registration ●	3,436
81	300	(4) Miscellaneous receipts ●	852
1,491	1,480	(5) Royalty payments received by Driving Standards Agency for publications ●	200
—	1	(6) Interest on loans to the Vehicle Inspectorate ●	1,480
		(7) Dividends paid by Vehicle Inspectorate on public dividend capital ●	920
51,088	53,945	Total	55,052

Long Term Capital Projects – London Transport – details of projects costing over £500 million and reconciliation with estimates (Subhead G2)

£ thousand at 1993-94 prices

Current estimate of expenditure

Project	Year of start/ original estimate of year of completion	Current estimate of year of completion	Original estimate of expenditure	Total	Estimate of spend in past years (incl 92-93)	Estimates provision for 1993-94	To be spent in future years
CrossRail	1996-97 ¹ /1999	2001-02	1,744,300	2,064,970	85,762	86,000	1,893,208
BR					14,372	6,000	
LT					71,390	80,000	
Jubilee Line	1992-93 ¹ /1996	1997-98	1,317,420	1,842,260 ²	260,930	476,800	1,101,630
Subtotal						562,800	
Movement in working capital						2,900	
Developer contributions						(94,700) ³	
Less BR CrossRail capital						(6,000)	
Total LT CrossRail and Jubilee Line						465,000	
Other LT capital under subhead G2						467,600	
Total subhead G2						932,600	

Notes

1. Current estimate of year of start.
2. Based on approved estimate of £1,562 million in June 1990 prices uplifted with reference to the GDP.
3. Assumes that first and second contributions to the Jubilee Line Extension from the administrators of Olympia and York, due during the construction period, will both be received in 1993-94.

Class VI, Vote 4

Driver and Vehicle Licensing Agency

Introduction

1. This Vote is treated as a cash limit.
2. It covers expenditure on driver and vehicle licensing and registration and the collection of motor vehicle excise duty. It includes the Driver and Vehicle Licensing Centre at Swansea and 53 local vehicle registration offices (which deal with vehicle registration and complex vehicle licensing and excise duty enforcement) and offices in London which deal with enforcement work for the London area. It also includes payment to the Post Office as the Department of Transport's agent for virtually all vehicle licence renewals; and to the Department of the Environment for Northern Ireland, as the department's agent for vehicle licensing and registration in the Province. Details of the activities and performance measures are in the Department of Transport Report 1993: Details of activities and plans are in the Government's Expenditure Plans 1993-94 to 1995-96, Chapter 6 Department of Transport. The Vote also accounts for fee income from the sale of cherished registration marks.
3. Expenditure attributable to Northern Ireland is collected from their share of all UK taxes under regulations made under section 15(3) of the Northern Ireland Constitution Act 1973.
4. The forecast outturn for the Vote in 1992-93 is £167,552,000.
5. The net provision for 1993-94 shows an increase of about £13,226,000 (about 7.9 per cent) on the forecast outturn for 1992-93.
6. Symbols are explained in the introduction to this booklet.

Driver and Vehicle Licensing Agency

Part 1

£180,778,000

Amount required in the year ending 31 March 1994 for expenditure by the Department of Transport in connection with driver and vehicle registration and licensing, the collection of revenue, compensation and payments towards the pension of Local Authority staff employed on driver and vehicle licensing before the setting up of DVLC; and the development and operation of other registration and licensing systems and the provision of miscellaneous services to other parts of the Department.

The Department of Transport will account for this Vote.

	£
Net total	180,778,000
Allocated in the Vote on Account (HC 232)	77,246,000
Balance to complete	103,532,000

Part II Summary and subhead detail

		Summary	1993-94		
1991-92	1992-93		Gross provision £'000	Appropriations in aid £'000	Net provision £'000
Net outturn £'000	Total net provision £'000				
		Central government's own expenditure:-			
134,947	169,831	Driver and vehicle licensing (Section A)	199,595	20,803	178,792
		Central government grants to local authorities:-			
1,542	1,938	Pre-DVLC pensions (Section B)	1,986	—	1,986
136,489	171,769	Total	201,581	20,803	180,778
	Forecast outturn £'000				
	167,552				

1991-92	1992-93	Subhead detail	1993-94
Outturn £'000	Total provision £'000		Provision £'000
Central government's own expenditure:-			
Section A: Driver and Vehicle Licensing Agency			
143,425	173,636	A1 Running costs	184,870
		Running costs include payment to Post Office for the issue of an estimated 34 million motor vehicle licences at some 4,000 post offices and for the sale of around 3.5 million vehicle licence stamps at all 22,000 post offices.	
6,533	6,750	A2 Other current expenditure	6,198
	1,350	(1) Publicity	1,149
	4,500	(2) Agency payments to Department of the Environment for Northern Ireland to cover the cost incurred by that Department in the operation of the vehicle licensing and registration system in Northern Ireland	4,619
	900	(3) Other support services	430
214	214	A3 Compensation involving ex LTO officers	223
		Compensation payments, under the Vehicle and Driving Licence (Compensation to Officers) Regulations 1977, to some 250 local authority staff who were employed on driver and vehicle licensing work in local taxation offices, arising from the transfer of this work to the Department of Transport	
5,857	8,731	A4 Capital expenditure	8,304
	2,500	(1) Computers	3,500
	2,718	(2) Works	2,704
	520	(3) Furniture, fittings etc	600
	500	(4) Telecommunications	500
	2,493	(5) Other machinery	1,000
156,029	189,331	Gross total	199,595
		<i>Less:</i>	
21,082	19,500	AZ Appropriations in aid	20,803
	4,500	(1) Fees for duplicate licences and fee paying enquiries	4,500
	8,600	(2) Fees for transfer and retention of cherished marks	9,000
	1,000	(3) Awards of court costs	1,000
	400	(4) Receipts from the sale of vehicle information	400
	100	(5) Administration receipts arising from the operation of driver and vehicle licensing	192
	290	(6) Refunds of VAT on contracted out services	101
	4,000	(7) Assignment fees from the sale and extension of cherished registration marks	5,000
	500	(8) Receipts from the sale of highway code booklets	500
	60	(9) Youth Training Scheme grants	60
	—	(10) Refunds of VAT on sale of marks business	50
134,947	169,831	Net total	178,792

Central government grants to local authorities

Section B: Pre-DVLC pensions

1,542	1,938	B1 Current grants to local authorities	1,986
		Payments to some 90 local authorities towards the pensions of around 1,300 staff who were employed on driver and vehicle licensing work in local taxation offices prior to the setting up of DVLC	

Part III Extra receipts payable to the Consolidated Fund

1991-92	1992-93		1993-94
£'000	£'000		£'000
		In addition to appropriations in aid there are the following estimated receipts	
11,622	10,000	(1) Mitigated penalties for vehicle licence offences, etc ●	11,000
965	1,000	(2) Interest from Post Office, arising from the vehicle licence stamp scheme, etc ●	1,000
478	100	(3) Miscellaneous receipts ●	100
27,898	25,000	(4) Receipts from the sale of cherished registration marks ●	25,000
25,346	30,000	(5) Driving licence and vocational licence fees ●	34,000
66,309	66,100	Total	71,100

Table 1: Long term capital projects, works – details of capital projects costing over £1 million and reconciliation with the Estimate (Subhead A4(2))

Project	Year of start/ completion ⁽¹⁾	Current estimate of year of completion	Original estimate of expen- diture ⁽²⁾	Total	£ thousand at 1993-94 prices ⁽³⁾		
					Current estimate of expenditure		
					Spent in past years	Estimates provision for 1993-94	To be spent in future years
Schemes costing between £150,000 and £1m	1993-94	1993-94	1,645	1,645	—	1,645	—
Building Projects Total (A)			1,645	1,645	—	1,645	—
Minor Works costing £150,000 or less Total (B)						1,059	
Total (A & B) Subhead A4(2)						2,704	

Footnotes:—

- (1) The dates shown for year of start/completion refer to the main contracts. Only schemes on site during 1993-94 are shown in the table. Schemes which will reach practical completion before the start of 1993-94 or which are due to start on site after 1993-94 are not shown, though there may be expenditure on these schemes in the form of fees, equipment cost, enabling works etc. Expenditure figures shown include works, resource and management costs.
- (2) Based on budget estimates updated to 1993-94 for inflation.
- (3) All projected and outturn cash prices have been brought to 1993-94 prices using the GDP deflator.

Class VI, Vote 5

Local roads and transport

Introduction

1. This Vote is treated as a cash limit.
2. This provision covers transport supplementary grants in England; grants for public transport facilities, and payments to agent authorities in exercise of the Secretary of State's reserve powers of traffic control (offsetting recoveries from local authorities are shown as an appropriation in aid of the Vote), as well as certain other grants and payments in respect of local roads and transport expenditure. There are also certain receipts in respect of tolled estuarial crossings. Associated administrative costs are borne on Class VI, Vote 1 and Vote 2. It also covers grants to the Humber Bridge Board.
3. Transport supplementary grant in England is paid to highway authorities in respect of capital expenditure on highways and traffic regulation. It is intended to encourage authorities to improve routes that carry similar traffic to trunk roads, by bringing them to a comparable standard. A particular aim is to enable commercial and industrial through traffic to flow freely, economically and safely, without harming the environment. Grant is also given for local safety schemes on all roads. The grant total includes £155 million for assessment and structural maintenance of bridges and for structural maintenance of principal roads. Grant is paid at a flat rate of 50 per cent on so much of authorities' estimated relevant transport expenditure as is accepted for grant. Current year grants are adjusted, where appropriate, to take account of significant underspending compared with expenditure on schemes accepted for grant in previous years. Outturn in 1992–93 will equal provision of £370 million.
4. Public transport facilities grants support substantial additions or improvements to local public transport facilities where benefits will be spread beyond the users. Most of the 1993–94 provision of £16.5 million is for the South Yorkshire Supertram. Most other grants and payments facilitate the construction of roads or the provision of improved public transport.
5. Forecast outturn in 1992–93 is close to the revised provision.
6. The provision for 1993–94 shows an increase of about £57.7million (about 13.2 per cent) on the forecast outturn for 1992–93. This is mainly due to the provision that has been made within transport supplementary grant for structural maintenance.
7. Symbols are explained in the introduction to this booklet.

Local roads and transport

Part I

£495,744,000

Amount required in the year ending 31 March 1994 for expenditure by the Department of Transport on transport supplementary grants to Highways Authorities in England and certain other grants and payments in support of local roads and transport expenditure, and on grants to the Humber Bridge Board to cover the Board's liabilities.

The Department of Transport will account for this Vote.

	£
Net total	495,744,000
Allocated in the Vote on Account (HC 232)	197,451,000
Balance to complete	298,293,000

Part II Summary and subhead detail

		Summary		
1991-92	1992-93	1993-94		
Net outturn £'000	Total net provision £'000	Gross provision £'000	Appropriations in aid £'000	Net provision £'000
		Central government's own expenditure:-		
1,773	2,335	18,179	15,871	2,308
		Local roads and transport (Section A)		
		Central government grants to local authorities:-		
346,336	394,013	451,683	—	451,683
		Local authority capital expenditure (Section B)		
		Other expenditure not included in the control total:-		
—	3	3	—	3
		Agency payments on behalf of the European Community (Section C)		
		<small>(In addition expenditure estimated at £56,787,396 is offset by receipts from the EC, borne on net subheads)</small>		
7,600	44,400	41,750	—	41,750
		Grant to the Humber Bridge Board (Section D)		
355,709	440,751	511,615	15,871	495,744
		Total		
	Forecast outturn £'000 437,999			

Subhead detail			1993-94
1991-92	1992-93		Provision £'000
Outturn £'000	Total provision £'000		
Central government's own expenditure:-			
Section A: Local roads and transport			
69	956	A1 Grants to developers	880
	956	(1) Grants of up to 30 per cent to private sector developers for access roads etc. to stimulate industry and employment in assisted areas.	780
—	—	(2) Grants of up to 30 per cent to non-governmental public sector developers for access roads etc. to stimulate industry and employment in assisted areas.	100
439	396	A2 Rural transport grant in aid ∇	368
		Grant in aid to the Development Commission in respect of grants for innovative transport schemes for communities in rural areas.	
1,197	1,189	A3 Consultants	1,281
		Payments for consultancies in respect of various local roads and transport projects (See Subhead AZ)	
12,346	14,925	A4 Traffic control systems	15,650
		Payments to agent authorities carrying out services in connection with traffic control systems (see subhead AZ)	
100	1	Rural bus grants	—
14,151	17,467	Gross Total	18,179
		<i>Less:</i>	
12,378	15,132	AZ Appropriations in aid	15,871
		(1) Receipts from local authorities in respect of traffic control systems (see subhead A4)	15,650
		(2) Recovery of VAT on contracted out services (see subhead A3)	191
		(3) Receipts from the lease of TCSU software	30
1,773	2,335	Net total	2,308
Central government grants to local authorities:-			
Section B: Local authority capital expenditure			
317,790	370,000	B1 Transport supplementary grants (England)	430,841
		Grants towards accepted capital expenditure by highway authorities on highways and the regulation of traffic	
27,601	21,100	B2 Public transport facilities grants	16,500
		Payments towards capital expenditure by local authorities on additions or improvements to local public transport facilities	
945	2,913	B3 Other grants to highway authorities	4,342
	2,473	(1) Grants of up to 30 per cent to local authorities for access roads as in A1(1)	2,642
	440	(2) Grants of up to 100 per cent to local authorities towards the cost of local road improvements and traffic measures carried out on behalf of the Secretary of State	1,700
346,336	394,013	Total	451,683

Subhead detail (contd)			
1991-92	1992-93		1993-94
Outturn £'000	Total provision £'000		Provision £'000
Other expenditure not included in the control total:-			
Section C: Agency payments on behalf of the European Community			
—	1	C1 Local road projects (net) ●	1
		Payment to local authorities for approved road projects (£41,177,029,000), the improvement of certain textile closure areas (£Nil) and the improvement of certain fisheries closure areas (£Nil). Payments are offset by receipts from the European Regional Development Fund. Receipts from the fund are credited to the subhead as expenditure is incurred	
—	1	C2 Local public transport and airport projects (net) ●	1
		Payments to local transport authorities for approved public transport projects (£12,180,948,000), and to local authorities and local authority airport companies in respect of approved airport projects (£3,428,183,000). Payments are offset by receipts from the European Regional Development Fund. Receipts from the fund are credited to the subhead as expenditure is incurred	
—	1	C3 Transport infrastructure projects (net) ●	1
		Payments to local authorities in respect of Transport Infrastructure Grants (£1,236,000). Payments are offset by receipts from the European Community. Receipts are credited to the subhead as expenditure is incurred	
—	3	Total	3
Section D: Grants to the Humber Bridge Board			
7,600	44,400	D1 Grants to the Humber Bridge Board ●■	41,750
	36,750	(1) Grants to cover interest liabilities to Secretary of State	35,300
	7,650	(2) Grants to cover liabilities to Public Works Loan Commissioners	6,450
Part III Extra receipts payable to the Consolidated Fund			
1991-92	1992-93		1993-94
£'000	£'000		£'000
		In addition to appropriation in aid, there are the following estimated receipts	
2,662	2,662	(1) Interest and repayment of loan (Second Mersey Tunnel) ●	2,662
1,701	1,701	(2) Interest and repayment of loan (Tyne Tunnel) ●	1,701
3,500	41,750	(3) Interest and loan (Humber Bridge) ●	41,750
83	250	(4) Miscellaneous receipts ●	250
7,946	46,363	Total	46,363

Class VI, Vote 6

Privatisation of British Rail

Introduction

1. This Vote is treated as a cash limit.
2. This new Vote makes provision for expenses expected to be incurred by the Department of Transport in connection with the privatisation of British Rail. Corresponding expenditure in 1992-93 was borne on Class VII, Vote 2 at Subhead G1. The apparent excess of expenditures over provision in 1992-93 can in fact be met by virement of provisions within the total of the 1992-93 Vote.
3. Associated administrative costs are borne on Class VI, Vote 2.
4. Symbols are explained in the introduction to this booklet.

Privatisation of British Rail

Part I

£12,000,000

Amount required in the year ending 31 March 1994 for expenditure by the Department of Transport in connection with the privatisation of British Rail.

The **Department of Transport** will account for this Vote.

	£
Net total	12,000,000
Allocated in Vote on Account (HC 232)	5,400,000
Balance to complete	6,600,000

Part II Summary and subhead detail

Summary

1991-92	1992-93		1993-94
Net outturn £'000	Total provision £'000		Provision £'000
—	3,350	Central government's own expenditure:—	
	Forecast outturn £'000	Privatisation programme (Section A)	12,000
	5,235		

Subhead detail

1991-92	1992-93		1993-94
Outturn £'000	Total provision £'000		Provision £'000
—	3,350	Central government's own expenditure:—	
		Section A: Privatisation programme	
		A1 Preliminary expenses	12,000
		Mainly advisers' fees in preparation for the privatisation of British Rail	

Part III Extra receipts payable to the Consolidated Fund

No extra receipts were received in 1991-92. None are expected in either 1992-93 or 1993-94.

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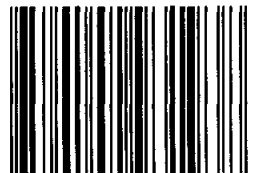
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