



Annual Report 2001

The Government's Expenditure Plans
2001–02 to 2003–04

Department of the Environment, Transport and the Regions
Office of the Rail Regulator
Office of Water Services
Ordnance Survey

Presented to Parliament by
the Deputy Prime Minister and Secretary of State for the Environment, Transport and the Regions,
and the Chief Secretary to the Treasury
by command of Her Majesty
March 2001

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FOREWORD

By the Deputy Prime Minister and Secretary of State for the Environment,
Transport and the Regions – The Rt Hon John Prescott MP



My Department's fourth *Annual Report* sets out an impressive catalogue of achievements over the last year and an ambitious programme of work for the 12 months ahead.

This last year has seen more people using public transport; fewer people

sleeping rough; fewer deaths at work and on the roads; better standards for many more people in local authority homes; and better air and water quality across the country.

It has not been without set-backs. We have had to respond to the problems of the fuel blockades, widespread flooding and the aftermath of the Hatfield rail crash. But we have worked hard to make progress towards our objective of a better, sustainable quality of life.

We are starting to see policy initiatives becoming action, for instance in local government and transport. The duty of best value came into force for local government, and an entirely new structure for running London was completed with the first election for Mayor. Our Transport Bill received Royal Assent in November. Amongst other measures, it establishes the Strategic Rail Authority, and provides local authorities with additional powers to tackle traffic congestion.

Following the July 2000 spending review, we are committed to ambitious increases in public expenditure over the next three years, particularly on transport, housing and regeneration. This will increase my Department's expenditure from £9 billion in 1997-98 to over £16 billion in 2003-04.

Over the last year we have seen the launch of the major new programmes of work that this money will fund. They include the *10 Year Plan for Transport*; our climate change strategy to combat global warming; and our plans to revitalise towns and cities and deliver a fair deal for rural England too.

These new programmes demonstrate convincingly the value of our commitment to integration over the past four years. We need our *10 Year Plan for Transport* to deliver our climate change commitments. Local government reform is an essential step towards helping communities plan how central resources can best answer neighbourhood needs. Strengthened planning policies will help bring about an urban renaissance. Decent, affordable homes are a key to reversing decline in rural villages as well as improving city estates. All these policies are closely interlinked.

Sustainable development is the principle behind them all: a commitment to progress which gives the same emphasis to social, environmental and economic objectives. It is no good in the long term if we get ahead in one of these areas only at the expense of another.

Sustainable development integrates policy across government, with my Department in the lead. We have worked in close partnership with colleagues in other departments, and with businesses and voluntary groups too. In January we published a summary of what we had achieved in the 12 months since the launch of our strategy *A better quality of life*. That report shows we can be proud of what we have done so far, but achieving sustainable development is as much a continuing process as a fixed goal. The forward programme of work outlined in this report will make sure we keep on making progress and keep creating a better quality of life both in the present and for the future.

A handwritten signature in blue ink that reads "John Prescott". The signature is written in a cursive, flowing style.

JOHN PRESCOTT

PRIMARY LEGISLATION, WHITE AND GREEN PAPERS AND MAJOR POLICY DOCUMENTS ISSUED BY THE DEPARTMENT SINCE APRIL 1997

Primary Legislation

1997

Local Government (Contracts) Act

Local Government Finance (Supplementary Credit Approvals) Act

Referendums (Scotland and Wales) Act

1998

Greater London Authority (Referendum) Act

Private Hire Vehicles (London) Act

Regional Development Agencies Act

Road Traffic Reduction (National Targets) Act

Waste Minimisation Act

1999

Greater London Authority Act

Local Government Act

Pollution Prevention and Control Act

Rating (Valuations) Act

Water Industry Act

2000

Countryside and Rights of Way Act

Local Government Act

Transport Act



A living, working countryside maintained for the benefit of all.

White Papers

1997

Building Partnerships for Prosperity: Sustainable Growth, Competitiveness and Employment in the English Regions

1998

A Mayor and Assembly for London: The Government's Proposals for Modernising the Governance of London

A New Deal for Transport: Better for Everyone: The Government's White Paper on the Future of Transport

Making the Difference – A New Start for England's Coalfield Communities

Modern Local Government: In Touch with the People

Planning for the Communities of the Future

Waste Minimisation Act

1999

A Better Quality of Life: A Strategy for Sustainable Development for the UK

2000

Climate Change: The UK Programme

Modern Ports: A UK Policy

Our Countryside: The Future – A Fair Deal for Rural England

Our Towns and Cities: The Future – Delivering an Urban Renaissance

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Working Together for Clean Air

Tomorrow's Roads – Safer for Everyone

Waste Strategy 2000: England and Wales: Part 1

Waste Strategy 2000: England and Wales: Part 2

Green Papers and Major Policy Documents

1997

Developing an Integrated Transport Policy: An Invitation to Contribute

Disability Discrimination Act – The Government's Proposals for Taxis

Disability Discrimination Act – The Government's Proposals for Buses and Coaches

Economic Instruments for Water Pollution: A Consultation Paper

Modernising Planning: A Policy Statement by the Minister for the Regions, Regeneration and Planning

New Leadership for London: The Government's Proposals for a Greater London Authority: A Consultation Paper

Proposals for Amendments to Part B (Fire and Safety) Under the Building Regulations

Proposals for Competent Persons Under the Building Regulations



The Midland Metro. *The 10 Year Transport Plan* includes provision for up to 25 new light rail lines in major cities and conurbations, to more than double light rail use by 2010.

Regional Development Agencies: Issues for Discussion

Road Safety – Towards Safer Roads

What Role for Trunk Roads in England: Vol 1, Consultation Paper

1998

Access to the Open Countryside in England and Wales: A Consultation Paper

A New Deal for Trunk Roads in England

A Public Private Partnership for National Air Traffic Services Ltd (NATS): A Consultation Paper

Breaking the Logjam: Consultation on Traffic Congestion, Road User Charging and Workplace Parking Charges

British Shipping: Charting a New Course

Combating Cowboy Builders: A Consultation Paper

Combating Drink Driving: Next Steps

Less Waste, More Value: Consultation Paper on the Waste Strategy for England and Wales

Modernising Local Government: Business Rates

Modernising Local Government: Capital Finance

Modernising Local Government: Improving Local Financial Accountability

Modernising Local Government: Improving Local Services Through Best Value

Modernising Local Government: Local Democracy and Community Leadership

Opportunities for Change: Consultation Paper on a revised UK strategy for Sustainable Development

Rethinking Construction: The Report of the Construction Task Force

Review of the Pilotage Act 1987

Sites of Special Scientific Interest: Better Protection and Management: A Consultation Document for England and Wales

Sustainable Business: Consultation Paper on Sustainable Development and Business in the UK

Sustainable Production and Use of Chemicals: Consultation Paper on Chemicals in the Environment

The Key to Easier Home Buying and Selling: A Consultation Paper

The Review of the Water Abstraction Licensing System in England and Wales

UK Climate Change Programme: Consultation Paper

Water Charging in England and Wales: A New Approach: Consultation Paper

1999

A Way with Waste: A Draft Waste Strategy for England and Wales (Part 1)

A Way with Waste: A Draft Strategy for England and Wales (Part 2)

Best Value in Housing Framework: Consultation Paper

Combating Cowboy Builders: The Final Report

Coming in from the Cold: The Government's Strategy on Rough Sleeping

Consultation Document on Transport Safety

Consultation on Environment Agency Financial, Management and Policy Review

From Workhorse to Thoroughbred: A Better Role for Bus Travel

Fuel Poverty: The New HEES: A Programme for Warmer Healthier Homes

High Hedges: A Consultation Document

Identification of Marine Environmental High Risk Areas in the UK: A Consultation Paper

Implementation of the Contaminated Land Regime in the Environmental Protection Act 1975: Circular and Guidance

Limiting Landfill: A Consultation Paper

Local Leadership, Local Choice

Mineral Policy Guidance Note 3: Coal Mining and Colliery Spoil Disposal

Modernising Planning: A Progress Report

Planning Policy Guidance Note 10: Planning and Waste Management

Planning Policy Guidance Note 12: Development Plans

Review of the UK National Air Quality Strategy: Proposals to Amend the Strategy

Revitalising Health and Safety: Consultation Document

Rural England: A Discussion Document

Sites of Special Scientific Interest: Better Protection and Management – Government Framework for Action

Sustainable Distribution: A Strategy

Sustainable Production and Use of Chemicals: A Strategic Approach

Taking Forward Self Certification Under the Building Regulations

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: A Consultation Document

Unlocking the Potential: A New Future for British Waterways

Water Bill: Consultation and Guidance Water Industry Act 1999: Consultation on Regulations

Water Industry Act 1999: Delivering the Government's Objectives



Town centre management schemes can improve the quality of urban places by providing a clean and safe environment.

2000

A Quality Assurance Programme for Combined Heat and Power: A Consultation Paper

Building a Better Quality of Life: A Strategy for More Sustainable Construction

Competition in the Water Industry in England and Wales: Consultation Paper

Consultation on Proposals for Amending Energy Efficiency Under Building Regulations

Consultation on Review of Part H (Drainage and Solid Waste) Under Building Regulations

Consultation Paper on Implementation of Council Directive 1999/31/EC on the Landfill of Waste

Energy Efficiency Standard of Performance 2000-2005: Consultation Proposals

Greater Protection and Better Management of Common Land in England and Wales: Consultation Paper

Guidelines on Management Agreement Payments: Public Consultation Paper

Improving Rights of Way in England and Wales – Consultation Paper

Initial Public Survey on Part M Under Building Regulations

Joining it up Locally: Report of Policy Action Team 17

Local Public Service Agreements: A Prospectus for Pilot Authorities

Modernising Local Government Finance: A Green Paper

New Directions in Speed Management – A Review of Policy

Planning for the Supply of Aggregates in England: A Consultation Paper

Planning Policy Guidance Note 3: Housing

Planning Policy Guidance Note 11: Regional Planning

Proposals for Regulations to Control Water Pollution from Oil Stores in England: Consultation Paper

Quality and Choice: A Decent Home for All: The Housing Green Paper

Revitalising Health and Safety Strategy Statement

Road Traffic Penalties: A Consultation Paper (Issued Jointly with the Home Office and Lord Chancellor's Department)

Sites of Special Scientific Interest: Guidance on New Legislation

Supporting People: Decision-making Processes and Working Arrangements

Supporting People: Managing the Changeover

Supporting People: Phased Implementation

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland

The Water Supply (Water Quality) (England) Regulations 2000: Consultation on Regulations

The Future of Aviation: The Government's Consultation Document on Air Transport Policy

UK Management Plan for Exports and Imports of Waste: Consultation Paper

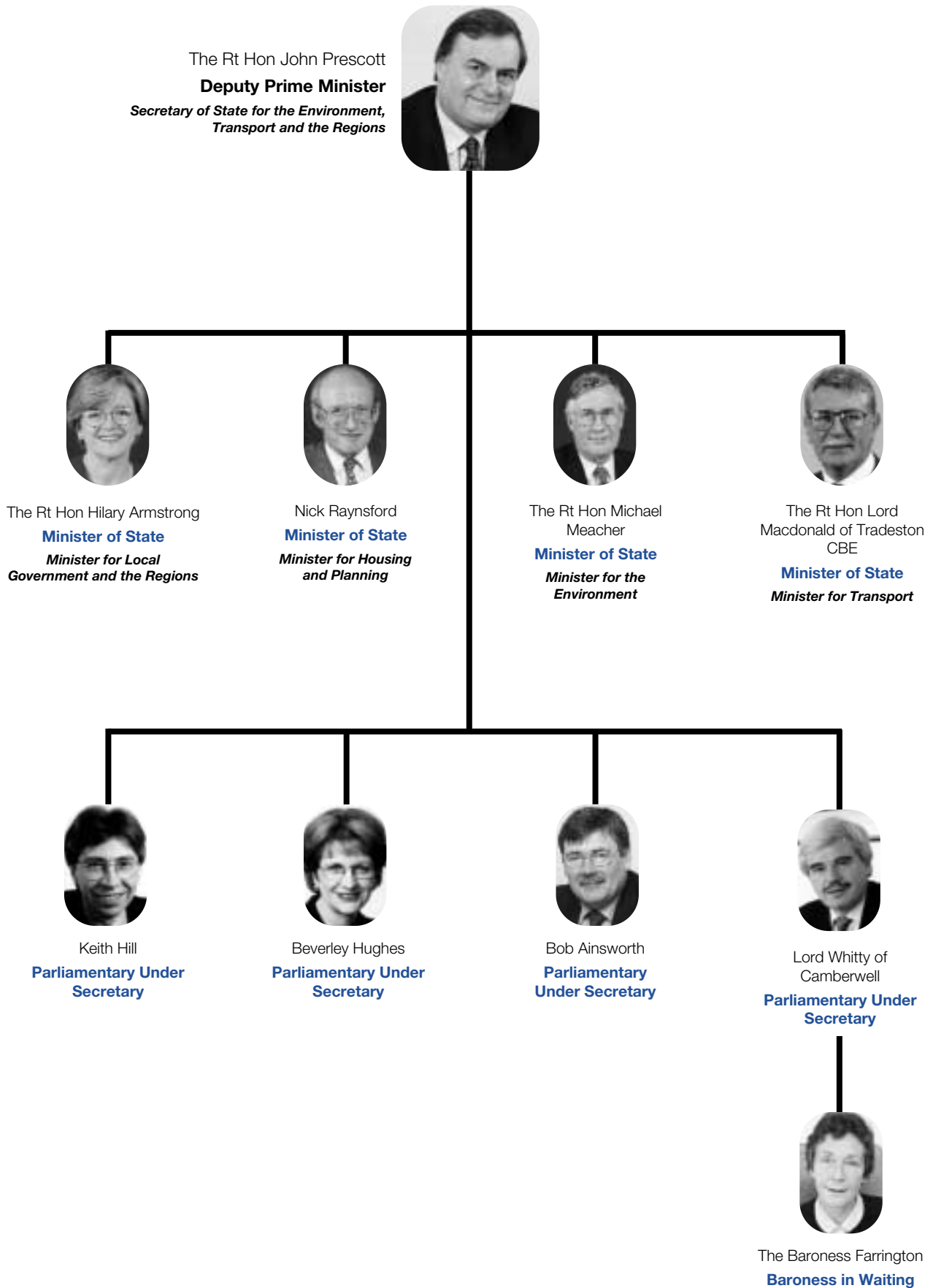
Waterways for Tomorrow

2001

Consultation on Proposal for Amendment of Part E (Resistance to Passage of Sound) Under Building Regulations

The UK Fuel Poverty Strategy: Consultation Draft

The DETR ministerial team



HOW TO USE THIS REPORT

This report provides Parliament with an account of how we have spent our money and our plans for the future. It describes our policies and programmes and gives a breakdown of what we propose to fund through 2001-02 resource estimates, which are also part of this year's report. This section gives a guide to content and structure.

ORGANISATIONS COVERED

The Deputy Prime Minister, the Secretary of State for the Environment, Transport and the Regions, is responsible for the Department and the Ordnance Survey. He is also answerable to Parliament for the Office of Water Services and the Office of the Rail Regulator.

CHAPTER 1 – SUMMARY HIGHLIGHTS AND ACHIEVEMENTS

We provide an overview of our key achievements over the past 12 months against the departmental aim and objectives.

CHAPTER 2 – JOINED-UP GOVERNMENT

We set out how our work contributes to cross-Government initiatives and the delivery of the Government's central objectives of better health, lower crime and a strong economy. DETR is at the core of the Government's drive for 'joined-up' policy-making and improved service delivery, and is working more closely than ever before with other government departments.

CHAPTER 3 – DELIVERING BETTER PUBLIC SERVICES: PROGRESS

We set out our actions to meet our commitment to modernising government. We list both the progress with those targets set following the comprehensive spending review in 1998 and the new PSA targets effective from April 2001, which were set in July last year.

CHAPTERS 4–13 – THE DEPARTMENT'S MAIN OBJECTIVES

The structure of this report follows our 10 main objectives. Each objective has its own chapter, within which we detail the programmes that support it. The work of our executive agencies and non-departmental public bodies (NDPBs) is in the appropriate chapter. These bodies also present their own separate reports to Parliament, with further information about what they do and deliver.

The main chapters have a similar structure, which includes:

- a summary of key achievements over the past year;
- how these achievements relate to our objectives and our public service agreement targets;
- how we are striving to deliver these targets;
- the work programme in detail, with an outline of the impact of proposed future work; and
- a contact number for further information.

CHAPTER 14 – THE DEPARTMENT

We describe our structure and responsibilities, including the role of the executive agencies and non-departmental public bodies.

CHAPTER 15 – INVESTING IN THE FUTURE

This summarises the *Departmental Investment Strategy*, published in November 2000.

CHAPTERS 16–18 – NON-DEPARTMENTAL PUBLIC BODIES

These contain a summary of the achievements and expenditure of the Office of the Rail Regulator, the Office of Water Services and Ordnance Survey. These bodies also publish their own annual reports containing more detailed information on their activities.

MAIN ESTIMATES 2001–02

The Department's resource estimates are included for the first time in this report, together with those of the Office of the Rail Regulator and the Office of Water Services.

APPENDICES

- Appendix A – contains public expenditure tables.
There is direct read across between these tables and the main estimates for 2001-02.
- Appendix B – details of grants to non-departmental public bodies.
- Appendix C – information about the way we finance capital projects, running costs for some sponsored bodies, and recruitment and appointment information.
- Appendix D – details of public appointments.
- Appendix E – recommendations made by the Public Accounts Committee.
- Appendix F – all the environmental appraisals commissioned or published during the year.

Other Key Policy Documents

This report should be read alongside the following key documents that set out our commitment to delivering results and achieving best value for money.

SPENDING REVIEW 2000

The Government set out its expenditure plans following the spending review in *Spending Review 2000: New Public Spending Plans 2001 – 2004* (Cm 4807), which it published in July.

THE PUBLIC SERVICE AGREEMENT

As part of the comprehensive spending review in 1998, each department agreed a public service agreement (PSA) that identified its aims and objectives and the targets it is committed to achieve with the resources available from April 1999. Many of these targets are due to be completed by April 2002, and Chapter 3 sets out progress against each target.

As part of the spending review in 2000, a new public service agreement effective from April 2001 was agreed, containing new targets that build on those set following the comprehensive spending review. DETR's public service agreement was published, alongside those of other departments, in the white paper *Spending Review 2000: Public Service Agreements 2001 – 2004* (Cm 4808). Our service delivery agreement (SDA), published in November 2000, complements this. The new PSA and SDA targets set as part of the spending review in 2000 are listed at paragraph 3.12.

THE DEPARTMENTAL INVESTMENT STRATEGY

We published the *Departmental Investment Strategy* (DIS) in November 2000. This explained how resources for capital allocated would be focused on our key objectives. It also outlined the systems and incentives in place to get the best value from the money invested.

***Summary of the Department's Aim, Objectives
and Key Achievements during 2000–01***

1

The Department's Role in Joined-Up Government

2

Delivering Better Public Services: Progress

3

Protecting and Improving the Environment

4

The Opportunity of a Decent Home

5

Integrated Transport for Everyone

6

Transport Regulation

7

Countryside and Wildlife

8

Sustainable Planning

9

CHAPTER 1

1

Summary of the Department's Aim, Objectives and Key Achievements during 2000–01

Our overarching aim is

To improve everyone's quality of life, now and for the future, through:

- thriving, prosperous regions and communities;
- better transport;
- better housing;
- a better-protected environment;
- safer, healthier surroundings; and
- prudent use of natural resources.

The aim is that these should be delivered in an integrated way.

1.1 The progress of Government departments, including DETR, in improving quality of life is set out in *Achieving a Better Quality of Life: Review of Progress to Sustainable Development*, the Government's first annual report on the sustainable development indicators that was published in January. We also established the Sustainable Development Commission under Jonathan Porritt as chairman.

Objectives

1.2 To support the overarching aim we have 10 objectives, which are interrelated and have to be delivered in an integrated way to improve quality of life. Our objectives are listed below, with relevant significant achievements in 2000–01.



Increasing accessible local transport is one way the government is tackling social exclusion.

To protect and improve the environment, and to integrate the environment with other policies across Government and internationally.

- We published *Climate Change: The UK Programme* in November 2000, which sets out a far-reaching strategy for meeting our targets and gearing up for the longer term.
- We launched a radically improved home energy efficiency scheme (HEES) in June 2000, which provides grants of up to £2,000 for comprehensive packages of home insulation and, for the first time, central heating.
- We have worked with the Environment Agency to improve the quality of bathing waters. In 2000, 95 per cent of bathing waters in England and Wales complied with the main standards in the bathing water directive, compared with 78 per cent in 1990.

- *Waste Strategy 2000* was published, which sets out the framework and objectives for waste management over the next 20 years and secures increased funding to support a switch from landfill to recycling.

To offer everyone the opportunity of a decent home and so promote social cohesion, well-being and self-dependence.

- Nearly 35,000 new social dwellings have been built during 2000–01 in England, and the resources provided through the capital receipts initiative enabled improvements to an additional 250,000 council houses during 1999–00.
- We introduced a framework for best value in housing over the past year, supported by the new Housing Inspectorate and tenant participation compacts.
- By June 2000 the Rough Sleepers Unit had reduced the number of people sleeping rough in England by more than one-third compared to June 1998.
- We published our housing green paper, *Quality and Choice: A Decent Home for All*, the most comprehensive review of housing policy for 23 years. The housing policy statement *The Way Forward*, published following extensive consultation, confirmed our strategy for the reform of housing policy.



Fixed-equity shared ownership housing in Layer de la Haye, Essex, helping to meet our objective of a decent home for all.

To promote modern and integrated transport for everyone and to reduce the effect of transport on the environment.

- The Transport Act 2000 received Royal Assent. It established the Strategic Rail Authority, provided local authorities with additional powers to improve bus services, tackle congestion and raise the funds to do so, and established the public-private partnership for National Air Traffic Services.
- We published *Transport 2010: The 10 Year Plan* in July 2000. It sets out a programme of increased public and private spending for the next 10 years, which will provide a modern transport system that is quicker, safer and more reliable.
- We helped to increase bus use, thanks to improvements such as:
 - bus quality partnerships in more than 130 towns and cities; and
 - supporting 1,800 rural bus services through the rural bus subsidy grant.
- The light rail network was further extended in 2000: the Croydon Tramlink opened in May and an extension of the Manchester Metrolink light rail system to Eccles opened in July.
- On the railways, by the end of September 2000 passenger kilometres had increased by 7 per cent and by the end of June 2000 freight tonnes moved had increased by 9 per cent compared with the previous year. Following the Hatfield rail crash, the Department has brought together key parties in the rail industry to tackle the problems caused by gauge corner cracking and to restore the rail network to normal.
- We met the PSA targets for ending the decline in the condition of our motorways and trunk roads. We also allocated £31 billion in the *10 Year Plan* to eliminate the backlog in local road maintenance.
- We completed six trunk road projects and started work on 13 of the schemes in the targeted programme of improvements.

To provide customer-focused regulatory and other transport services and to collect taxes fairly and efficiently.

- We further reduced evasion of vehicle excise duty (VED), resulting in £17 million of additional revenue for the Exchequer.

To enhance opportunity in rural areas, improve enjoyment of the countryside and conserve and manage wildlife resources.

- *Our Countryside: The Future – A Fair Deal for Rural England*, the rural white paper, was published jointly with the Ministry of Agricultural, Fisheries and Food (MAFF) in November 2000.
- The Countryside and Rights of Way Act 2000 received Royal Assent in November 2000. This major piece of legislation will improve access to the countryside and increase protection for both species and habitats.
- We have classified 14 new special protection areas (SPAs) for birds and extended four existing sites.



The stone curlew is one success story benefiting from a species action plan.

To promote a sustainable pattern of physical development and land and property use in cities, towns and the countryside.

- We put planning for brownfield land and better-quality design at the heart of the urban renaissance in the urban white paper. Supporting measures include a statutory direction to place stronger emphasis on brownfield development and best practice guidance on quality design in the urban environment.
- We are bringing forward more sustainable national planning policies on development and flood risk, farm diversification, transport, telecommunications and sport and recreation.
- We implemented a new approach to regional planning across England, giving a greater role to local authorities and other stakeholders in preparing integrated regional planning and transport strategies.

To promote a system of elected government in England which responds to the needs of local communities.

- We organised the first election for London Mayor, which was held in May 2000. The Greater London Authority and its four functional bodies assumed full power on 3 July 2000.
- The new duty of best value applied to local authorities from April 2000. The first best value performance plans were published and audited by the end of June 2000. By the end of March 2001, 600 best value inspections were completed or under way.
- In September 2000, we published *Modernising Local Government Finance: A Green Paper* which set out options for reforming how grant is distributed, the capital finance regime and local taxation.

To enhance sustainable economic development and social cohesion through integrated regional and local action, including the promotion of an urban renaissance.

- We published the urban white paper, *Our Towns and Cities: The Future – Delivering an Urban Renaissance*, in November. It draws together a range of policies and initiatives to create attractive and well-kept towns and cities which are more environmentally sustainable.
- We strengthened the role of the regional development agencies (RDAs) by increasing their funding to £1.2 billion for 2000–01. This will rise year on year to £1.7 billion by 2003–04.
- Under round six of the single regeneration budget, 189 successful bids were announced, of which 27 were major schemes in the most deprived local authority areas.
- We gave the go-ahead for 22 round two New Deal for Communities (NDC) partnerships to prepare strategies for the intensive regeneration of their neighbourhoods.

To secure an efficient market in the construction industry, with innovative and successful UK firms that meet the needs of clients and society and are competitive at home and abroad.

- We developed the *Rethinking Construction* programme of radical reform and improvement in construction.

- We published *Building a Better Quality of Life*, a strategy for sustainable construction, which highlighted existing commitments to action.
- We launched two pilot schemes to start countering the threat posed to consumers by cowboy builders.

To improve health and safety by reducing risks from work activity, travel and the environment.

- The fatal injury rate is expected to fall to 0.8 per 100,000 workers for 1999–00, compared with 0.9 in 1998–99, and 218 people are expected to suffer a fatal injury in 1999–00, which is a reduction from 253 in 1998–99. This is the lowest since 1986.
- There was a 4 per cent reduction in the number of people killed or seriously injured in road accidents in 1999 compared with 1998.
- In 2.8 million tests on drinking water in 1999, 99.82 per cent met the required standards. This is a further improvement in compliance with drinking water quality standards.

For more information, please contact Christopher Angell on 020 7944 6952

Or visit our web site at <http://www.detr.gov.uk>



The Oakhill Estate in Rotherham where housing is being redeveloped and refurbished. The DETR sponsors the construction industry.

*Summary of the Department's Aim,
Objectives and Key Achievements during 2000–01*

The Department's Role in Joined-Up Government

Delivering Better Public Services: Progress

Protecting and Improving the Environment

The Opportunity of a Decent Home

Integrated Transport for Everyone

Transport Regulation

Countryside and Wildlife

Sustainable Planning

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CHAPTER 2

The Department's Role in Joined-Up Government

2

2.1 In June 1997 the former Departments of Environment and Transport were merged to become the Department of the Environment, Transport and the Regions, enabling us to achieve a more integrated or 'joined-up' approach to policy-making. Bringing our responsibilities together within a single Department has helped connect up interrelated policies and activities, and to realise synergies between them. The scope of our activities is reflected in the chapters that follow.

2.2 Our responsibilities, by their nature, place us at the core of the Government's vision for society, for the environment and for the economy, and so put us at the centre of the drive towards more 'joined-up' policy-making across Government as a whole. We also seek to work closely with the devolved administrations on matters where they have an interest.

2.3 This chapter describes some of the ways in which we are helping to make 'joined-up' government a reality, both within DETR and reaching out beyond the department. The past year has seen the coming to fruition of much important policy development, reflected in such key statements as the rural and urban white papers, marking many months of joint work across Whitehall led by DETR.

...national and local strategies for sustainable development

2.4 We have done much to strengthen and promote national and local strategies for sustainable development. Put simply, sustainable development

means ensuring a better quality of life for everyone, now and for generations to come. The nation's social, economic and environmental objectives are interdependent, and must each be achieved at the same time. Everyone has a part to play in achieving sustainable development – but we have a particular role, reflected in the Department's over-arching aim, because our work covers such a broad range of economic, social and environmental policies. We therefore lead within Government on sustainable development reporting and indicators.

2.5 Following up the publication in 1999 of the sustainable development strategy *A better quality of life*, and the baseline set of indicators *Quality of life counts: Indicators for a strategy for sustainable development for the United Kingdom – a baseline assessment*, we published in January 2001 the first Government annual report on progress towards sustainable development by the country as a whole. *Achieving a better quality of life* reflects and develops thinking on sustainable development, by government and others, and discusses the objectives, principles and approaches which define and underpin the concept. Alongside it, we launched a new Government sustainable development web site to provide a mechanism for continuous reporting on progress towards sustainable development.

2.6 *Quality of Life Counts* included some 150 indicators, and progress on some of them is discussed at the appropriate places later in this report. An important subset of 15 headline indicators make up a 'quality of life barometer', giving a high-level overview of progress and allowing us to track the success of our key policies and our effectiveness, as a merged Department, in joining them up and making them work together. The indicators will for example measure our

achievement in tackling fuel poverty amongst the elderly and the number of non-decent homes, as well as our contribution to crime reduction (see below). Others monitor greenhouse gas emissions, air pollution, river water quality, wild bird populations, road traffic and new homes built on previously developed land – all reflecting the cohesiveness of our policies for environmental protection, as well as those for integrated transport. We will also assess our work on minimising waste and on the prudent use of natural resources through an indicator of waste arisings and management.

2.7 We work closely with all the main Government departments in advancing the sustainable development agenda. Thus we and the Department of Trade and Industry share a joint commitment to promote the sustainable use of natural resources, by reducing greenhouse gas emissions by 12.5 per cent from 1990 levels and moving towards a 20 per cent reduction in CO₂ emissions by 2010. And as part of this, we are intensifying co-operation between senior officials in both departments to ensure joined-up thinking.

2.8 But the focus of our efforts on sustainable development is not only national. All the English regions were asked to produce sustainable development frameworks as a point of reference for other regional strategies, to ensure they achieve economic, social and environmental progress at the same time. Almost all regions have now produced and agreed a framework document. In July 2000 we published *Local Quality of Life Counts*, a handbook for local authorities setting out guidance for a menu of local indicators, while *Regional Quality of Life Counts*, published in January 2001, provides regional versions of the national 'headline' indicators of sustainable development. It addresses the demand for more local information relevant to people's local experiences, and provides a useful input to the sustainable development frameworks.

2.9 A further important part of the sustainable development monitoring system is the Sustainable Development Commission. The Prime Minister announced the Commission's membership in October 2000, and it began work in November under the chairmanship of Jonathan Porritt. The commission's main roles will be reviewing and advising on progress towards sustainable

development, looking for new and innovative ways to promote it, and building support across sectors to achieve further and faster progress. Reporting to the Prime Minister and the devolved administrations, the commission will work across all sectors of the economy.

2.10 An interdepartmental Green Ministers' Committee chaired by Michael Meacher has responsibility for promoting the integration of sustainable development and the environment into policy-making, as well as improving the environmental performance of buildings and facilities across the Government estate. Here again we play a full part, helping to set cross-government targets and advising other departments. Beverley Hughes is our Green Minister. The committee published its second annual report, *Greening Government: Second Annual Report of the Green Ministers' Committee*, in November 2000. DETR has also produced its own Green Minister's report. Both can be found on our web site.

2.11 We work with the Trades Union Sustainable Development Advisory Committee, which considers policy issues such as climate change as well as aiming to mobilise the trade union movement to improve environmental practice in the workplace. Finally, the Sustainable Development Education Panel, set up in 1998, continues to develop recommendations for England. Its third annual report, published in December 2000, set out the panel's main achievements, including raising the profile of sustainable development in the schools' national curriculum and further and higher education.

... the urban and rural white papers: putting people first

2.12 The importance we attach to joining up major policies within and beyond DETR was demonstrated by the publication in November 2000 of two major white papers on urban and rural policy. Wherever people live, in town or country, they want jobs, homes, good public services, a safe, attractive environment, and opportunity. Urban and rural Britain cannot be viewed in isolation:

they interact with and upon each other. Our two parallel white papers share the common principle that people must come first, and that policy must be based on partnerships with local people.

2.13 *Our Towns and Cities: The Future* is the first Government statement of urban policy for more than 20 years, and responds to the report of the Urban Task Force, *Towards an Urban Renaissance*, published in June 1999. The white paper looks to our towns, cities and suburbs to offer a high quality of life and opportunity for all. It reflects not only our own policies and programmes for regeneration, local government and planning, but also those of a range of other Government departments, and it shows how together they create a framework for delivering an urban renaissance. It draws together a range of policies and initiatives to create attractive and well-kept towns and cities which are better designed and planned, more environmentally sustainable, able to create and share prosperity, and which offer high-quality services.

2.14 The white paper builds on the outcome of the spending review 2000 which the Chancellor of the Exchequer announced in July 2000, including significant extra money for key services such as education, health, housing, transport and crime reduction, and on proposals in his pre-Budget statement in November 2000 for a number of tax incentives to encourage investment. Alongside it we published two supporting pieces of analysis – *The State of English Cities*, which summarises the conclusions so far from the Cities research programme being funded by the Economic and Social Research Council, and *Living in Urban England: Attitudes and Aspirations*.

2.15 The urban white paper represents a commitment to a new long-term partnership with local communities, regional and local bodies, and other key stakeholders. This is reflected in the local strategic partnership approach which we believe will provide the most effective way of taking forward key elements of our urban, rural, local government and neighbourhood renewal policies in a co-ordinated and integrated way which meets the needs of local people. Centrally, we have set up a new urban policy unit within the Department to support work to implement the white paper. We are also setting up a 'sounding board', a Cabinet Committee to co-ordinate urban affairs, and an

urban sub-group of the central-local partnership to co-ordinate central and local government action and to ensure good communication between them.

2.16 A key theme running through *Our Towns and Cities* is the need for people to be able to shape the future of their own community: no two places are the same. Effective local leadership, working in close partnership with local communities and with the other agencies, will be central to delivering the aims of the white paper. These same principles inform its sister publication, *Our Countryside: The Future – A Fair Deal for Rural England*. Prepared jointly with the Ministry of Agriculture, Fisheries and Food, the rural white paper follows up many of the issues raised in the Cabinet Office Performance and Innovation Unit's report on rural economies and the concerns put to us in response to the 1999 consultation paper *Rural England*. It aims to improve the quality of life for people in the countryside – improving services, tackling poverty and social exclusion, aiding rural economies, protecting the countryside and its wildlife, and giving more choice and power to local people.

2.17 The objectives of *Our Countryside: The Future* will be achieved through a range of initiatives, including:

- investment in better services and access to them
 - schools, health, transport and crime reduction
 - and more flexible ways of delivering them;
- providing more affordable housing in rural areas (particularly small settlements);
- rejuvenating market towns and creating a thriving, modern economy;
- helping farmers to modernise, improve and diversify their businesses;
- reducing development pressure and better protecting the landscapes, wildlife, habitats and character that make the countryside special;
- greater access to the countryside through the Countryside and Rights of Way Act and improving the countryside around towns;

- promoting quality parish councils working in partnership with principal authorities; and
- rural-proofing of policies across government.

2.18 In March 2001, we published with our partners a detailed implementation plan showing how the individual white paper measures will be taken forward and independently assessed.

... integrating transport into wider policy

2.19 Another very important set of policies taken forward over the last year, across the merged Department and in concert with others in Whitehall and beyond, are those for integrated transport.

2.20 Our 1998 white paper *A New Deal for Transport: Better for Everyone* set out our vision for integrating transport policies with those on the environment, the economy, planning, urban and rural issues and social inclusion. Good transport is essential to an enhanced quality of life, to a strong economy and to a better environment. Improving public transport is also vital in reducing social exclusion, particularly for people who have less access to a car, including women, the old, the young and disabled people. And a streamlined planning system is key to enabling the necessary improvements to be delivered faster, but without any reduction in consultation.

2.21 We have worked closely with partners both inside and outside government over the past 12 months. We have sought the views of the Commission for Integrated Transport, which in turn has consulted widely in developing its advice on, for example, local transport plans, physical integration and public subsidy for the bus industry. We have also sought advice from the Motorists' Forum on issues such as road safety, roadside emission testing and designated lanes. And through the Charging Development Partnership we are working closely with a number of local authorities that have expressed an interest in introducing road-user charging and/or a workplace parking levy, to ensure such schemes are both acceptable to those who will

be affected and meet their objectives of reducing congestion and pollution.

2.22 We have also worked closely with transport operators and local authorities in developing Traveline, a single telephone number providing route and timetable information for all public transport services. Transport Direct, a more comprehensive internet-based service, will in the same way be delivered by a wide partnership between Government, transport operators, technology providers, local authorities and others.

2.23 The publication in July 2000 of *Transport 2010: The 10 Year Plan*, and Royal Assent to the Transport Act in November 2000, provide the resources and powers to make the white paper's vision a reality. The *10 Year Plan* looks at both public and private investment in transport, setting out the resources we expect to be allocated to all the different providers of land-based transport, including the rail industry, the Highways Agency, local authorities and the Greater London Authority, to enable them to implement integrated transport policies. The actions of all these providers working together will achieve the Government's aims of improved transport, reduced congestion and reduced pollution.

2.24 Chapter 6 sets out in more detail what we have achieved, together with details of our current and planned transport expenditure. We will be looking too at transport safety, which is covered in Chapter 13.

2.25 We have improved service delivery by integrating the common interests of the Driver and Vehicle Licensing Agency, the Driving Standards Agency, the Vehicle Inspectorate, the Vehicle Certification Agency and the Traffic Area Network. We will continue with this collaboration.

... climate change: the international challenge

2.26 The devastating floods, droughts and storms that we have seen in the UK and across the world in recent years show all too clearly how vulnerable we are to climate extremes and how high the economic, human and environmental cost can be,

particularly in developing countries. Whilst we cannot attribute any particular event to climate change, climate change is expected to lead to more intense and frequent extremes. DETR leads the UK Government's efforts to understand and combat climate change, both domestically and in the international arena. We have worked particularly closely with the Departments of Trade and Industry and for International Development, the Foreign and Commonwealth Office, the Treasury, the Ministry of Agriculture, Fisheries and Food, and the Forestry Commission, as well as with the devolved administrations.

2.27 In November 2000 we published the *UK Climate Change Programme* in partnership with the devolved administrations. This draws together action across the UK to reduce greenhouse gas emissions and to prepare to adapt to the impacts of climate change. It involves central and local government, the Environment Agency, regional and representative groups, business, and trade unions. We have also been working with a wide range of stakeholders within the framework of the UK Climate Impacts Programme on planning for and adapting to the climate change impacts. In June 2000 the East Midlands regional climate impacts assessment was launched, the fifth regional study to be completed, sponsored by a consortium of 22 public and private sector organisations.

2.28 Together with other departments, particularly Trade and Industry and Trade Partners UK, and with the devolved administrations, we have established a new Government advisory service for companies interested in carrying out projects abroad that reduce greenhouse gas emissions. The Prime Minister has announced that the Kyoto Mechanisms Office will be launched in 2001 as an interdepartmental initiative by ourselves and the Department of Trade and Industry. We have also worked closely with colleagues from Trade and Industry and the Treasury in the design and implementation of a greenhouse gas emissions trading system in the UK. Ministers from all three Departments have given their active support to the work of the business-led UK Emissions Trading Group, which will result in the UK being established as a world leader in this new and exciting market when its trading scheme is launched later this year.

... cross-government policies for the regions

2.29 We lead within Government in promoting a coherent policy for the English regions, and lead on sponsorship of the regional development agencies (RDAs), which are funded jointly by ourselves and the Departments for Education and Employment and of Trade and Industry. Regional economic growth is crucial to the Government's wider regeneration and sustainable development objectives, and the RDAs are providing strategic leadership on economic development in the English regions. The Chancellor's spending review in July 2000 gave them a wider role, increasing their funding (£1.2 billion in 2000–01, rising to £1.7 billion in 2003–04) and announcing a single cross-departmental budget for the RDAs to take effect from April 2002. Improving the economic performance of all regions is a commitment we share with the Department of Trade and Industry, and we are working collaboratively with them to take this forward.

2.30 The single budget will bring together the programmes administered by the RDAs, and will provide them with much greater flexibility to ensure their regional strategies are delivered in line with national priorities. Funding will include the single regeneration budget (SRB) commitments (see Chapter 11). In 2001–02, where resources are available, the RDAs will be able to support some new schemes where these contribute to the delivery of their regional strategies.

2.31 The Regional Co-ordination Unit (RCU) was set up in April 2000 as a new corporate centre for the nine Government Offices in the English regions. The RCU, which will oversee implementation of the recommendations in the Performance and Innovation Unit report *Reaching Out*, is cross-departmental, reporting to the Deputy Prime Minister through Lord Falconer, Minister of State at the Cabinet Office. It launched its action plan for overhauling the Government's role in the regions in October 2000, identifying four key areas where the Government is taking a new approach: better co-ordination of area-based initiatives, expanded departmental representation in Government Offices, more involvement of

Government Offices in policy-making, and stronger corporate management of the Government Offices. These initiatives and the other changes which the RCU has in hand following the Performance and Innovation Unit report will make a substantial contribution to joined-up government at regional and local levels.

2.32 The voluntary regional chambers we have set up to provide a voice for all regions outside London worked closely with the RDAs during 2000 on action plans arising from their regional economic strategies. They have worked with the RDAs and other stakeholders on issues such as planning guidance, sustainable development frameworks, European structural funds and social exclusion.

2.33 The Government remains committed to legislation allowing people in England to decide in referendums whether they want directly elected regional government. In October 2000 we published *Regional Government in England: A Preliminary Review of Literature and Research Findings*, to stimulate debate.

... tackling social exclusion and neighbourhood renewal

2.34 In January 2001, the Government published its action plan for implementing the national strategy for neighbourhood renewal, to tackle unacceptable conditions in poor neighbourhoods and narrow the gap between them and the rest of England. The new Neighbourhood Renewal Unit, located within DETR, will take the lead in implementing the action plan. Its work will be overseen by a cross-departmental group of senior ministers chaired by the Deputy Prime Minister.

2.35 Serving as a central focus within Whitehall for neighbourhood renewal, the new unit will work across departments and be outward and delivery focused. It will be staffed by officials from across the public sector as well as secondees from the private, voluntary and community sectors. Reporting to Hilary Armstrong, Minister for Local Government,

Regeneration and the Regions, it will be fully operational from April 2001 and will:

- oversee and support the central Government's commitments and contribution to neighbourhood renewal. This will include making sure that each new Government policy proposal will improve, not worsen, life in deprived areas, and help other Government departments to fulfil their commitments to the national strategy;
- oversee the development of local neighbourhood renewal strategies by local strategic partnerships, and administer funding in their support (see below);
- run the New Deal for Communities programme, including new elements such as neighbourhood management pathfinders and community capacity-building;
- monitor the success of the strategy and develop the Government's understanding of the problems of deprived neighbourhoods; and
- administer a new neighbourhood renewal fund, worth over £900 million over three years, to help target services at the most deprived areas.

2.36 The unit will also oversee and encourage neighbourhood warden schemes (see below), and will include a dedicated skills and knowledge team to support neighbourhood renewal initiatives.

2.37 During the development of the national strategy, we led a policy action team which brought together the Departments of Social Security, Culture, Media and Sport, Health, Trade and Industry, Education and Employment, the Home Office, Treasury and Cabinet Office, as well as the Number 10 Policy Unit and some external representatives, in working up 'joining-up' activity to address neighbourhood deprivation locally. In April 2000 this team published its report, and we are now implementing its recommendations, with the Treasury's support on target-setting. The local neighbourhood renewal strategies which will be prepared by local strategic partnerships in the most deprived areas will form an integral part of those areas' community strategies.

2.38 We work closely with the Employment Service and the Department for Education and Employment in monitoring the environmental outputs of Environment Task Force (ETF) projects under the New Deal for Young People. In particular, the cross-departmental Options Improvement Group helps us to make the most of the ETF and ensure it is in line with the Government's wider intentions.

... partnership in delivering modern local government

2.39 We continue to work closely with other Government departments, local government organisations and local councils to deliver our agenda for modernising local government.

2.40 Under the Local Government Act 2000 we have given principal local authorities in England and Wales broad new powers to promote or improve the economic, social and environmental well-being of their areas. We will issue final statutory guidance to English local authorities on the use of these powers in spring 2001, following consultation. We intend to encourage innovation and closer joint working between local authorities and their partners to improve communities' quality of life. In particular, councils will want to consider how the powers can promote the sustainable development of their areas by delivering the actions and improvements identified in their community strategies, which could include tackling social exclusion, reducing health inequalities, promoting neighbourhood renewal and improving local environmental quality. The new powers will also help authorities to contribute locally to shared national priorities, such as action to combat climate change and encourage the conservation of biodiversity.

2.41 We require all local authorities in England and Wales to prepare these community strategies, which should promote community well-being and contribute to sustainable development locally, regionally and nationally. The statutory guidance on *Preparing Community Strategies* which we published in December 2000 makes it clear that authorities should work in partnership with a broad

range of public, private, voluntary and community groups, and engage the active participation of local residents. These local strategic partnerships should integrate neighbourhood renewal fully into councils' overarching plans to improve local well-being and enhance the involvement of the whole community. This approach will enable streamlining of existing partnership arrangements, and help identify areas where statutory barriers restrict the action an authority can take to promote well-being. They will also enable us to identify areas where statutory planning requirements can be rationalised to ease joined-up working, complementing the integrated approach to partnership arrangements. The Secretary of State has new powers, under sections 5 and 6 of the 2000 Act, to deal with these statutory limitations.

2.42 We have made progress in bringing local government more in touch with the people by encouraging greater involvement, focusing on improving service quality and delivery, providing more resources within a stable financial environment, and giving local authorities greater local responsibility and accountability.

... housing in the Government's wider agenda

2.43 Decent housing encourages successful and sustainable communities, and plays a key role in the Government's wider agenda. It is, for instance, an essential component of the national strategy for neighbourhood renewal.

2.44 In December 2000 we announced how we will take forward the programme of reform set out in our green paper on housing, *Quality and Choice: A Decent Home for All*. The green paper, and the follow-up statement *The Way Forward for Housing*, were published jointly with the Department of Social Security, and set out how our housing and benefit policies will work together towards our aim of giving everyone the opportunity of a decent home. Both documents were developed in close co-operation with other departments, including the Treasury, Education and Employment, Health, the Home Office and the Social Exclusion Unit, as well as through close contact with the devolved administrations.

... other work with Whitehall and beyond

2.45 Over the last year we have also worked with other Government departments on a range of projects tackling social exclusion and crime, and improving health and educational attainment. We have, for example, continued to take the lead in co-ordinating cross-Government work to develop the Supporting People programme. This will bring local social services and housing authorities together to work with other statutory agencies and stakeholders in planning and delivering flexible, consumer-focused support services.

2.46 We have also taken the lead with the Housing Corporation on the new safer communities supported housing fund. This is aimed at young people at risk, offenders and others at risk of offending, and others who are vulnerable. It will help meet the Government's wider aims of reducing crime and tackling social exclusion.

2.47 We contribute importantly to policy in areas in which other departments take the lead. For instance, we are responsible for securing better air and water quality, better housing and safer roads and vehicles, as well as for policies bearing on many other health determinants. We work closely with the Department of Health on many of these issues, and also in international forums – for example in taking forward the charter on transport, environment and health adopted at the London Ministerial Conference in June 1999.

2.48 We help tackle crime through our regeneration programmes, which allow us to offer complementary support to help groups and schemes to develop a sense of community or build capacity in the voluntary sector. Schemes on crime prevention, community safety and victim support can complement other work to tackle racial violence and harassment. Police and local authorities are jointly responsible under the Crime and Disorder Act 1998 for developing partnerships to tackle crime, in consultation with the local community.

2.49 Together with the Home Office, we provide and administer a £18.5 million grant programme to support neighbourhood wardens, an important part of the national strategy for neighbourhood renewal. Wardens provide a reassuring official presence, complementing the work of police and local authorities.

2.50 We have managed an initiative on the wider use of CCTV, together with the Home Office and the National Assembly for Wales. The biggest-ever investment in public CCTV in the country, this initiative will fund cameras on housing estates to reduce crime and vandalism, improving quality of life and the reputation of unpopular areas.

2.51 The Government's target is to reduce vehicle crime by 30 per cent by 2004. We are part of the Vehicle Crime Reduction Action Team which advises the Home Secretary, working alongside representatives from the police, motoring organisations, the motor and insurance industries, and the Driver and Vehicle Licensing Agency.

... integration in policy-making

2.52 Finally, on this same theme of integration and joint working, we are taking a prominent role in our work with other departments to produce an integrated system of appraisals and impact assessment in support of sustainable development. This is part of the wider cross-Government drive to modernise policy-making and service delivery. We assess how our policies might affect the Government's economic, environmental and social objectives, including looking at the wider effects for which there is no systematic method of appraisal. We have piloted integrated impact assessments in developing our aviation and climate change policies, and we are now preparing an integrated appraisal framework for use across the Department.

*To find out more, contact Peter Kirk on
020 7944 4947.*

Useful web sites include:

www.sustainable-development.gov.uk

www.cabinet-office.gov.uk/moderngov/index.htm

www.wildlife-countryside.detr.gov.uk/ruralwp

[www.regeneration.detr.gov.uk/policies/
ourtowns/index.htm](http://www.regeneration.detr.gov.uk/policies/ourtowns/index.htm)

[www.environment.detr.gov.uk/sustainable/
index.htm](http://www.environment.detr.gov.uk/sustainable/index.htm)

[www.environment.detr.gov.uk/greening/
index.htm](http://www.environment.detr.gov.uk/greening/index.htm)

www.cabinet-office.gov.uk/innovation

[www.detr.gov.uk/environment/sustainable/
localind/index.htm](http://www.detr.gov.uk/environment/sustainable/localind/index.htm)

[www.environment.detr.gov.uk/greening/
ar2000/index.htm](http://www.environment.detr.gov.uk/greening/ar2000/index.htm)

[www.environment.detr.gov.uk/greening/
minister/gmin.htm](http://www.environment.detr.gov.uk/greening/minister/gmin.htm)

www.rcu.gov.uk

*Summary of the Department's Aim,
Objectives and Key Achievements during 2000–01*

1

The Department's Role in Joined-Up Government

2

Delivering Better Public Services: Progress

3

Protecting and Improving the Environment

4

The Opportunity of a Decent Home

5

Integrated Transport for Everyone

6

Transport Regulation

7

Countryside and Wildlife

8

Sustainable Planning

9

CHAPTER 3

Delivering Better Public Services: Progress

3

Departmental Objectives and PSA Targets Set for 1999–02

3.1 The Government set new priorities for public spending in its plans for 1999 to 2002, detailed in the 1998 comprehensive spending review (CSR). It also provided significant extra resources for key services such as education and health; and linked this extra investment to modernisation and reform, to raise standards and improve the quality of public services. To this end, the Government published the white paper *Public Services for the Future: Modernisation, Reform, Accountability* (Cm 4181) in December 1998, and followed it up with a supplement in March 1999 (Cm 4315). These set out measurable public service agreement targets (PSAs) for the first time, covering all of the Government's objectives.

3.2 The Government recognises that it needs to refine its target-setting over time. In the 2000 spending review, which set new plans for public spending for 2001-04, the Government further developed PSAs to prioritise its most important goals. These targets are in the white paper *Spending Review 2000: Public Service Agreements 2001–04* (Cm 4808), published in July 2000. We will report on them fully in future departmental reports.

3.3 The white paper *Modernising Government*, published in March 1999, is a statement of the Government's vision for reform and modernisation of public services. These principles will help us to meet the PSA targets.

3.4 The following sections list each of our PSA targets following the 1998 comprehensive spending review, under the appropriate objective heading, and report what progress we have made against each one.

OBJECTIVE 1: TO PROTECT AND IMPROVE THE ENVIRONMENT AND TO INTEGRATE THE ENVIRONMENT WITH OTHER POLICIES ACROSS GOVERNMENT AND INTERNATIONALLY

PSA target	To make 1,000,000 more buildings cheaper to keep warm through the installation of energy efficient measures by 31 March 2002.
Performance indicator	Number of buildings made cheaper to keep warm.
Progress	By the end of December 2000, some 600,000 homes had been made more energy efficient through the home energy efficiency scheme alone. Estimates are in preparation of the number of properties improved under other schemes, including those run by the Energy Savings Trust and the obligated energy companies.
PSA target	Ensure that secondary treatment is provided for all sewage discharges from towns with a population of at least 15,000 by 31 March 2002.
Progress	We have established a database of schemes needed to achieve this target. We have reviewed the schemes and taken steps to speed up the very small number which risk missing the target date.

PSA target	Prepare, consult on and publish a new UK climate change programme to meet the UK's legally binding target of reducing greenhouse gas emissions to 12.5 per cent below 1990 levels over the period 2008-12 and move towards the domestic goal of reducing carbon dioxide emissions by 20 per cent by 2010.
Progress	We published the Government's climate change programme in November 2000. The programme sets out a far-reaching strategy that we estimate could deliver cuts of 23 per cent in the UK's greenhouse emissions and 19 per cent in carbon dioxide alone. The programme also begins to look at the longer-term changes that will need to be made after 2010.
PSA target	Improve our rivers by developing and implementing a programme of measures to eliminate at least half of the current shortfall in compliance with river quality objectives by 2005.
Progress	Schemes to improve and protect river quality as part of the review of water company prices for 2000-05 have already begun, thus making further progress towards meeting river quality objectives. In 1999 compliance was almost 87 per cent, compared with a baseline of 82 per cent in 1997. The target for 2005 is to achieve at least 91 per cent compliance.
PSA target	Help to secure delivery of stringent EU vehicle emission standards and fuel quality standards from 2000.
Progress	Leaded petrol was banned from January 2000 and more stringent standards were introduced for other grades of fuel. Tighter emissions standards for new types of car also came into effect from January 2000. These were extended to most cars and certain vans from January 2001.
PSA target	Establish targets for improved sustainability in waste management in 1999.
Progress	<i>Waste Strategy 2000</i> sets out a wide range of targets for more sustainable resource use, including statutory targets for local authorities for household waste recycling and composting.

OBJECTIVE 2: TO OFFER EVERYONE THE OPPORTUNITY OF A DECENT HOME AND SO PROMOTE SOCIAL COHESION, WELL-BEING AND SELF-DEPENDENCE

PSA target	In partnership with local authorities, reduce the backlog of council house repairs by at least 250,000, with over 1.5 million council houses benefiting from new investment by 31 March 2002.
Performance indicator	Number of repairs/improvements to local authority stock funded by public capital expenditure, and percentage change in the backlog of local authorities' housing renovation work.
Progress	During 1999-00, an additional 250,000 homes benefited from new investment of £600 million in 1999-00. Authorities have submitted information on the number of repairs/ improvements to LA stock during 1999-00, and this is in the process of being validated and analysed in order to assess progress. An estimated 1.5 million homes will benefit from an additional £1.2 billion and £1.7 billion for 2000-01 and 2001-02 respectively.
PSA target	Work with the Social Exclusion Unit and other departments to reduce the number of people sleeping rough by two-thirds from the current level by 2002.
Performance indicator	Number of people sleeping rough in England on any one night.
Progress	We are on course to meet this target. By June 2000 the unit had reduced the number of people sleeping rough in England by more than one-third compared to June 1998.
PSA target	Establish a Housing Inspectorate within the Audit Commission to audit the performance of every local housing authority within five years of it being established.
Progress	On target. The Housing Inspectorate was established within the Audit Commission as a distinct and recognisable arm of the Best Value Inspectorate. Recruitment of senior staff and the first housing inspections have been completed.

PSA target	Work with local government to introduce resource accounting for local authority housing as soon as practicable.
Progress	Work is on target to introduce a new financial framework, based on resource accounting, for local authority housing from April 2001. Guidance has been issued on business planning, stock valuation and accounts. The final change, removing rent rebates from the Housing Revenue Account, awaits an opportunity for primary legislation.

OBJECTIVE 3: TO PROMOTE MODERN AND INTEGRATED TRANSPORT FOR EVERYONE AND TO REDUCE THE IMPACT OF TRANSPORT ON THE ENVIRONMENT

3

PSA target	In partnership with local government, establish local integrated transport strategies covering the Greater London Authority area and every highway authority outside London, to address the problems of congestion and pollution and to reduce car dependency by 31 March 2002.
Progress	English highway authorities have prepared the first full five-year local transport plans, and submitted them in July 2000. London boroughs submitted interim transport plans to Transport for London in July 2000. The Mayor of London has published a draft transport strategy, with the full version expected in June 2001.
PSA target	Through the Department's sponsorship of the railways industry, by 2001-02 seek to increase the number of passenger miles travelled on national railways by 15 per cent above the number travelled in the first full year of franchised operations (1997-98) and, subject to legislation, establish a Strategic Rail Authority by 2000-01, with a shadow rail authority capability by spring 1999.
Performance indicator	Number of passenger miles travelled on national railways.
Progress	By the end of 1999-00 there had been a 10 per cent increase in passenger miles travelled since 1997-98. The Strategic Rail Authority was formally established on 1 February 2001 under the Transport Act 2000.
PSA target	End the decline in the condition of our motorways and trunk roads and restore the cuts in the maintenance of local authority principal roads and bridges by 31 March 2002.
Performance indicator	National road maintenance condition survey; and principal roads and bridges capital maintenance spend.
Progress	We have ended the decline in the condition of our motorways and trunk roads. The 2000-01 spend includes £301 million of capital maintenance for principal roads and bridges. The £535 million of capital maintenance allocated for 2000-01 will, for the first time, be extended to non-principal roads.
PSA target	Seek through the national cycling strategy to quadruple cycling by 2012 (compared with a 1996 base).
Performance indicator	Percentage of trips by cycle.
Progress	We still expect to achieve the 2012 target. There has not as yet been a significant increase in cycling, but recent statistics show that we may at last have halted the decline.
PSA target	Introduce a national travel information system by 2000, building on information from local and national services.
Progress	A telephone-based information service, Traveline, has been switched on region by region throughout Great Britain.

PSA target	Enable local authorities, subject to the passage of legislation, to introduce schemes of road-user charging and levies on workplace parking, and to use the proceeds for transport purposes.
Progress	The Transport Act 2000 gives local authorities discretionary new powers to introduce road-user charging or workplace levy schemes, and guarantees that all charging revenue will be ring-fenced for at least 10 years to improve local transport. The Department is working with 35 authorities developing the first schemes through the charging development partnership. In London, the Mayor is proposing to use powers in the GLA Act 1999 to introduce road-user charging in Central London by 2003.
PSA target	From 1999, seek advice from the Commission for Integrated Transport on drawing up further new targets to support the integrated transport policy. By 2001 the Department will, in the light of this advice and of reports from local traffic authorities, publish a definitive report on the case for, and if appropriate set, national targets for road traffic reduction in the context of promoting sustainable development.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.
PSA target	Establish new targets for rail performance in 1999.
Progress	Targets published in <i>Transport 2010 – The 10 Year Plan</i> .

OBJECTIVE 4: TO PROVIDE CUSTOMER-FOCUSED REGULATORY AND OTHER TRANSPORT SERVICES AND TO COLLECT TAXES FAIRLY AND EFFICIENTLY

PSA target	Recover at least £290 for every £100 spent over the next three years on vehicle excise duty (VED) enforcement, adjusted annually to take account of any subsequent alterations to VED rates.
Performance indicator	Ratio between spend on enforcement and revenue raised.
Progress	The target was met in 1998–99, exceeded in 1999–00, and is on course to be met this year. Recovery on VED at the end of December 2000 was forecast at 2.9:1.

OBJECTIVE 5: TO ENHANCE OPPORTUNITY IN RURAL AREAS, IMPROVE ENJOYMENT OF THE COUNTRYSIDE AND CONSERVE AND MANAGE WILDLIFE RESOURCES

PSA target	The Department is developing better arrangements with the Ministry of Agriculture, Fisheries and Food for the joint planning of countryside and rural policies and programmes. They will agree and establish improved planning arrangements by spring 1999. This will include publication of joint countryside objectives, a description of the programmes to achieve those objectives and plans for measuring performance against the objectives. A joint countryside PSA will be published by the end of 1999, after the planned white paper on rural issues.
Progress	The Government has established its aims and objectives for rural policy, with some supporting new MAFF and DETR PSA targets, as part of the spending review 2000. There are no proposals for any separate joint countryside PSA between DETR and MAFF.

OBJECTIVE 6: TO PROMOTE A SUSTAINABLE PATTERN OF PHYSICAL DEVELOPMENT AND LAND AND PROPERTY USE IN CITIES, TOWNS AND THE COUNTRYSIDE

PSA target	Seek to ensure that, over the next 10 years, 60 per cent of new homes are built on previously developed land.
Performance indicator	Percentage of dwellings built on previously developed land.
Progress	The latest available data for 1998 (published in July 2000) indicates that 57 per cent of new housing used recycled land or buildings.
PSA target	Improve the effectiveness of the planning system through follow-up to the modernising planning policy statement, including performance indicators under the new best value regime.
Progress	The new planning policies, consultation papers, best value planning indicators, procedures for speeding up planning appeals, and future actions described in Chapter 9 support this target.

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OBJECTIVE 7: TO PROMOTE A SYSTEM OF ELECTED GOVERNMENT IN ENGLAND WHICH RESPONDS TO THE NEEDS OF LOCAL COMMUNITIES

Service quality and cost

PSA target	Pilot best value during 1999 by working with pilot authorities to develop and spread good practice; encouraging all authorities to develop local performance reviews and plans; and agreeing performance indicators for 1999–00 with the Audit Commission.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.
PSA target	Put in place and operate from April 2000 a best value regime, including audit and inspection, which supports continuous improvement in the quality, efficiency and effectiveness of services; requires each council to set targets for improvement over the following five years consistent with or better than the present performance of the top quartile of authorities; and annually improve the efficiency of local authority services overall by 2 per cent or more.
Progress	Target met. Performance indicators for 2000–01 were published in December 1999 and the relevant Order was made in March 2000.
PSA target	Respond proportionately, using powers of intervention under best value, where there is clear evidence of unsatisfactory performance, or failure to meet statutory duties.
Progress	The intervention protocol was agreed with the Local Government Association and there is now general agreement in the use of intervention powers.
PSA target	Enable joint working and pooling of budgets between local authorities and other public agencies by April 2000, to provide better and more accessible services for local people.
Progress	The new powers contained in Part 1 of the Local Government Act 2000 (which came into force in October 2000) already provide local authorities with powers to work more closely with partners, including the pooling of budgets, where this promotes or improves local well being. Draft guidance was issued for consultation in December 2000. In its final form, it will reflect elements of the best value draft guidance which the Department shall consult on shortly.
PSA target	Set by April 2000 a series of national indicators within the best value framework as a basis for monitoring the satisfaction of local people with council services and performance.
Progress	Guidance specifying performance indicators was issued to best value authorities in December 1999. An Order was laid under section 4 of the Local Government Act 1999 in March 2000. Performance indicators for 2001–02 were published in December 2000.

PSA target	Ensure council taxpayers are not subject to unreasonable council tax demands; replace crude and universal capping with new reserve powers from April 2000.
Progress	Target met. The decision not to cap or take action against authorities' 2000–01 budgets and council tax was announced in November 2000.
PSA target	Deliver a stable revenue support grant (RSG) distribution and complete research in discussion with the LGA on better ways to deliver the distribution of RSG by December 2001.
Progress	2001–02 settlement was issued on 29 January 2001.
PSA target	Ensure that the cost of council tax benefit due to local authority budget increases above Government guidelines is partly met by councils; authorities with above average levels of claimants will not be more severely affected than an average authority.
Progress	Target met. Regulations and directives for the 2001–02 scheme were issued in February 2001.

Capital spending and assets

PSA target	Ensure that the levels of private finance initiative (PFI) credits available to DETR are used to the full to foster a wide range of local authority PFI projects in DETR service areas which give good value for money in realising worthwhile objectives, as assessed by published criteria.
Progress	We are considering arrangements for PFI credits and revenue support in the context of the local government capital finance review.
PSA target	Consult on the single pot for local authority capital allocations by spring 2000, and implement in 2001–02 so as to promote a corporate approach to asset management and the development of capital investment strategies.
Progress	Ministers have decided to delay first allocations until 2002–03. However, most local authorities have produced dry-run capital strategies and asset management plans during 2000, and all authorities will produce real asset management plans in 2001–02. Many of the benefits in terms of addressing cross-cutting issues and making better use of existing assets will thus be achieved.
PSA target	As part of the development of a single pot, introduce a framework for assessing authorities' asset management plans by January 2000 and have plans in place by April 2001; also develop indicators of performance by January 2000, particularly to identify under-utilised and under-performing assets and help plan and implement their disposal.
Progress	Target met. The assessment framework is in place, and local authorities have produced first dry-run versions of capital strategies and asset management plans during 2000.

Good government and democratic improvement

PSA target	Publish for consultation early in 1999 a draft Bill providing for new political management structures and a new ethical framework for councils, and subject to its enactment: <ul style="list-style-type: none"> ● establish a new independent Standards Board and require every council to establish and maintain a Standards Committee; and ● make available to councils a number of options for new political management structures based on a separation of the executive role.
Progress	The Bill was published in March 1999, and the Local Government Act 2000 received Royal Assent in July 2000. The appointment of the Chairman of the Standards Board was announced in February 2001.
PSA target	Invite the LGA in partnership with others to develop a draft model code of conduct for councillors.
Progress	Target met. The Local Government Act 2000 received Royal Assent in July 2000.

PSA target	By 31 March 2002 make available to councils a number of options for new political management structures based on a separation of the executive role.
Progress	Target met. The Local Government Act 2000 received Royal Assent in July 2000.
PSA target	Modernise polling arrangements, including work on improving voter registration, to encourage participation at local elections.
Progress	Target met. The Local Government Act 2000 received Royal Assent in July 2000.
PSA target	Establish a framework to ensure councils are at the centre of public service locally, and that they are able to take the lead in developing a clear sense of direction for their communities and building up partnerships to ensure the best for local communities.
Progress	Target met. The necessary primary legislation received Royal Assent in July 2000.
PSA target	Provide annually from April 1999 top-sliced RSG funding for the LGA's Improvement and Development Agency (IDeA) and the Employers Organisation (EO) for local government to increase the capacity of councils, councillors and staff to undertake self-improvement and modernisation.
Progress	Top-sliced revenue support grant funding of £17 million will be provided for IDeA and £2.8 million will be provided for the EO in 2001–02.
PSA target	Establish in 1999 a beacon scheme to recognise outstanding performance by councils and to support the sharing and dissemination of good practice.
Progress	Target met. Beacons were awarded in December 1999.
PSA target	Establish a framework for beacon and other selected councils to be given wider discretion and flexibility to act for the benefit of local people.
Progress	Target met. Well-being provisions are included in the Local Government Act 2000.
PSA target	Consult the LGA, representative business organisations and others by April 1999 on how new consultative arrangements with business should be developed and agreed by the majority of councils, in order to involve business in their expenditure planning and to build effective partnerships.
Progress	Target met, but during 2000 rather than by April 1999 as originally planned. Public consultation was issued in September 2000 as part of <i>Modernising Local Government Finance: A Green Paper</i> .
PSA target	Put in place the local business rate.
Progress	Work has been delayed pending publication of the Local Government Finance green paper. We plan to put the local business rate in place later in 2001.

Good employment

PSA target	Put in place arrangements to support a well-trained workforce and fair employment practices.
Progress	Legislation is in place. Guidance is due to be issued by the end of March 2001.
PSA target	Ensure that the Local Government Pension Scheme continues to provide streamlined and clearly expressed entitlements and guidance to members and scheme managers. Include within the regulatory framework by April 1999: <ul style="list-style-type: none"> ● provisions requiring specialist, independent medical assessments of each ill health requirement; and ● provisions requiring a financial assessment of each early retirement to show there are net benefits.
Progress	Target met. All tasks to amend and streamline the Local Government Pension Scheme have been completed.

PSA target	<p>In the context of best value:</p> <ul style="list-style-type: none"> ● require authorities to set measurable targets for reducing ill health retirements, early retirements and sickness absence over a five-year period to levels consistent with or better than those at present achieved by the best quartile of authorities; ● take further action in line with Government policy to reduce sickness absence rates in the public sector as a whole by 20 per cent in 2001 and 30 per cent in 2003.
Progress	Target met. Indicators were published in December 1999 and top-quartile targets in February 2000. The Audit Commission's report, published in March 2000, confirmed that levels of ill health and early retirement in local government are continuing to fall and are now on a par with the private sector.

OBJECTIVE 8: TO ENHANCE SUSTAINABLE ECONOMIC DEVELOPMENT AND SOCIAL COHESION THROUGH INTEGRATED REGIONAL AND LOCAL ACTION, INCLUDING THE PROMOTION OF AN URBAN RENAISSANCE

PSA target	In partnership with others, deliver over 50 new major single regeneration budget projects – at least one in each of the most deprived local authority areas – and 40 New Deal for Communities projects combating social exclusion through focused and intensive neighbourhood renewal; and support the Local Government Association's New Commitment for Regeneration initiative in 22 pathfinder areas by 31 March 2002.
Performance indicator	Number of major new single regeneration budget projects under way and number of New Deal for Communities projects under way.
Progress	Under rounds 5 and 6 of the single regeneration budget (SRB), major new SRB projects have now been approved for 56 of the most deprived local authority areas which were in the top 50 or more measures of deprivation. In addition, 39 partnerships have been set up to tackle deprivation in some of England's poorest neighbourhoods.
PSA target	In 1999, establish targets for the proportion of regeneration projects meeting their output goals.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.

OBJECTIVE 9: TO SECURE AN EFFICIENT MARKET IN THE CONSTRUCTION INDUSTRY, WITH INNOVATIVE AND SUCCESSFUL UK FIRMS THAT MEET THE NEEDS OF CLIENTS AND SOCIETY AND ARE COMPETITIVE AT HOME AND ABROAD

PSA target	In 1999, establish new targets for efficiency improvements in the construction industry following the report by Sir John Egan, <i>Rethinking Construction</i>.
Progress	In their first year demonstration projects have shown improvements in performance mostly comparable to or exceeding the <i>Rethinking Construction</i> targets. Their experience will help to persuade the wider industry to adopt similar challenging targets.

OBJECTIVE 10: TO IMPROVE HEALTH AND SAFETY BY REDUCING RISKS FROM WORK ACTIVITY, TRAVEL AND THE ENVIRONMENT

PSA target	Establish in 1999 new targets for reducing road casualties from road accidents in the period up to 2010.
Progress	We published new targets in the Government's road safety strategy, <i>Tomorrow's Roads: Safer for Everyone</i> , in March 2000. These became our public service agreement targets from April 2001, as part of the 2000 spending review.

Departmental Operations and CSR Public Service Agreement Productivity Targets

3

3.5 The next section gives the main efficiency and effectiveness measures and targets for our agencies and the Health and Safety Executive, which account for more than half of our running

costs. It also shows the measures and targets for the central Department – known as DETR(C) – over the period 1999–00 to 2001–02, with the latest outturn.

DRIVER AND VEHICLE LICENSING AGENCY

PSA target	Achieve overall efficiency gains of 2.6 per cent/2.5 per cent/2.5 per cent over the three years as measured by the comprehensive agency-wide efficiency index.
Performance indicator	Agency-wide efficiency index.
Progress	The target was exceeded in 1998–99 and 1999–00, and is on course to be met this year.

HIGHWAYS AGENCY

PSA target	In the light of the refocused investment programme following the roads review, develop and publish in the agency's business plan by March 1999 a set of efficiency targets and measures.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.
PSA target	Complete a 'next steps' review of the agency by July 1999, and introduce a revised set of efficiency targets and measures by March 2000.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.

PLANNING INSPECTORATE

PSA target	By 2001–02 decide 80 per cent of written representation appeals within 16 weeks. An improvement of 36 per cent over 1996–97.
Performance indicator	Percentage of written representation cases decided within 16 weeks.
Progress	For 2000–01, the target was 17 weeks (see Figure 9e). The forecast outturn for 2000–01 is 17 weeks.
PSA target	By 2001–02 decide 80 per cent of appeals by hearing within 22 weeks. An improvement of 53 per cent.
Performance indicator	Percentage of hearing cases decided within 22 weeks.
Progress	For 2000–01, the target was 23 weeks (see Figure 9e). The forecast outturn for 2000–01 is 20 weeks.
PSA target	By 2001–02 decide 80 per cent of appeals by inquiry within 30 weeks. An improvement of 46 per cent.
Performance indicator	Percentage of inquiry cases decided within 30 weeks.
Progress	For 2000–01, the target was 33 weeks (see Figure 9e). The forecast outturn for 2000–01 is 31 weeks.

HEALTH AND SAFETY COMMISSION AND EXECUTIVE

PSA target	Increase by 2001–02 the number of annual regulatory contacts by the HSE to at least 200,000 and the number of investigations to at least 35,000.
Performance indicator	Number of regulatory contacts and investigations.
Progress	By the middle of the financial year 2000–01, the HSE had made 76,200 regulatory contacts and 16,700 investigations.
PSA target	Produce efficiency gains of 3 per cent of running costs each year over next three years.
Performance indicator	Efficiency gain produced as a percentage of in-year running costs.
Progress	HSE achieved 3.9 per cent efficiency gains in 1999–00 and is on course to meet the 2000–01 target of 3 per cent efficiency gains.
PSA target	Maintain the level of staff payroll costs devoted to central services at no more than 8 per cent.
Performance indicator	Percentage of staff payroll spend devoted to central services.
Progress	HSE achieved a 7.7 per cent overhead for 1999–00 and is on course to meet the 2000–01 target for limiting the proportion it spends on central services to 8 per cent.
PSA target	In spring 1999 publish a plan of work for the next three-year period with service delivery targets for standard-setting and modernisation of the law; inspection and enforcement; provision of information and advice; promotion of risk assessment and understanding of technology; and the operation of statutory schemes.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.

DETR CENTRAL

3.6 DETR(C) has a programme of initiatives to improve working practices and administration. An efficiency committee chaired by our Permanent Secretary oversees it. The committee consists of

staff with specific responsibilities for the reform agenda. We will measure a range of activities in our continuing drive to increase efficiency. These activities include the following targets.

PSA target	Improving performance against response time of 15 days for all letters from MPs on behalf of constituents, with an 8 per cent improvement by 2001–02 over current performance of 58 per cent (32,000 letters were received in 1997).
Progress	Performance is currently 69 per cent of responses within 15 days for the quarter ending November 2000.
PSA target	Paying at least 95 per cent of undisputed invoices within 30 days of receipt of goods and services or presentation of a valid invoice.
Performance indicator	Percentage of undisputed invoices paid within 30 days.
Progress	Current year to date outturn is 97.3 per cent.
PSA target	Putting in place by March 1999 an estates strategy which includes targets for the reduction in the amount of vacant property held.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.
PSA target	By 31 October 1999 give all staff connected to the central Department's new office automation system an external link so that the public and business can have direct electronic access.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.
PSA target	Pressing ahead with imaginative use of public-private partnerships.
Progress	We have signed deals worth more than £7.5 billion with the private sector.
PSA target	To develop better measures of efficiency and extend them to cover a wider range of services.
Progress	The Department is continuing to develop measures in the wider context of business improvement.

3.7 Other cross-Whitehall productivity targets are described below.

BETTER-QUALITY SERVICES

PSA target	Develop a review programme for 'better-quality services' by September 1999, with the intention to review 60 per cent of services by March 2003.
Progress	Programme established in 1999 proceeding to plan.

ELECTRONIC GOVERNMENT

PSA target	We will, by 31 March 1999, across the Department and agencies as a whole, set a target for increasing the volume of business transactions conducted electronically, in line with the overall target that 25 per cent of all such transactions should be carried out in this way by 2002.
Progress	Target of 50 per cent capability by 2002 agreed in October 1999. Plans are in place to exceed targets set.

SICKNESS ABSENCE

PSA target	Audit sickness absence levels and patterns by 31 December 1998, and set and propose initial targets for reduction by 28 February 1999 to be agreed with Cabinet Office by June 1999.
Progress	Target met. See <i>DETR Annual Report 2000</i> for details.

FRAUD

3.8 We take our responsibilities for minimising the risks of fraud, theft and other irregularities very seriously, both in the design of our systems and procedures and in our response to suspected incidents. We have a fraud policy statement based on the model in HM Treasury's booklet *Managing the Risk of Fraud*, and we have encouraged our sponsored bodies to

introduce similar policies. There were 65 suspected or actual incidents reported centrally during 1999–00, of which 30 related to the Department and 35 to its non-departmental public bodies.

3.9 Our targets for tackling suspected or actual cases of fraud are as follows.

PSA target	Refresh at least once a year the standing instruction giving staff guidance on the fraud response plan.
Progress	Guidance continues to be revised and reissued to staff annually.
PSA target	Run a 24-hour fraud hotline.
Progress	This has been operational since 1997.
PSA target	Evaluate all incidents for evidence of system weaknesses or lessons which have wider application.
Progress	All incidents continue to be evaluated and lessons disseminated within the Department, or more widely if appropriate.

PROCUREMENT

3.10 We have appointed a commercial director to capture major commercial activity within the Department. Current activities include:

- developing a comprehensive business case for enhanced e-procurement solutions;
- the roll-out of the Government procurement card;
- leading an interdepartmental procurement system for environmentally preferable paper for printed publications, and continuing to seek further collaborative opportunities;
- adopting the Government procurement service, led by the Office for Government Commerce;
- enhancing a professional career structure for procurement by encouraging professional training;
- adopting meaningful performance measures;
- working with the sustainable development unit to continue to advance the green procurement agenda;
- ensuring effective compliance with EU and UK legislation by issuing guidance when appropriate;
- monitoring prompt payment against the departmental targets; and
- updating and expanding comprehensive procurement guidance.

Departmental Objectives and Public Service Agreement and Service Delivery Agreement Targets for 2001–04

3.12 The following sections list each of our new PSA targets under the appropriate objective heading. The SDAs set out how the Department will meet them, and how we will secure good value for money.

3.11 The 2000 spending review builds on the success of the first PSAs by setting challenging targets for all main departments for 2001–04, concentrating clearly on priorities. The new PSAs come into effect at the beginning of April 2001. They focus on key improvements in services.

3

OBJECTIVE 1: TO PROTECT AND IMPROVE THE ENVIRONMENT AND TO INTEGRATE THE ENVIRONMENT WITH OTHER POLICIES ACROSS GOVERNMENT AND INTERNATIONALLY

PSA or SDA target	<i>Spending Review 2000 PSA or SDA target</i>
PSA 1	Improve air quality by meeting our National Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1–3 butadiene.
PSA 2	Improve the environment and the sustainable use of natural resources, including by reducing greenhouse gas emissions by 12.5 per cent from 1990 levels and moving towards a 20 per cent reduction in CO₂ emissions by 2010. Joint target with DTI.
PSA 3	Enable 17 per cent of household waste to be recycled or composted by 2004.
PSA 4	Reduce fuel poverty among vulnerable households by improving the energy efficiency of 600,000 homes between 2001 and 2004.
SDA 1	To stimulate business energy savings of £200 million per year, saving about 1 million tonnes of carbon by 2003–04. (Supports PSA 2.)
SDA 2	To increase domestic energy benefits by £305 million per year by 2003–04 for the lifetime of the energy efficiency measures. (Supports PSA 2.)
SDA 3	To stimulate savings to industry of £200 million per year by 2003–04 through waste minimisation. (Supports PSA 3.)

OBJECTIVE 2: TO OFFER EVERYONE THE OPPORTUNITY OF A DECENT HOME AND SO PROMOTE SOCIAL COHESION, WELL-BEING AND SELF-DEPENDENCE

PSA or SDA target	<i>Spending Review 2000 PSA or SDA target</i>
PSA 5	Ensure that all social housing meets set standards of decency by 2010, by reducing the number of households living in social housing that does not meet these standards by a third between 2001 and 2004, with most of the improvements taking place in the most deprived local authority areas as part of a comprehensive regeneration strategy.
PSA 6	Reduce by April 2002 the number of people sleeping rough by two-thirds compared to June 1998, and keep the number at or below this level thereafter.
SDA 4	<p>To give people better-quality housing, via investment by local authorities and registered social landlords (RSLs) and contribute to this PSA target to ensure that all social housing meets set standards of decency by:</p> <ul style="list-style-type: none"> ● reducing the number of council homes needing backlog repairs by at least 900,000; ● reducing the number of council homes needing upgrades or improvements by at least 600,000; and ● providing at least 100,000 new or improved homes for low-cost renting or owning between 1 April 2001 and 31 March 2004. <p>(supports PSA 5.)</p>
SDA 5	<p>To ensure that local housing authorities and registered social landlords provide an efficient, effective housing service by:</p> <ul style="list-style-type: none"> ● introducing resource accounting to local authority housing, including (by April 2001) new accounting arrangements, business plans and major repairs allowance; ● establishing a Housing Inspectorate with the Audit Commission, audit the performance of every local housing authority by March 2006; and ● ensuring that local housing authorities and registered social landlords continually improve their housing service as measured by housing best value performance indicators, with the Department setting national improvement targets for housing management indicators as soon as audited best value performance indicator data become available in 2001. <p>(supports PSA 5.)</p>
SDA 6	To maintain or improve the proportion of customers who tell the survey of English housing that they are very, or fairly, satisfied with the service provided by their social landlord.
SDA 7	<p>To improve housing conditions, mainly in the private sector, by:</p> <ul style="list-style-type: none"> ● renovating at least 200,000 homes; ● adapting at least 85,000 homes to meet the needs of poor disabled households; and ● improving the health and safety of people in their homes, with the Department setting a target for the number of occupied homes that fail to meet the statutory fitness standard and that are tackled by local authorities. We will set this target in 2001.

OBJECTIVE 3: TO PROMOTE MODERN AND INTEGRATED TRANSPORT FOR EVERYONE AND TO REDUCE THE IMPACT OF TRANSPORT ON THE ENVIRONMENT

PSA or SDA target	Spending Review 2000 PSA or SDA target
PSA 7	Reduce congestion on the inter-urban trunk road network and in large urban areas in England below current levels by 2010, by promoting integrated transport solutions and investing in public transport and the road network.
PSA 8	Increase rail use in Great Britain (measured in passenger kilometres) from levels in 2000 by 50 per cent by 2010, with investment in infrastructure and capacity, while at the same time securing improvements in punctuality and reliability.
PSA 9	Increase bus use in England (measured by the number of passenger journeys) from levels in 2000 by 10 per cent by 2010, while at the same time securing improvements in punctuality and reliability.
PSA 10	Double light rail use in England (measured by the number of passenger journeys) by 2010 from levels in 2000.
PSA 11	Cut journey times on London Underground services by increasing capacity and reducing delays. Specific targets will be agreed with the Mayor after the public-private partnership has been established.

OBJECTIVE 4: TO PROVIDE CUSTOMER-FOCUSED REGULATORY AND OTHER TRANSPORT SERVICES AND TO COLLECT TAXES FAIRLY AND EFFICIENTLY

PSA or SDA target	Spending Review 2000 PSA or SDA target
SDA 8	DVO group: to complete by April 2002 a programme of business re-engineering to identify ways of improving and modernising services to customers, and to establish timetables for the delivery of such improvements.

OBJECTIVE 5: TO ENHANCE OPPORTUNITY IN RURAL AREAS, IMPROVE ENJOYMENT OF THE COUNTRYSIDE AND CONSERVE AND MANAGE WILDLIFE RESOURCES

PSA or SDA target	Spending Review 2000 PSA or SDA target
PSA 12	Open up public access to mountain, moor, heath and down and registered common land by the end of 2005.
PSA 13	Bring into favourable condition by 2010 95 per cent of all nationally important wildlife sites, compared to 60 per cent of sites currently estimated to be in such condition.

OBJECTIVE 6: TO PROMOTE A SUSTAINABLE PATTERN OF PHYSICAL DEVELOPMENT AND LAND AND PROPERTY USE IN CITIES, TOWNS AND THE COUNTRYSIDE

PSA or SDA target	Spending Review 2000 PSA or SDA target
PSA 14	60 per cent of new housing should, by 2008, be provided on previously developed land and through conversion of existing buildings. Brownfield land will be reclaimed at a rate of over 1,100 hectares per annum by 2004 (reclaiming 5 per cent of current brownfield land by 2004 and 17 per cent by 2010). (Also contributes to Objective 8.)
SDA 9	By 31 March 2002, 57 per cent of new housing is to be provided on previously developed land and through conversions of existing buildings. (supports PSA 14.)

3

OBJECTIVE 7: TO PROMOTE A SYSTEM OF ELECTED GOVERNMENT IN ENGLAND WHICH RESPONDS TO THE NEEDS OF LOCAL COMMUNITIES

PSA or SDA target	Spending Review 2000 PSA or SDA target
PSA 15	Ensure continuous improvement in the economy, efficiency and effectiveness of local services through: <ul style="list-style-type: none"> ● overall annual improvements in cost effectiveness of 2 per cent or more (also value for money target); and ● ensuring that local government achieves 100 per cent capability in electronic service delivery by 2005.
PSA 16	Ensure that by December 2002 each council has adopted and put into operation a new constitution which is transparent, accountable and efficient.
SDA 10	To ensure continuous improvements in customer satisfaction with the overall service provided by their authority. (supports PSA 15.)

OBJECTIVE 8: TO ENHANCE SUSTAINABLE ECONOMIC DEVELOPMENT AND SOCIAL COHESION THROUGH INTEGRATED REGIONAL AND LOCAL ACTION, INCLUDING THE PROMOTION OF AN URBAN RENAISSANCE

PSA or SDA target	Spending Review 2000 PSA or SDA target
PSA 17	Improve the economic performance of all regions, measured by the trend in growth of each region's GDP per capita. Joint target with DTI.

OBJECTIVE 9: TO SECURE AN EFFICIENT MARKET IN THE CONSTRUCTION INDUSTRY, WITH INNOVATIVE AND SUCCESSFUL UK FIRMS THAT MEET THE NEEDS OF CLIENTS AND SOCIETY AND ARE COMPETITIVE AT HOME AND ABROAD

PSA or SDA target	<i>Spending Review 2000 PSA or SDA target</i>
SDA 11	An improvement in the index of construction key performance indicators over years 2000 to 2004.
SDA 12	Monitor and encourage improvements in the performance of the construction industry to meet the needs of the client, to deliver safer buildings, to minimise the impact on the environment and to improve our competitiveness both at home and abroad, through a series of surveys and targets.

OBJECTIVE 10: TO IMPROVE HEALTH AND SAFETY BY REDUCING RISKS FROM WORK ACTIVITY, TRAVEL AND THE ENVIRONMENT

PSA or SDA target	<i>Spending Review 2000 PSA or SDA target</i>
PSA 18	Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40 per cent, and the number of children killed or seriously injured by 50 per cent by 2010 compared with the average for 1994-98.
PSA 19	Reduce the numbers of working days lost from work-related injury and ill health by 15 per cent per 100,000 workers, the incidence rate of fatal and major injury accidents by 5 per cent per 100,000 workers and work-related ill health by 10 per cent per 100,000 workers by 2004, compared to the average for 1995-1998.
SDA 13	To ensure that 99.8 per cent of tests on drinking water in 2004 meet the standards required under the revised drinking water directive.
SDA 14	To ensure at least 97 per cent of English bathing waters meet the mandatory coliform standards in the 2005 bathing season.

CORPORATE MODERNISATION

PSA or SDA target	Spending Review 2000 PSA or SDA target
SDA 15	By March 2004, to have delivered the agreed programme of better-quality services (BQS) studies covering all DETR services and activities.
SDA 16	Ensure DETR pays 98 per cent of all undisputed invoices within 30 working days.
SDA 17	By March 2001, to have established a database on user satisfaction of all key services delivered by DETR(C) and its agencies, and to have set and published targets aimed at achieving improvements in these services by 2004.
SDA 18	To improve the response time for dealing with MPs' letters on behalf of constituents from 58 per cent within 15 working days in 1997 to 76 per cent (and 90 per cent within 20 working days) by March 2003.
SDA 19	DETR(C) will expand its existing interchange programme to achieve at least 100 outward secondments (short and long term) and to increase inward secondments (short and long term) by 10 each year until 2005.
SDA 20	To reduce sickness absence to: <ul style="list-style-type: none"> ● 7.9 average working days absence per staff-year by December 2001; and ● 6.9 average working days absence per staff-year by December 2003.
SDA 21	To ensure that 50 per cent of DETR key services are capable of being delivered electronically by 2002, and that milestones are put in place by December 2000 consistent with 100 per cent of key DETR services being capable of electronic delivery by 2005.
SDA 22	By March 2004, to have delivered the agreed programme of policy evaluation covering all of the Department's major policies.

3

Modernising Government Action Plans

3.13 Modernising the Department remains a high priority. We submitted our own action plan to the Cabinet Office in May 2000. We report progress below under the five modernising Government themes.

RESPONSIVE PUBLIC SERVICES

3.14 The public services for which we are directly responsible are mainly delivered by our executive agencies. We continue to improve the match between service delivery and the needs of the citizen.

3.15 The Driver, Vehicle and Operator (DVO) group of businesses consists of the:

- Driver and Vehicle Licensing Agency (DVLA);
- Driving Standards Agency (DSA);
- Vehicle Inspectorate (VI);
- Vehicle Certification Agency (VCA); and
- Traffic Area Network (TAN).

3.16 They embarked on a major analysis of their business processes during 2000, with the objective of rebuilding their delivery of service to meet the needs and convenience of their customers. This work includes a scoping study on the provision of an interface between the DVO and its customers, the result of which should be available by June 2001. As part of this work, the scope for electronic delivery will be maximised. The DVLA and DSA

have extended opening hours for telephone callers, so that some services can be accessed in the evening and on Saturdays. This is in response to customers' wishes.

3.17 We have appointed Willy Rickett, the director general for transport strategy, as our consumer champion. His role is to help the Department develop a strategy so that we turn customers' views into practical improvements to our services. To this end, we have agreed a new service delivery agreement (SDA) target to set up a database on user satisfaction of all key services delivered by DETR(C) and its agencies by March 2001. We will also set and publish performance targets for improving these services by 2004. Each executive agency has similar champions.

3.18 Along with our agencies, NDPBs and local authorities, DETR currently holds over 500 Charter Mark awards. This year we added a further 300 winners for the year 2000 that were announced by Cabinet Office in December 2000.

Quality public services

3.19 During 1999 the Department and all its agencies began a five-year programme of better-quality services (BQS) reviews covering our services and activities. They will establish whether the current supplier is the best available. Reviews assess the scope for:

- abolishing the service;
- restructuring it internally;
- contracting it out;
- market testing it; or
- privatising it.

3.20 We have completed four reviews this year. Following the first round, we have saved money on file storage and we have restructured financial responsibilities within DETR(C). We are also working with the Public Sector Benchmarking Office, which was set up to spread best practice across all central Government departments.

3.21 As the sponsor of local government, we lead on producing the framework of legislation, finance,

controls and incentives to ensure that local authorities provide effective services. A key requirement is the new duty on local authorities to secure best value, which came into force on 1 April 2000. Local authorities across England have begun working for continuous improvement in their services. They have produced their first best value performance plans, with targets for improvement. We are encouraging authorities by spreading best practice through conferences, networks and demonstration projects. We will refine the performance management system for best value to make it as effective as possible. We plan early research into the long-term effect of this initiative.

3.22 We have obtained funding from the Invest to Save Budget, a Treasury and Cabinet Office challenge fund for initiatives that allow two or more public services to be delivered in innovative and more efficient ways. Eight projects received £2.8 million in previous rounds. You can find summaries of them at HM Treasury's web site. The following six bids were successful in the 2000 competition, securing an additional £3.4 million:

- Environment Agency one-stop-shop web site for the purchase of navigation licences and access to inland waterways information;
- an HSE web-based information system supporting Control of Major Accident Hazard Regulations and allowing public access to data on hazardous sites;
- development of an interactive electronic risk assessment tool and practical control advice with HSE to help firms manage the health, safety and environmental risks from chemicals;
- development of an electronic interface for all local authorities in England to facilitate the transfer of data and enabling The Rent Service to conduct business electronically;
- improving forecasting of air quality levels in and around urban environments to provide earlier air pollution warnings to vulnerable sections of the community; and
- a pilot scheme to gather electronic height data to produce an enhanced electronic terrain height model.

Better policy-making

3.23 Policy-making is a core departmental activity. We aim to make our policies forward- and outward-looking, evidence-based, inclusive and joined-up.

3.24 In the second half of 2000, we began a comprehensive review of policy-making in DETR, focusing on how we can improve our policy-making processes. We expect to complete this review and follow-up action by summer 2001.

3.25 We have already adopted the Cabinet Office's *Code of Practice on Written Consultation*. Among other things, this commits us to allowing 12 weeks as the standard minimum period for a public consultation. We already provide electronic versions of consultation documents in many cases, and are ready to consider more novel methods of canvassing opinion. For example, as part of the preparations for the white paper *Our Countryside: The Future – A Fair Deal for Rural England*, we organised regional seminars and online discussions. This is in line with our information-age agenda (see paragraphs 3.32–3.36).

3.26 We fund a substantial research programme to add to the evidence on which we base our key policies (see Chapters 4–13 for more details). Research results are routinely published or made available in other ways, particularly when linked to the announcement of new policies.

3.27 In 2000, we established a five-year rolling programme of evaluations covering our main policies. We are now monitoring the programme and rolling it forward another year, focusing in particular on policies with significant costs, our PSA targets and policies with an uncertain scientific and technical basis. We are also committed to evaluating key measures in all major new policy initiatives.

Regulation

3.28 We deliver some of our policies through regulation, and it is a continuing challenge to strike the right balance between this and other policy instruments. In regulating we apply the principles of better regulation:

- transparency – be open, keep it simple, be user-friendly;
- accountability – to Ministers and Parliament, to users and to the public;
- targeting – focus on the problem and minimise the side-effects;
- consistency – be predictable, so people know where they stand;
- proportionality – fit the remedy to the risk, and only regulate when you need to.

3.29 We try to minimise the burden of regulation by preparing regulatory impact assessments (RIAs) in accordance with Cabinet Office guidance. The principles of better regulation are inherent in the guidance, and RIAs are an integral part of the policy-making process. RIAs require an assessment of the risks, benefits and costs associated with all of the possible options from a very early stage in the policy development process. During 2000 we published 20 RIAs assessing the implications of both domestic and European legislation. The Department amended 39 existing regulations and introduced 166 other statutory instruments, none of which impacted on business, charities or voluntary organisations. We also reviewed and simplified 63 forms.

Information-age government

3.30 Following the white paper *E-Government*, our own e-business strategy was produced and registered on target with the e-Envoy's Office in October 2000. This outlines how we expect to use information and communications technology (ICT) to transform how we work across DETR, with local government, and with our private sector partners and the general public. We want to provide high-quality, joined-up, customer-focused services. Our current programme of over 40 electronic service delivery projects is set out in Annex A to the e-business strategy. This includes driver and vehicle licensing, driving test bookings and a new Internet portal for planning information. We are also seeking to improve policy-making and behind-the-scenes processes, and to create a better work environment for staff.

3.31 We already have well-developed plans for transferring 49 significant services to electronic platforms by 2005. They include:

- applying for licences to trade in endangered species;
- consulting with partners online to develop better policies; and
- vehicle relicensing.

They also include the first DETR contributions to UK Online, the Government internet portal. This was launched initially in December 2000 and included *Moving Home*. The next phase, in February 2001, included *Learning to Drive*.

3.32 We will also be working with transport operators to extend the electronic information services they currently provide. Traveline, a telephone-based travel information service, is a step on the way to the more comprehensive, internet-based transport information service Transport Direct (see Chapter 6).

3.33 Our Directorate of Communication is running a cross-departmental Invest to Save Budget project which is helping to join up the delivery of information from central to local government. The project is providing <http://www.info4local.gov.uk>, the first online one-stop gateway for local authorities to get quick and easy access to local-government-related information that is published on the web sites of central Government departments and agencies. Seven departments, five of which are partners in the project, add information to the site.

3.34 Richard Dudding, director general of strategy and corporate services, is our information-age champion. His role is to make sure at official level that we are embracing electronic government.

Figure 3a DETR(C) civil service reform programme

Theme	Champion	Action
Leadership	Sir Richard Mottram	We will develop leaders at all levels in the Department through coaching programmes and workshops. The programme includes 360° feedback, which all senior civil servants will undertake by December 2001.
Business planning	Willy Rickett	By April 2001, DETR(C) will have completed a peer review to ensure we have systematic, comprehensive business planning systems.
Performance management	David Rowlands	The Department is reviewing its performance management systems to ensure they provide a framework for staff to develop their skills and abilities. This will allow staff to meet the Department's objectives and fulfil their own potential.
Diversity	Genie Turton	The Department has published a comprehensive and ambitious plan to increase opportunities for under-represented groups. A diversity group, chaired by the Permanent Secretary, is discussing the plan and monitoring its progress.
Bringing in/on talent	Philip Wood	The Department needs to recruit, support and develop talents effectively and be open to fresh ideas and new working methods. We encourage staff at all levels to gain professional qualifications.
Interchange	Dinah Nichols	A new interchange unit is developing a programme to provide staff with experience outside DETR. This will benefit the Department and boost inward secondments from related sectors. It will help create a more broadly based, professional civil service. It will give our managers and future leaders an understanding of front-line delivery and of working in more than one culture.
Better deal for staff	David Hogg	The Department is continuing to develop a balanced package of employment terms and conditions. This includes drawing up a flexible work plan and implementing workplace improvements.

Public service

3.35 Sir Richard Wilson, head of the home civil service, reported to the Prime Minister in *Civil Service Reform*, published in December 1999.

Following that report, DETR(C) and our agencies have each begun implementing their own action plan to build on the professionalism of our staff.

The DETR(C) plan is available from the civil service reform team – see contact details below.

This builds on work to retain the Investor in People (IiP) status already achieved by DETR(C) and most of our agencies. To give impetus, we have appointed DETR board members to champion the main themes of the reform programme. Figure 3a sets out the main action on each theme in DETR(C). The agencies are taking forward the agenda separately, reflecting the priorities for their own organisation.

For more information on PSA targets please contact Bob Pullen on 020 7944 6849

For more information on modernising government implementation please contact Joanne Othick on 020 7944 3416

For more information on civil service reform implementation please contact Linda Hurford on 020 7944 3700

Useful web sites include:

Modernising government

www.cabinet-office.gov.uk/moderngov/index.htm

Civil service reform

www.cabinet-office.gov.uk/index/civilservice.htm

Invest to Save Budget

www.hm-treasury.gov.uk/isb/index.html

Cabinet Office's code of practice on written consultation

www.cabinet-office.gov.uk/servicefirst/2000/consult/code/consultationcode.htm

Cabinet Office's guide to regulatory impact assessment

www.cabinet-office.gov.uk/regulation/2000/riaguide/default.htm

DETR's e-business strategy

www.detr.gov.uk/ebusiness/index.htm

Information for local government from central Government

www.info4local.gov.uk

*Summary of the Department's Aim,
Objectives and Key Achievements during 2000–01*

1

The Department's Role in Joined-Up Government

2

Delivering Better Public Services: Progress

3

Protecting and Improving the Environment

4

The Opportunity of a Decent Home

5

Integrated Transport for Everyone

6

Transport Regulation

7

Countryside and Wildlife

8

Sustainable Planning

9

CHAPTER 4

Protecting and Improving the Environment

Highlights and Achievements

4

Climate change

- In November 2000 we published the UK's climate change programme, which sets out a comprehensive strategy for meeting our greenhouse gas reduction targets and gearing up for the longer term.
- At the sixth Conference of the Parties to the UN Climate Change Convention in The Hague in November 2000, the UK played a leading role in efforts to reach agreement on the detailed rules for the implementation of the Kyoto Protocol.

Climate change levy

- We are on track to conclude climate change levy agreements with over 40 business sectors. These agreements will help reduce annual emissions of carbon dioxide by 2.5 million tonnes of carbon equivalent by 2010. In return for meeting the biannual energy efficiency/carbon savings targets, participants in these agreements will qualify for an 80 per cent reduction in the climate change levy.
- We have developed a combined heat and power (CHP) quality assurance programme which will enable good-quality CHP to gain exemption from the levy.
- We have set up a new Carbon Trust to promote the development and take-up of new low-carbon technologies by business.

- With the Inland Revenue, we have developed a scheme of 100 per cent enhanced capital allowances for investments in qualifying energy efficiency measures.

Air quality

- Air quality in urban areas in 2000 was the best since records began. Provisional figures show that there were 17 days of moderate or higher pollution on average per site, the lowest figure recorded since the series began in 1993.
- From April 2000 local authorities in England are required to review and assess air quality in their areas against the new objectives set in the *Air Quality Strategy for England, Scotland, Wales and Northern Ireland*.

Chemicals

- We have set up a UK stakeholders' forum with representatives from environmental and conservation groups, industry, consumers, trade unions and the scientific community to advise on policy on chemicals in the environment.
- We played a major role in securing agreement in December 2000 to a new international convention prohibiting or severely restricting the production and use of very hazardous chemicals.
- In response to our UK chemicals strategy, the UK and European chemicals industry undertook to collaborate internationally to obtain information on the hazards and risks posed by high-production-volume chemicals. This information will be audited by regulatory authorities.

Biosafety

- We were influential in securing international agreement in February 2000 to control trade in genetically modified organisms, and signed the resulting Biosafety Protocol in May.

Energy efficiency and fuel poverty

- We launched a radically improved home energy efficiency scheme (HEES) in June 2000 which provides grants of up to £2,000 for comprehensive packages of home insulation and, for the first time, central heating. With a budget of £600 million for 2000-04, the scheme will help an estimated 800,000 fuel-poor households.
- We have set a target of at least 10,000 MWe of installed combined heat and power capacity by 2010, which would save around 4 million tonnes of carbon a year.
- Through the energy efficiency best practice programme, we have stimulated energy savings worth around £800 million per annum – about 4 million tonnes of carbon equivalent.

Waste

- We published *Waste Strategy 2000*, which sets out the framework and objectives for waste management over the next 20 years, and secured increased funding to support a switch from landfill to recycling.
- We have established a new company, Waste and Resources Action Programme (WRAP), with a budget of more than £30 million to improve the capacity of the UK market to support recycling.

Water

- We worked with the Office of Water Services (Ofwat) on their periodic review of water price limits, which reduced bills in England and Wales by an average 12.3 per cent in April 2000. At the same time, the new price limits provide for over £15 billion of investment in 2000–05 to protect or improve the environment, water supply and drinking water quality.
- We have improved customers' metering rights. Domestic water customers now have the right to choose to remain unmetered, and customers have the right to a meter fitted free of charge

where it is practical to do so. We have protected vulnerable customers with water meters from high water bills.

- We have worked with the Environment Agency to improve the quality of bathing waters. In 2000, 95 per cent complied with the main standards in the bathing water directive in England and Wales, compared with 78 per cent in 1990.
- We made a significant input to work leading to the adoption of the water framework directive in September 2000. This will establish a framework for the protection and improvement of the water environment throughout Europe. We have started work on implementing the directive.

Waterways

- We published *Waterways for Tomorrow*, setting out the Government's policies for promoting the inland waterways of England and Wales.

Publicity

- Funding for the *Are you doing your bit?* publicity campaign increased from £7 million to £9 million in 2000–01. The dedicated roadshow attracted over 48,000 visitors, and the web site has so far received over 50,000 visitors. Research for *Are you doing your bit?* shows that three out of five of those questioned have started or increased waste recycling and energy and water saving, or reduced car use.

OBJECTIVE

4.1 Our aim is to protect and improve the environment, and to integrate the environment with other policies across Government and internationally. Effective protection of the environment, which ranges from acting to limit global environmental threats to safeguarding individuals, is one of the four objectives of sustainable development. Protecting the environment also has positive effects on housing, social progress and economic growth through improved resource efficiency.

4.2 Environmental protection is an enormously wide-ranging field; work needs to be carried out at

the international, European, national, regional and local levels, and on many fronts. We are committed to meeting a number of published targets (see paragraph 4.3).

PSA TARGETS

4.3 Following the 1998 comprehensive spending review, our public service agreement targets were as follows.

- Prepare, consult on and publish a new UK climate change programme to meet the UK's legally binding target of reducing greenhouse gas emissions to 12.5 per cent below 1990 levels over the period 2008-12, and moving towards the domestic goal of reducing carbon dioxide emissions by 20 per cent by 2010.

Progress: We published the UK's climate change programme in November 2000. The programme sets out a far-reaching strategy that we estimate could deliver cuts of 23 per cent in the UK's greenhouse emissions, and 19 per cent in carbon dioxide alone. It also looks at the longer-term changes that will need to be made after 2010.

- Help to secure delivery of stringent EU vehicle emission standards and fuel quality standards from 2000.

Progress: Leaded petrol was banned from January 2000, and more stringent standards were introduced for other grades of fuel. Tighter emissions standards for new types of car also came into effect from January 2000. These were extended to most cars and certain vans from January 2001.

- Making a million more buildings cheaper to keep warm by 31 March 2002, through the installation of energy efficiency measures.

Progress: By the end of September 2000 over 520,000 homes had been made more energy efficient through the home energy efficiency scheme alone. Estimates are in preparation of the number of properties improved under other schemes, including those run by the Energy

Saving Trust and the obligated energy companies.

- Establish new targets for improved sustainability in waste management.

Progress: *Waste Strategy 2000* sets out a wide range of targets for more sustainable resource use, including statutory targets for local authorities for household waste recycling and composting.

- Improve our rivers by developing and implementing a programme of measures to eliminate at least half of the current shortfall in compliance with river quality objectives by 2005, as measured against the 1997 baseline.

Progress: Schemes to improve and protect river quality as part of the review of water company prices for 2000-05 have already begun, thus making further progress towards meeting river quality objectives. In 1999, compliance was almost 87 per cent, compared with a baseline of 82 per cent in 1997. The target for 2005 is to achieve at least 91 per cent compliance.

- Ensure secondary treatment is provided for all sewage discharges from towns with a population of at least 15,000 by March 2002.

Progress: We have reviewed all the schemes needed to achieve this target, and taken steps to speed up the very small number that risk missing the target date.

Sustainable Development Indicators

4.4 We have developed various headline indicators to measure progress on sustainable development. Progress against the key environmental indicators is as follows.

- **Climate change**

Progress: Emissions of the 'basket' of six greenhouse gases, weighted by global warming potential, fell by about 9 per cent between 1990 and 1998. To meet its commitment to the Kyoto

Protocol, the UK has agreed to reduce emissions by 12.5 per cent relative to the 1990 level over the period 2008-2012. Emissions of carbon dioxide, the main greenhouse gas, fell by 7.4 per cent between 1990 and 1998.

- **Air quality**

Progress: The provisional 2000 air quality indicator shows a fall in days of poor air quality. In urban areas there were 17 days of moderate or higher air pollution, the lowest since the series began in 1993, and a fall from 30 days in 1999. In rural areas there were 25 days of moderate or higher air pollution compared with 48 days in 1999. Pollution in rural areas is mainly caused by ozone, which depends on weather conditions and pollutants blown over from mainland Europe.

- **Waste**

Progress: A total of 170-210 million tonnes of waste is estimated to be produced annually in the UK by households, commerce and industry. Nearly 60 per cent of this is disposed of in landfill sites. The amount of municipal waste in England and Wales in 1998-99 was around 28 million tonnes; 17.7 per cent of this had value recovered from it by recycling, composting or generating energy from waste, up from 14.4 per cent in 1997-98.

- **River quality**

Progress: In 1999, 95 per cent of the river network in the UK was assessed as being of good or fair chemical quality, compared with 94 per cent in 1998 and 92 per cent in 1990.

Means of Delivery

4.5 We deliver environmental protection and improvement through:

- action and legislation at international and EU levels;
- national legislation and control mechanisms and penalties;
- economic instruments, including taxes, to reflect environmental costs and change behaviour;
- regulatory bodies, particularly the Environment Agency, which monitor and enforce standards;
- collaboration with other Government departments, advisory bodies, business and non-governmental organisations;
- best practice information to improve the environmental performance and energy efficiency of goods and equipment on the market;
- publicity and advice to increase awareness of environmental issues; and
- monitoring and research.

INTERNATIONAL

4.6 Many environmental problems need global solutions. The Government plays a full part in international policy-making on issues such as climate change; chemicals and biotechnology; oceans and fresh water; sustainable energy; and to build on our commitment to sustainable development. We press for action on environmental issues in forums such as:

- the United Nations Commission on Sustainable Development (CSD);
- the group of eight industrialised countries (G8);
- the United Nations Environment Programme (UNEP), to which we contributed £4.5 million in 2000-01;
- the Commonwealth, whose secretariat recently hosted a UK workshop on trade and sustainable development; and
- the Organisation for Economic Co-operation and Development (OECD).

4.7 The UK is working to ensure that the World Summit on Sustainable Development in South Africa in 2002, which marks the 10th anniversary

Figure 4a Environmental protection objective: expenditure

£ million

RfR	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
1A/AC Energy efficiency ¹	109.0	112.0	163.5	197.5	261.7	305.7
1A Business and the environment ²	3.3	2.7	3.0	3.1	3.1	3.1
1A Public involvement ³	11.4	13.5	13.8	13.4	13.4	13.4
1A Waste initiatives ⁴	0.4	0.4	1.9	5.4	10.4	10.4
1A Carbon Trust	0.0	0.0	0.0	26.5	26.5	26.5
1A Emissions trading	0.0	0.0	0.0	0.0	0.0	30.0
1A International subscriptions and contributions ⁵	7.0	7.7	6.9	6.6	6.7	6.7
1A Darwin Initiative	3.0	3.0	3.0	3.0	3.0	3.0
1A Pollution response services	4.1	4.0	4.7	4.5	4.5	4.5
1A Other environmental programmes	0.6	0.5	0.9	3.5	3.5	3.5
1B/W Research and monitoring	28.1	42.7	32.8	33.4	38.7	42.7
1D/AF British Waterways ⁶	56.6	59.0	66.4	59.3	69.5	67.9
1AD Water services ⁷	4.2	4.7	4.4	4.9	4.9	4.9
1AE Environment Agency ⁸	102.0	100.8	107.3	102.5	110.4	111.4
Contaminated land credit approval	11.2	10.4	14.8	21.0	21.0	21.0
Air quality credit approvals	5.3	3.9	2.9	2.5	2.5	2.5
Other environmental programmes credit approvals	0.1	0.1	0.1	0.1	0.1	0.1
Total	346.3	365.4	426.4	487.2	579.9	657.3
Resource budgets⁹						
Environment Agency	28.6	110.9	89.9	92.6	98.6	98.2
British Waterways	57.7	58.2	63.6	57.3	66.3	66.3
Capital budgets¹⁰						
Environment Agency	20.6	34.5	12.5	13.4	14.8	14.8
British Waterways	-1.1	5.6	4.9	4.8	4.8	4.8

1 Includes the energy efficiency best practice programme, home energy efficiency scheme and the Energy Saving Trust.

2 Includes Envirowise (formerly the environmental technology best practice programme) and the sustainable goods and services programme.

3 Includes the Environmental Action Fund, Environmental Campaigns Ltd and environmental publicity.

4 Includes waste resources action programme and the National Environmental Technology Centre.

5 Includes the United Nations Environmental Programme and biodiversity.

6 This represents grant-in-aid given to British Waterways.

7 Includes grants given to a) water companies for (i) national security work and (ii) first-time mains water sewerage services in rural areas, and b) local authorities and private companies towards the cost of water mains and sewers of a new or expanded enterprise in assisted areas.

8 This represents grant-in-aid to the Environment Agency.

9 Reconciles to Table A4a, DEL resource budget spending plans.

10 Reconciles to Table A5a, DEL capital budget spending plans.

of the Rio Earth Summit, results in practical effective action. In November the Prime Minister became the first head of government to commit to attending the summit, and appealed to others to do so. The UK Sustainable Development Commission funded a United Nations Environment and Development (UNED) Forum seminar in November to seek views on UK opportunities. DETR funded a study by Chatham House on the options for

improving global environment governance, which was circulated in several countries.

4.8 We work closely with the Department for International Development (DFID) and the Foreign and Commonwealth Office (FCO), notably in helping to establish and achieve UN international development targets. We benefit greatly from DFID's experience of working with developing countries, and the involvement of DFID officials in

international negotiations. We also contribute £2 million a year to DFID's environmental assistance to Central and Eastern Europe.

Darwin initiative for the survival of species

4.9 We play a leading role in international efforts to implement the Convention on Biological Diversity in developing countries, which are typically rich in biodiversity but lacking in resources and expertise to safeguard it. With the help of Darwin initiative grants in 1999–00, UK experts worked with partner organisations in these countries on 24 new projects aimed at raising environmental awareness, providing training and undertaking various conservation initiatives. The Darwin initiative will continue with £3 million annual funding. We intend to relaunch it at the World Summit on Sustainable Development in 2002.

EUROPE

4.10 The UK is working closely with the European Commission and other EU member states to develop a long-term sustainable development strategy for the European Union, to be presented to the European Council in June 2001. It will identify and set out broad approaches to tackle major unsustainable trends, treating the economic, social and environmental aspects of sustainable development comprehensively. The strategy will also represent a key element of the EU's contribution to the World Summit on Sustainable Development in 2002.

4.11 An important means of delivering many of the environmental objectives of the EU sustainable development strategy will be the Sixth Environment Action Programme. The programme will set out a vision for EU environment policy for the next 10 years, and will identify priorities for action. A proposal was published in January 2001. We support the 'Cardiff' integration process, launched under the UK's Presidency of the EU in 1998, whereby each formation of the Council of Ministers is required to establish its own strategy to integrate environment and sustainable development concerns into all its policy-making. The UK has commissioned research to inform a planned review in June 2001.

4.12 The UK has played a key part in negotiating agreements on EC directives and other measures.

The EU agreed a wide range of measures to improve environmental protection, notably:

- the water framework directive, which will be the foundation of future EU water policy;
- several instruments to improve air quality; and
- the revision of existing legislation governing the deliberate release of genetically modified organisms to the environment.

4.13 We are close to reaching agreement on the directive on environmental assessment of certain plans and programmes. It will require authorities to consider the environmental effects of proposals across a wide range of sectors, and to consult the public during their preparation. The UK has sought to ensure that the directive's scope is as clear as possible and that its technical requirements are practicable. It will be an important tool for integrating environmental considerations into decision-making and for promoting the sustainable development strategy.

4.14 The Nice Summit (6-8 December 2000), attended by heads of government, agreed a resolution on how to apply the 'precautionary principle' in the fields of environmental protection and human, animal and plant health. The resolution states that lack of conclusive proof of harm to the environment or health should not prevent governments from taking appropriate action to reduce the risk.

4.15 The EU also discussed:

- action to combat climate change;
- a civil liability regime for environmental damage;
- global environmental governance.

4.16 We are working closely with the European Commission and other EU member states to ensure that countries hoping to join the EU recognise the importance of the environment in the negotiations.

4.17 We play an active role in the 'Environment for Europe' process, which co-ordinates effort by all European countries and international organisations to assist the countries of Eastern Europe and the

former Soviet Union to improve both their and the common European environment through joint efforts. The next conference will be held in Kiev in 2003.

4.18 For most European legislation to take effect in the UK it must be transposed into UK law – usually through primary or secondary legislation. This process is not always straightforward, since directives can be imprecise, or they may set objectives and leave member states to decide how to achieve them. How this is done will determine the precise cost to the UK of achieving this end, and may have an impact on the precise environmental effects. The UK believes that EU environmental legislation should be more objective led.

NATIONAL

4.19 During the past year we have consulted on strategies for climate change, soil, waste management, radioactive discharges and water. We have made significant advances in promoting energy efficiency and combating fuel poverty. Finally, we have published major strategy documents on climate change, air quality, waste and waterways, to set a long-term framework for developing and implementing policies and for monitoring progress against key targets.

REGIONAL

4.20 Stronger regional administration (see paragraph 2.15) will provide greater regional-level leadership towards achieving the Government's sustainable development strategy, *A better quality of life*. The sustainable development frameworks (in each English region) are documents setting out a consensus view, agreed by a wide range of regional partners, for achieving balanced and sustainable social, economic and environmental progress. These frameworks establish regional objectives, indicators and targets for achieving sustainable development. Each has been agreed by the regional chamber and will provide a point of reference for other regional activity and policies, including those set out in regional planning guidance and the regional development agencies' economic strategies.

LOCAL

4.21 Local authorities have new powers to prepare community strategies, building on local agenda 21 and using partnership working. We take into account the work of other groups, such as non-profit and voluntary organisations, as well as other local authority activities in working up our policies.

Programme of Work

SUSTAINABLE DEVELOPMENT

4.22 As Chapter 2 of this report emphasises, our challenge is to achieve environmental improvements in ways which reinforce economic and social objectives. Effective protection of the environment and prudent use of natural resources are two inescapable requirements of sustainable development.

CLIMATE CHANGE

4.23 Climate change is one of the greatest threats facing the world today. Our proposals to tackle the problem are set out in *Climate Change: The UK Programme*, published in November 2000. It sets out how the UK could reduce greenhouse gas emissions by 23 per cent below 1990 levels by 2010. This means that carbon dioxide emissions could be reduced by 19 per cent by 2010 and that we could achieve the 20 per cent domestic goal. It also considers how the UK might adapt to the unavoidable impacts of climate change.

4.24 We are working to secure an effective international response to climate change. At the sixth Conference of the Parties to the United Nations Climate Change Convention in The Hague in November 2000 the UK played an active role in efforts to reach agreement on the detailed rules for the implementation of the Kyoto Protocol. The conference came very close to getting a deal on this extremely complex issue, but ultimately negotiators ran out of time. The talks are likely to resume in May 2001. The Government will aim to build on the considerable progress made in The Hague to ensure a positive outcome.

4.25 As part of our contribution to ocean climate monitoring, the UK has launched the first ocean monitoring floats of the Argo project. We also commissioned research to assess the rapid collapse of the western Antarctic ice sheet, the findings of which are due to be published in 2001–02. We have funded an instrument to provide highly accurate temperature readings for the sea surface, and delivered it to the European Space Agency for inclusion on its ENVISAT satellite due for launch in July 2001.

4.26 Work within the UK climate impacts programme moved on significantly during 2000. Initial regional studies have now been completed or are under way in most regions. These reported on the potential impacts of climate change on people's health, on species and habitats, and on the coasts, agriculture, water resources. In the light of the autumn 2000 floods we intend to enhance and accelerate the prediction of the impacts of climate change to help target adaptation responses effectively.

4.27 Road transport is a significant source of CO₂ emissions in the UK. We are working to reduce these emissions and increase the efficiency of the transport sector. Key activities to achieve this aim in 2000–01 included:

- publishing *Transport 2010: The 10 Year Plan*, outlining a step change investment in a modern, more efficient transport system to reduce congestion and provide better public transport;
- helping to develop incentives under vehicle excise duty for smaller, more fuel-efficient cars;
- helping to finalise plans for graduated vehicle excise duty for new cars based on vehicle CO₂ emissions, to start in March 2001; and
- helping to develop plans for new company car taxation, based on vehicle CO₂ emissions, to start in April 2002.

4.28 We have continued our support for the 'Powershift' programme, which provides grants to help people buy alternatively fuelled vehicles. Such vehicles can offer substantial energy efficiency benefits as well as improved air quality compared

with vehicles powered by conventional fuels. Powershift's budget was increased to £10 million in 2000–01, compared to £4.6 million in 1999–00. We have also set up 'Motorvate', a scheme to encourage fleets to reduce business mileage and CO₂ emissions.

OZONE LAYER

4.29 The UK contributed to the EU halon management strategy to assist member states in the transition from halon to less damaging substances required by the Montreal Protocol.

4.30 We issued joint guidance to industry with the Department of Trade and Industry (DTI) in October 2000 on EC regulations on ozone-depleting substances and how to manage transition to replacements.

AIR QUALITY

4.31 Our policies for improving air quality aim to protect human health and the natural and built environment cost-effectively.

4.32 The underlying downward trend in the number of bad air days continued in 2000. Provisional figures show that in urban areas there were 17 days of moderate or higher air pollution per site in 2000, the lowest figure recorded since the series began in 1993. This compares to 30 days in 1999 and 23 days in 1998. In rural areas there were 25 days of moderate or higher air pollution on average per site. This compares to 48 days in 1999 and 29 in 1998.

4.33 In August 2000 we extended pollution control to a wider range of industrial installations and environmental effects by implementing the European Council directive on integrated pollution control. We published *Integrated Pollution Prevention and Control: A Practical Guide*.

4.34 Following the publication of the *Air Quality Strategy for England, Scotland, Wales and Northern Ireland* in January 2000, we introduced regulations in April 2000 requiring local authorities in England to review and assess air quality in their area against the strategy's new objectives. We published technical guidance.

4.35 In accordance with the strategy, we will consult in 2001 on our proposals for a new national objective for particles (as PM₁₀). We will then take forward the reviews of nitrogen dioxide and ozone.

4.36 In January 2001 we consulted on a new means of presenting air quality information, so as to inform the public better about the air quality on an hourly basis.

Local air quality

4.37 By the start of 2001, 70 per cent of local authorities had completed their reviews and assessments under local air quality management (LAQM). At the same time 15 local authorities had designated air quality management areas (AQMA). These are areas in which there is a risk the strategy's objectives might not be met. Councils will prepare action plans with measures to work towards achieving the objectives. Information on each local authority is available on our web site at <http://www.aeat.co.uk/netcen/airqual/aqma/home.html>. We will continue to monitor their progress.

4.38 Local authorities in England get support for their local air quality management duties through supplementary credit approvals. Since 1997–98, we have awarded £15.4 million. A further £2.9 million was provided in 2000–01, with £2.5 million set aside for 2001–02. There is separate support for local government in Scotland and Wales.

4.39 Good planning can help improve air quality, for instance by reducing the travelling distance between homes and essential services like shops and schools, etc. We will issue revised planning policy guidance (PPG23) on planning and pollution control for public consultation in early 2001.

Road transport

4.40 Road transport is still a major contributor to air pollution, particularly in urban areas. We are working to bring about a marked and progressive reduction in emissions of air pollutants from road vehicles. Key activities contributing to this aim in 2000–01, as well as the publication of *Transport 2010: The 10 Year Plan*, have included:

- further developing fuel duty policies to favour cleaner fuels; and

- continuing discussions at European level on future environmental standards for vehicles and fuels.

4.41 In June 2000, the cleaner vehicles task force (CVTF) published its final report, *The Way Forward*. In response to its recommendations, we have set up a programme with a budget of £6 million to provide grants towards fitting equipment to reduce emissions or to convert vehicles to run on alternative fuels, particularly targeting areas of poor air quality. We have also continued our support for alternative fuels and technologies which can offer substantive reductions in emissions of air pollutants, through the Powershift programme.

4.42 Investment outlined in *Transport 2010: The 10 Year Plan* will help to deliver reductions in emissions of CO₂ and air pollutants from road vehicles. Together with reductions of 4.0 million tonnes of carbon (MtC) anticipated from voluntary agreements with car manufacturers to reduce CO₂ emissions from new cars, the plan is projected to deliver savings in CO₂ emissions equivalent to 5.6 MtC per year by 2010, backed up by reforms to VED and company car taxation. In addition, the plan is expected to contribute to reductions of around 50 per cent on 2000 levels in emissions of the two most important air pollutants, NO_x and PM₁₀, by 2010.

4.43 The way we construct, operate and maintain trunk roads has substantial implications for the environment. The Highways Agency expects to spend some £8 million in 2000–01, about the same as 1999–00, on landscaping, planting and barriers to reduce the impact of existing trunk roads. Further information on the environmental work of the agency can be found in their *Annual Report* and *Business Plan* and their strategic environmental document, *Towards a Balance with Nature*.

EU directives

4.44 We consulted on regulations under the first air quality 'daughter' directive, which set limit values for sulphur dioxide, nitrogen dioxide, lead and particulates. They will come into force in England in July 2001. The second 'daughter' directive sets legally binding limit values for benzene and carbon monoxide, which are to be achieved by 2005 and 2010. We will prepare regulations for consultation

during 2001 on how we will incorporate this directive into law.

4.45 An EC directive setting new sulphur limits for heavy fuel oil and gas oil was transposed into UK law. The implementation of a directive on solvent emissions is in hand. Both will contribute significantly to improving air quality.

4.46 Three further directives covering emission ceilings for sulphur dioxide, nitrogen oxides, volatile organic compounds and ammonia, emissions from large combustion plants in ambient air and concentrations of ozone in ambient air are likely to be adopted during 2001.

Aviation emissions

4.47 With our encouragement, the European Community has decided to pursue internationally the aims it set out in its *Communication on Air Transport and the Environment*:

- to improve fuel economy by 20 per cent within 10 years;
- to reduce significantly emissions of nitrous oxides and particulates.

It will be working through the International Civil Aviation Organization (ICAO), and is co-ordinating work in the run-up to the 33rd ICAO Assembly in autumn 2001.

4.48 We are also conducting research on the atmospheric impact of aviation.

NOISE

4.49 We have continued research during the year to gain a better understanding of the problems arising from noise. This included:

- a review of the Noise Act 1996;
- a study measuring noise at a representative sample of 1,000 sites in England and Wales;
- an assessment of attitudes to noise;

- continuing our joint research projects with the Department of Health (DoH) into the effects of noise on health.

4.50 We are working with local authorities in England to develop noise mapping, and published a report on the noise maps produced by the City of Birmingham. These formed the basis for a series of seminars for noise and planning professionals.

4.51 We are negotiating on a proposal for a directive on the assessment and management of environmental noise, and we consulted interested bodies and organisations in the UK.

Road noise

4.52 The *10 Year Plan* for transport attached great importance to minimising the impact of noise on people near trunk roads, and included a commitment to resurface all concrete roads. The Highways Agency is taking this forward at an estimated additional cost of £180 million over the next decade. This, along with the use of low-noise materials in new construction and resurfacing work, should lead to a reduction in road noise for around 3 million people living near our trunk roads by 2010.

4.53 Of the agency's £8 million environmental spend, £5 million was ring-fenced to provide noise barriers for some of the worst affected spots. Work on the first 10 of these schemes should be completed by March 2001, with a further 12 expected to start in 2001–02. A further £3 million has been designated for landscaping and planting – much of this work will also help to reduce noise.

Aviation noise

4.54 With our encouragement, the European Union is pursuing internationally the aims it set out in its *Communication on Air Transport and the Environment* to reduce external noise by 10 decibels within 10 years relative to the present best available technology.

4.55 We continue to work internationally through the International Civil Aviation Organization (ICAO) and the EU to develop options for reducing and limiting aviation impacts on the environment. Good progress is being made. We expect to contribute significantly to the

development of EU frameworks for aviation noise charging and airport restrictions.

4.56 New lower noise limits for the three London airports came into effect on 25 February 2001 (day) and 25 March 2001 (night). Night-time runway alternation at Heathrow came into effect in December 1999 following consultation. We also consulted on proposals for changes to the directional use of Heathrow's runways at night, which would reduce the number of people affected by noise. These changes will come into effect from spring 2001. Stansted Airport and the Department are developing proposals for a new noise insulation scheme, to be put to consultation shortly.

4.57 We have consulted on proposals for the control of noise from civil aircraft near aerodromes, including amendments to the Civil Aviation Act 1982 when parliamentary time allows. The responses are being studied.

4.58 Two research studies on the adverse effects of night-time aircraft noise were published, led by consultants from the Institute of Sound and Vibration Research and the Department of Social Statistics at Southampton University, and have been subject to peer review by national and international experts. We have also improved aviation noise modelling.

Public involvement

4.59 Noise Action Day 2000, on 7 June, co-ordinated by the National Society for Clean Air and Environmental Protection (NSCA), was again very successful: 225 local authorities took part. NSCA distributed information to Citizens Advice Bureaux, mediation groups, businesses, schools and community groups to increase awareness and understanding of the issues. Our target for 2001 is to build awareness still further.

CHEMICALS

4.60 Following the publication of *Sustainable Production and Use of Chemicals: A Strategic Approach* in December 1999, we have set up a chemicals stakeholder forum. The forum provides an opportunity to promote a better understanding among stakeholders of issues relating to the sustainable production and use of chemicals.

4.61 There is increasing concern about the potential for synthetic chemicals to interfere with the endocrine (hormone) system, affecting reproduction, behaviour and development in both humans and wildlife. We are funding a major research programme to fill the gaps in our scientific understanding of this issue, and have continued to progress our bilateral research co-operation agreement with Japan. New research on invertebrates and top predators will start in early 2001. During 2001, the research programme for endocrine disruption will be reviewed and its future direction decided in light of the international programme for chemical safety's report State of the Science Assessment (when published later this year).

4.62 The UK is leading on the European risk assessments for a number of hazardous chemicals. The UK is proposing a Europe-wide ban on pentabromodiphenyl, and severe restrictions on short-chain chlorinated paraffins and nonylphenol, based on environmental risk assessments.

4.63 A major programme of work for the next four years will be the voluntary commitment by the International Council of Chemical Associations (ICCA) to accelerate testing of the hazard assessment of over 1,000 high-priority chemicals by the end of 2004. The UK will be among those countries overseeing the programme and auditing the results.

4.64 In December 2000 agreement was reached between 122 countries on the text of a new UNEP convention on persistent organic pollutants, which will prohibit the production and use of most of these environmentally hazardous chemicals, and impose severe restrictions in special cases where prohibition is not feasible. We will sign the convention in May 2001, after which we will press for early implementation.

4.65 During the year we have worked with consultants and the Crop Protection Association to find a satisfactory way of reducing the environmental impact of pesticides, against the background of proposals for a pesticide tax.

BIOTECHNOLOGY

4.66 Our objective is to ensure that there are no adverse effects on the environment or human health resulting from the release and growing of genetically modified (GM) crops. In 1999 we started a four-year programme of farm-scale evaluations of three herbicide-tolerant GM crops. The programme will assess the impact of growing the crops on biodiversity and farmland wildlife as compared with conventionally managed crops. Farms representing a good range of types and practices, and in most areas of the UK, have volunteered to take part. Under agreement with industry, there will be no general cultivation of GM crops until the research programme is complete and we are satisfied that there will be no unacceptable effects on the environment

4.67 In May 2000 we signed the Cartagena Protocol on biosafety. This is a significant achievement that will enable all countries to protect their native wildlife and habitats from possible risks of trade in genetically modified organisms (GMOs), taking into account socio-economic impacts of the use of the new crops. We are now pursuing early ratification. Concerns about biotechnology have also prompted a review of the EC legislation covering the release and marketing of GMOs. A new directive was adopted in February 2001 which strengthens the controls to protect people's health and the environment, and will make the regulation of GM products more open.

LAND AND SOIL

4.68 In April 2000 we introduced a new statutory regime under which local authorities must identify contaminated land in their areas, and they or the Environment Agency must require the polluter (or in its absence, the owner or occupier) to remedy the contamination. Our support programme includes in 2000–01:

- £14 million allocated to local authorities, through supplementary credit approvals, for more than 130 projects to deal with the most urgent problems;

- a further £1.9 million for 13 projects allocated through grant-in-aid to the Environment Agency; and
- £12 million available to English local authorities through the revenue support grant to help with the implementation of the new statutory regime.

4.69 In March 2001, we and the Ministry of Agriculture, Fisheries and Food (MAFF) published for consultation a draft soil strategy for England, to co-ordinate the way we manage and protect soil quality.

ENVIRONMENTAL LIABILITY

4.70 The European Commission issued a white paper on environmental liability for consultation in February 2000. This proposes an EC environmental liability regime under which those who cause certain forms of environmental damage, including land contamination, would be liable to pay for its remediation. We support the principle of environmental liability and will help draft proposals, but recognise that the package will need to be judged as a whole.

4.71 For more information please see <http://www.environment.detr.gov.uk/landliability/index.htm>

BUSINESS AND THE ENVIRONMENT

Business and sustainability

4.72 We work with a number of business organisations to help move towards a successful, low-carbon and sustainable economy.

4.73 The Advisory Committee on Business and the Environment (ACBE), supported jointly with DTI, continues to be an effective forum. During 2000, ACBE played a leading part in developing the Carbon Trust and proposals for the establishment of a Kyoto mechanisms office.

4.74 A joint ACBE and Confederation of British Industry group has been developing proposals for a UK trading scheme for greenhouse gas emissions.

It has made excellent progress, and a scheme should be operational by April 2001.

4.75 ACBE has published *Value, Growth Success – How Sustainable is Your Business?*, designed to increase business commitment to sustainability. It has established a working group on resource productivity and waste, and is involved in discussions about the business contribution to the UK's preparation for the 10th anniversary of the Rio Summit.

4.76 The Advisory Committee on Consumer Products and the Environment (ACCPE) produced its first report in November 2000. Its proposals included a new Internet information resource on consumer products, graded labels for homes and cars and measures to improve 'green claims' about products.

Climate change levy

4.77 The climate change levy applies to non-domestic use of energy. It will come into effect from April 2001. Subject to EC state aids approval, eligible energy-intensive industries will be able to obtain an 80 per cent discount from the levy in return for entering into agreements to make significant improvements in energy efficiency. Negotiations with over 40 business sectors have taken place, and the aim is to conclude agreements in time for the levy to come into effect in April. By late February 2001, details from more than 7,000 prospective participants had been received and 29 sectoral agreements had been signed, with a further 10 or so to follow shortly. The agreements are estimated to reduce emissions of greenhouse gases by more than the equivalent of 2.5 million tonnes of carbon per annum by 2010.

4.78 Good-quality combined heat and power (CHP) will be exempt from the levy. Approximately 77 per cent of the UK CHP schemes have already registered with combined heat and power quality assurance (CHPQA; see paragraph 4.101) and are carrying out a self-assessment to determine eligibility.

4.79 We have also set up the new Carbon Trust, which will be responsible for providing impartial advice on energy efficiency for non-domestic energy users, for developing and promoting low-carbon technologies, and for helping the UK move towards a low-carbon economy. The trust will have some

£50 million funding in 2001–02, made up of revenue from the climate change levy and funding for the existing energy efficiency best practice programme, which will transfer to the Carbon Trust.

4.80 With the Inland Revenue we have also launched a new scheme of 100 per cent enhanced capital allowances for investment in qualifying energy efficiency measures. Companies which invest in the qualifying measures will be able to offset the costs against their tax bills in the year in which they make the investment, rather than depreciating the costs over several years. Responsibility for managing this scheme will pass to the Carbon Trust.

4.81 The package of levy measures is expected to save 2.5 million tonnes of carbon per year by 2010, in addition to the savings from the energy efficiency agreements with energy-intensive sectors.

Environmental reporting

4.82 The Prime Minister challenged the top 350 FTSE companies to publish annual environment reports by the end of 2001.

4.83 We relaunched our 'making a corporate commitment campaign' (MACC2) in June 2000. Participants are invited to declare targets in one or more of three key areas. In order to help this process, we published guidance on measuring and reporting greenhouse gas emissions, waste and water use. We encourage companies to set additional optional targets for raw material use, emissions of other gases, action on biodiversity and travel plans.

Environmental management

4.84 We continue to encourage companies to adopt environmental management systems, such as ISO 14001 and EMAS. We are also working with the DTI and others on an environmental tool for smaller businesses (project Acorn) and on sustainability management (project Sigma).

Envirowise

4.85 This programme was previously called the environmental technology best practice programme. We support it jointly with the DTI. It helps business to reduce its impact on the environment by encouraging cost-effective measures designed to:

- improve the efficiency of the use of raw material;

- reduce waste and effluent and atmospheric emissions; and
- use cleaner technologies.

4.86 The programme is due to run until 2007. By the end of 2000, it had helped businesses to save £120 million per year (an increase of £30 million per year on 1998).

ENERGY EFFICIENCY

4.87 Energy efficiency work contributes to meeting our climate change targets and tackling fuel poverty.

Energy efficiency best practice programme

4.88 Our energy efficiency best practice programme (EEBPP) is the prime national source of independent, authoritative information and advice on energy efficiency. Other countries are seeking to set up similar programmes following the UK's example. The EEBPP is estimated to have stimulated energy savings worth around £800 million a year (at 1990 prices). The programme has therefore met its original target set in 1989. These energy savings are equivalent to saving more than 4 million tonnes of carbon a year by 2000.

4.89 The 2000–01 EEBPP budget was £16.7 million. The programme is currently achieving savings of more than £800 million a year by encouraging managers in industry, business, the public sector and the managed housing stock to adopt energy-efficient technologies and better management techniques, and thereby help cut out energy waste. It influences people who make decisions about capital investment to choose the most energy-efficient options, through:

- providing impartial advice via an energy and environment helpline;
- using local experts to visit sites and help people identify energy savings;
- issuing publications;
- providing design advice for building professionals;

- providing training for energy professionals;
- encouraging research into future practice; and
- developing the use of electronic media.

Energy efficiency of new appliances

4.90 Our market transformation programme (MTP), working with businesses, consumers, the Energy Savings Trust and others, is working to improve energy efficiency in 27 groups of appliances. Measures such as labels, standards and industry agreements are improving efficiency, but consumer demand for appliances and new services in areas such as digital TV remains a challenge.

Energy Saving Trust

4.91 The Energy Saving Trust received grant from the Department of £22.2 million in 2000–01 to find new ways of encouraging the efficient use of energy. The Scottish Executive funds the trust's activities in Scotland. Work has continued to focus on domestic customers and small enterprises. During 2000–01 the trust has increasingly directed effort at enabling others to take action, rather than providing grants or cash-back programmes for energy-saving products.

4.92 The trust has drawn on the market transformation programme to launch their 'Energy Efficiency Recommended' logo, to help consumers to identify those products that are energy efficient. In April 2000, the Energy Efficiency Partnership for homes was launched and has already attracted around 220 partners interested in promoting domestic energy efficiency, drawn from central and local government, the commercial sector and voluntary organisations.

4.93 During the year, the trust's UK-wide programme has:

- levered in an estimated £75 million in investment; and
- provided advice and energy services to some 450,000 individuals and organisations.

The trust's work has led to additional estimated energy savings this year of approximately the equivalent to emissions of 42,000 tonnes of carbon.

Fuel poverty

4.94 In 1996 at least 4.3 million households in England were thought to be 'fuel poor' – commonly defined as needing to spend more than 10 per cent of their income to keep warm. The Government is committed to tackling this problem, which affects people's health and contributes to social exclusion.

4.95 We launched the radically improved home energy efficiency scheme (HEES), see page 55. The scheme is focused on those most at risk from cold-related ill health: low-income householders aged over 60 or more, households with children and the disabled or chronically sick.

4.96 An inter-ministerial group has been looking at the Government's overall fuel poverty programme, and published *The UK Fuel Poverty Strategy* for consultation early this year.

4.97 We are also working with BG Transco on their affordable warmth programme to support the installation of modern gas-fired central heating systems and insulation in up to 1 million homes during 2000-05. This would cover a proposed 850,000 local authority households. It would also include 150,000 privately owned or rented households where people are over 60 and on low incomes. The central heating part of this package is funded by an innovative commercial lease.

Home Energy Conservation Act (HECA) 1995

4.98 Under HECA, local authorities in England have continued to implement energy efficiency measures in all residential accommodation in their areas, and to report on progress made. Some authorities are applying the principles of HECA more widely, and are making it a corporate policy to promote better energy use in business, commerce and public services as well.

4.99 Local government wants to be involved in climate change issues, and the Department welcomes this proactive approach. In May 2000 we published a discussion paper, *Energy Efficiency and Local Well-being: A Corporate Priority for Local Authorities*, which sought comments and ideas on how local government can be involved, and in November 2000 we jointly hosted a conference for local authority chief executives and council leaders to discuss the issues. The Government will examine

the key conclusions arising from the responses to the discussion paper, and any proposals emerging from this will be put in place by 2002.

Combined heat and power

4.100 We have set a target of at least 10,000 MWe of installed combined heat and power (CHP) by 2010. The estimated current capacity is 4,700 MWe. We are preparing a strategy setting out the range of measures designed to stimulate good-quality CHP, including exemption from the climate change levy, eligibility for enhanced capital allowances and exemption for plant and machinery from business rating.

4.101 The combined heat and power quality assurance (CHPQA) programme has been implemented to define, assess and monitor the quality of CHP schemes to determine eligibility for such measures. We have also launched a 'CHP Club' to help new and potential users exploit new opportunities. Developers of new power generation projects must demonstrate that they have seriously explored opportunities for CHP.

WASTE AND RECYCLING

4.102 In England and Wales we produce more than 400 million tonnes of waste a year overall, of which 28 million tonnes is municipal waste. We need to reduce the amount we produce, and make more use of opportunities to reuse or recycle materials, compost waste and recover energy. In May we published *Waste Strategy 2000*, setting out our vision for better management of waste and resources. We set tough but realistic targets:

- to reduce industrial and commercial waste sent to landfill to 85 per cent of 1998 levels by 2005;
- to recover 45 per cent of municipal waste by 2010 (rising to two-thirds by 2015); and
- to recycle or compost at least 33 per cent of household waste by 2010.

4.103 The strategy announced that, for the first time, statutory targets will be set for each local authority for the recycling and composting of household waste to underpin the last of these objectives.

4.104 The strategy encompasses the EC directive on landfill, which introduced stringent operational and technical requirements for landfill. It requires a reduction by 2020 in the amount of biodegradable municipal waste sent to landfill to 35 per cent of the amount produced in 1995.

4.105 The strategy also announced that we will introduce a system of tradable landfill permits for local authorities. More than 70 per cent of the responses to the *Limiting Landfill* consultation paper favoured this approach. Consultations on the design and operation of permits began early in 2001.

4.106 We have established, in partnership with DTI, the National Assembly for Wales and the Scottish Executive, a new independent body, the Waste and Resources Action Programme (WRAP), to promote sustainable waste management by tackling the barriers to more reuse and recycling. It will focus on developing markets for recycled materials and promoting a more integrated approach to the use of natural resources.

4.107 We introduced a new system of risk-based inspections for waste management sites, targeting inspections where they are most needed and making more effective use of the Environment Agency's resources. We are also reviewing some exemptions from waste management licensing, to encourage waste recovery while safeguarding people's health and the environment. We are also committed to extending waste management controls to agricultural, mines and quarry waste. We have met the farming industry to discuss how this should be done.

4.108 Local authority best value legislation will provide incentives for more effective and flexible local waste management services through better contracts, greater co-operation between authorities, and greater involvement of all stakeholders in fundamental reviews of their waste services. Best practice has been promoted through the beacon council scheme (see Chapter 10), and this will continue through best value networks and joint municipal waste strategies, guidance on which was issued in February.

4.109 We are currently revising UK policy on the import and export of hazardous wastes.

Packaging waste and producer responsibility

4.110 Producer responsibility can be an effective tool in making producers more aware of the environmental impacts of their products. It can also contribute to more sustainable production and consumption by encouraging greater reuse of products and promoting recycling and other forms of recovery of waste. We have introduced statutory producer responsibility for packaging waste and have promoted voluntary action in other sectors, including newspapers, some batteries and mobile phones. The 'end of life' vehicles directive was recently agreed at European level, and another directive is currently being negotiated on electronic equipment.

4.111 The packaging regulations, which came into force in 1997¹, require businesses to recover and recycle specified tonnages of packaging waste so that at least 50 per cent is recovered by 2001. At least half of this recovery should be in the form of recycling. In addition, at least 15 per cent of each packaging material must be recycled. Recovery of packaging waste can be achieved by recycling, composting or by incineration with energy recovery.

4.112 We are considering what targets for recovery and recycling of packaging waste should apply nationally from 2002 to 2006, and we will take account of the outcome of the current review of the EC packaging directive targets to be met in 2006.

4.113 In April 2000 we agreed with the Newspaper Publishers Association that, subject to review of mill capacity and other issues, newspapers should have a minimum of:

- 60 per cent recycled content by the end of 2001;
- 65 per cent recycled content by the end of 2003; and
- 70 per cent recycled content by the end of 2006.

¹ The Producer Responsibility Obligations (Packaging Waste) Regulations, as amended by SI 1999 No. 1361 and SI 1999 No. 3447.

4.114 We are considering how to develop a producer responsibility initiative on direct mail and promotions and have held initial meetings with those concerned.

4.115 The European Commission has put forward proposals for a directive to reduce the quantity of waste from electrical and electronic equipment and to increase reuse, recovery and recycling of this waste. It has also proposed reducing the environmental impact of equipment by requiring the use of substitutes for lead, mercury, cadmium, hexavalent chromium and certain flame retardants by 1 January 2008. These proposals are now being discussed by the Council and European Parliament.

RADIOACTIVE DISCHARGES AND WASTE

4.116 In June 2000 we published a draft *UK Strategy for Radioactive Discharges*, setting out how the Government intends to meet the commitment made at the 1998 meeting of the OSPAR Commission to reduce discharges of radioactive substances to the marine environment over the next 20 years. In November we began consultation on new statutory guidance to the Environment Agency on the authorisation of radioactive discharges. Final versions of both documents will be published in 2001.

4.117 In January 2001 we published a comprehensive bibliography of the current monitoring programmes for radioactivity in the UK environment. It provides detailed information on where monitoring is being undertaken and which radionuclides are being recorded.

4.118 We will soon complete our work on the implementation of the European Atomic Energy Community directive on basic safety standards. We will also publish non-statutory guidance, primarily for new, small users of radioactive substances, to the Radioactive Substances Act 1994.

WATER

4.119 The Water Industry Act 1999 came fully into force in April 2000, for the first time giving domestic water customers the right to choose whether to be metered or to remain unmetered. It also protects vulnerable customers with water

meters from high water bills. In summer 2001 we will review how effective and well targeted this protection has been.

4.120 The 1999 review of water company prices will deliver £7.4 billion of investment in improving drinking water quality, water supply and the environment between 2000 and 2005. The water companies have now made a start on this programme, and we will continue to monitor their progress closely.

4.121 In November 2000 we published a draft Water Bill for consultation. The Bill includes measures to:

- improve consumer protection, including setting up a new independent Consumer Council;
- improve water conservation and drought planning;
- improve the water abstraction licensing system in England and Wales.

4.122 We are working with the water industry on a pilot scheme to give customers more information on the performance of their water company. We have also consulted on introducing legislation about this.

4.123 By March 2001, leakage was nearly one-third lower than at the time of the 1997 Water Summit. In August 2000 a joint study was commissioned with the Office of Water Services (Ofwat) and the Environment Agency to investigate the scope for further reduction.

4.124 We have, with the Environment Agency, continued to focus on long-term planning, leading to the publication by the Environment Agency of a national water resource strategy and regional strategies. We have also begun work with the agency to produce a strategy on the water environment.

4.125 We have developed proposals to facilitate the trading of water abstraction licences, to improve the allocation of sometimes scarce water resources. In 2001 we will review secondary legislation on water abstraction, to complement the changes proposed in the draft Water Bill.

4.126 At present, if sewers are not constructed to the standard required for adoption into the public system, the cost of maintaining them falls on the householders. We have consulted on proposals to require all new sewers to meet the adoption standard, and we are working with all parties concerned on possible solutions.

4.127 We made a significant input to work leading to the adoption of the water framework directive in September 2000. This establishes a framework for the protection and improvement of the water environment throughout Europe. We have started work on implementing it, and will continue to participate in negotiations on its dangerous substance provisions.

4.128 We have worked with the Environment Agency to improve the quality of bathing waters – increasing compliance with the main standards of the bathing water directive in England and Wales from 92 per cent in 1999 to 95 per cent in 2000. In addition we have contributed to European Commission discussions on proposals for a revised directive on the quality of bathing water. During 2000 we undertook trials of management systems at 20 bathing water areas, 14 in England, to test a possible approach to the revision.

4.129 We will consult shortly on revised regulations on the use of sewage sludge in agriculture, and we will continue to contribute to European negotiations on proposals for a revised directive for using sludge on land.

4.130 We will review during 2001 ‘sensitive areas’ designated under the EC Urban Waste Water Treatment Directive, which will guide future decisions on sewage treatment standards and investment.

4.131 We are continuing to work towards tackling the sources and effects of diffuse forms of water pollution on fresh and marine waters. We are also continuing to improve the quality of surface waters and groundwater in relation to nitrates and dangerous substances. During 2001 we will designate new nitrate-vulnerable zones to reduce the impact of pollution from agriculture, and publish a code of good practice on the use and disposal of sheep dip.

4.132 We issued a consultation paper on proposed new oil storage regulations in England, affecting industrial, commercial and institutional premises. The regulations will be introduced shortly. We also plan to publish a code of good practice on petrol storage tanks in 2001.

4.133 Internationally, we help promote the UK water industry and work with both the Department for International Development (DFID) and the Foreign and Commonwealth Office (FCO), with the aim of halving the number of people without access to safe drinking water and adequate sanitation by 2015 and providing access for all by 2025.

4.134 In conjunction with British Water and Trade Partners UK, we have led successful water industry trade missions to China, Vietnam, Poland, Egypt, Iran, India, Sri Lanka and Mexico. Further missions are planned for 2001. We have also hosted visits to the UK by Ministers, officials and water industry representatives from a wide range of countries, including China, Syria, South Africa, Romania, Hungary, India, Croatia, South Korea and Bulgaria.

SEAS AND OCEANS

4.135 There is a continued need to manage the seas and oceans in a way that conserves the marine environment but allows for the sustainable use of marine resources, including the passage of shipping.

4.136 At the global level, 2000–01 saw the first meeting of the UN informal consultative process on the oceans in preparation for the UN General Assembly’s annual debate on oceans and the law of the sea. We played a major role in setting this up, and provided a co-chairman. The meeting concentrated on ‘responsible fisheries, moving from principles to implementation’, and ‘the economic and social impacts of marine pollution and degradation, especially in coastal areas’. The conclusions provided a major input to the resolutions adopted by the UN General Assembly in October 2000. We welcome the intention that the second meeting, in 2001, will concentrate on marine science and technology, including capacity-building, and the problems of piracy.

4.137 In June 2000 the OSPAR Commission for the protection of the marine environment of the north-east Atlantic completed its work on the quality status report for that area, with five sub-regional reports. The quality status report noted that worsening trends in the pollution of the north-east Atlantic have been reversed, as many significant sources of pollution have been stopped, and fisheries management systems have been established. Nevertheless, the marine environment is still under threat. The main fields for action are:

- climate change;
- more sustainable management of fish stocks;
- the continuing impact of some fisheries on fragile ecosystems; and
- preventing damaging disposal of hazardous substances.

Organo-tin compounds used in anti-fouling treatments on ships and the new concerns about endocrine disrupters were highlighted in particular as problems.

4.138 The OSPAR Commission has also approved a system under its hazardous substances strategy to select chemicals for priority action. In 2000 it identified 12 further substances for priority action, and agreed on the means to take forward its radioactive substances strategy.

Marine pollution

4.139 At the national level, we continued the process of identifying marine environmental high-risk areas (MEHRAs). We have been working for four years to identify marine and coastal areas at particular risk of pollution from shipping due to the combination of high environmental sensitivities and high levels of shipping risk, so that all those involved can take special care when navigating near them. As areas are designated, the Maritime Coastguard Agency (MCA) will tell mariners where they are and advise them of any protective measures which apply. We will also monitor the effectiveness of these areas to see how they are working, and whether protective measures need to be introduced at a later stage; if so, we would seek agreement through the International Maritime Organization (IMO).

4.140 *The National Contingency Plan for Marine Pollution from Shipping and Offshore Installations* was published in February 2000, and has been fully implemented. The MCA has been in the lead and, as well as attending actual incidents, it has conducted a number of large-scale exercises with local authorities.

4.141 We played an active part in negotiating the EC directive on port reception facilities for ship-generated waste, which was adopted in September 2000. Within the UK, the MCA is responsible for checking that harbour authorities and terminal operators provide adequate facilities to receive ships' waste. By the end of 2000, the MCA had approved 627 port waste management plans for commercial ports and for facilities used by recreational boat users such as marinas and sailing clubs.

4.142 We have continued to work with our counterparts in neighbouring states to convince the IMO of the need to introduce tighter rules and standards to regulate the discharge of oil from ships in UK waters. We have also continued to play an active role in working with other states on developing policy within the IMO on particularly sensitive sea areas.

4.143 At the session of the IMO Legal Committee in October 2000, we helped achieve agreement to a substantial increase in the maximum amount available under the international oil pollution compensation regime. With effect from November 2003, the amount of compensation available for any single oil spill from a tanker will rise by 50 per cent to approximately £180 million.

WATERWAYS

4.144 In June 2000 we published *Waterways for Tomorrow*, which takes a comprehensive look at the inland waterways and explains the Government's policy to promote them. We want to:

- protect and conserve the waterways as an important part of the country's national heritage;
- encourage their best use;
- find new ways of using them well;

- maximise the opportunities they offer for leisure and recreation;
- promote their use as a catalyst for urban and rural regeneration;
- see them contribute to education; and
- use them to move freight transport.

4.145 British Waterways (BW) is the UK's largest navigation authority, with about a 3,000 km network of inland waterways in England, Scotland and Wales. The Scottish Executive is responsible for inland waterways in Scotland. The Inland Waterways Amenity Advisory Council advises UK and Scottish Executive Ministers and BW on the use and development of their waterways for recreation and amenity purposes. The Association of Inland Navigation Authorities represents most of the inland navigation authorities of the UK, and provides a forum for the sharing of best practice, advice and expertise. BW's performance targets include reducing the maintenance backlog, making the waterways as open as possible to the public, broadening the customer base and encouraging involvement in the waterways by working in partnership with others.

4.146 In 1999–00, BW achieved a 58 per cent increase in self-generated income to more than £98 million, an increase of 7 per cent in income from its property and a reduction of £11.9 million (to £71.1 million) in the urgent maintenance backlog. It is currently working up proposals for public-private

partnerships in property development, and for a water grid.

4.147 More information about BW can be found in its publications: *Annual Report and Accounts 1999–00*, *Our Plan for the Future – 2001–2005*, and *Independent Ombudsman's Sixth Annual Report* covering the period April 1999 to March 2000.

4.148 Figure 4b shows outturn against targets for BW's key performance indicators for 1999–00 and previous years. *Our Plan for the Future* includes information on the standards that BW has set to measure its performance in improving waterways standards and access to towpaths.

PUBLIC INVOLVEMENT IN THE ENVIRONMENT

Environmental action fund

4.149 The environmental action fund (EAF), which totals £4.2 million, provided 142 grants to voluntary groups for sustainable development in England during 2000–01. The EAF is currently under review, with a report due in early 2001.

Encams

4.150 Encams is the umbrella body for the Tidy Britain Group and Going for Green. It is currently undergoing a financial management policy review, to be completed in early 2001.

4.151 In April approximately 2.9 million people took part in the Tidy Britain Group's 2000 national

Figure 4b British Waterways: outputs and targets

	1997–98 target	1997–98 outturn	1998–99 target	1998–99 outturn	1999–00 target	1999–00 outturn	2000–01 target
Key performance indicators							
Total trading income (£ million) ¹	61.4	50.4	70.4	62.5	99.4	98.7	114.5
Total expenditure (£ million)	112.2	102.4	123.1	119.0	158.5	156.9	169.5
Percentage of operating costs recovered from users (%)	26	25	25	25	25	26	35
Staffing							
Average number of staff in post in year	1,685	1,667	1,724	1,745	1,883	1,826	1,971
Backlog of maintenance							
Balance at year end (£ million)	90.4	90.4	83.4	83.0	71.1	71.1	56.5

1 Made up of income from third parties and self-generated income

spring clean campaign, which this year celebrated its 10th anniversary. It was intended to raise awareness of litter and waste issues, to encourage clean-ups and to persuade people to start and keep up practical involvement in environmental activities.

4.152 Going for Green's activities include Planet Pledge, which continues to support the Government's *Are you doing your bit?* campaign, encouraging individuals, families and businesses to take small steps for the sake of sustainable development. More than 890,000 pledges had been made by the end of September 2000. It has supplied packs on its 'green code programme for schools' to 12,000 schools on request. Its sustainable communities programme is increasing awareness of what groups and individuals can do locally.

Publicity and advertising

4.153 The *Are you doing your bit?* publicity campaign aims to communicate key sustainable development 'quality of life' messages, and encourages people to take simple everyday actions to help protect their local and global environment. Funding for the campaign increased from £7 million to £9 million in 2000–01, allowing for greater levels of media advertising and other promotional activity.

4.154 The first year of television advertising created a strong campaign identity and raised awareness, using humour and celebrities to attract attention. Campaign messages in 2000–01 contained a strong

call for individual action and stressed both the personal and collective environmental benefits.

4.155 More than 48,000 people visited the interactive roadshow in 24 locations; and over 50,000 people have visited to the *Are you doing your bit?* web site since its launch in May 1999. Research showed high levels of campaign recognition, and that the advertising made people think they should be doing their bit for the environment.

4.156 The campaign's national media presence and promotional activity continued to reinforce our partners' environmental activities. Examples are:

- co-ordinated campaign activities with the Energy Saving Trust and Going for Green during their water, waste, and energy efficiency promotions;
- roadshows in partnerships with local authorities;
- business partners including Dixons, PC World and Powergen linking environmental promotions for their customers with our campaign;
- other businesses such as the Halifax and CGNU plc using the campaign to encourage environmental awareness among their staff; and
- national and local media promotions.

Figure 4c Environmental research and monitoring: departmental expenditure £ million

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Central Government's own expenditure: Voted in Estimates (RfR 1)						
Global atmosphere	11.7	25.2	15.0	14.3	14.7	14.7
Air and environmental quality	8.9	9.1	9.2	9.4	9.4	9.4
Noise	0.5	0.8	0.7	0.5	5.5	9.5
Chemicals and biotechnology	2.5	2.5	3.0	4.0	4.0	4.0
Radioactive substances	0.6	0.5	0.5	0.5	0.5	0.5
Water and land	3.3	3.8	3.5	3.6	3.5	3.5
Waste	0.2	0.1	0.1	0.2	0.2	0.2
Environmental strategy	0.4	0.7	0.8	0.9	0.9	0.9
Total	28.1	42.7	32.8	33.4	38.7	42.7

Figures for expenditure are net of reclaimable VAT.

RESEARCH AND MONITORING

4.157 During the year we commissioned nearly 120 contracts for environmental research, with a total value of £12.7 million, to support the development of environmental protection policies. Our research objectives and proposed projects by programme area are published in the annual environmental protection publication, *Research Newsletter 2000–01*, and can also be found at <http://www.environment.detr.gov.uk/research/index.htm>.

ENVIRONMENT AGENCY

4.158 The Environment Agency (EA) is a non-departmental public body accountable to Ministers. Its primary aim is to protect and improve the environment and so contribute to sustainable development. It is responsible in England and Wales for regulating and controlling pollution, managing water resources and providing flood defence. It administers and enforces environmental and abstraction licences, carries out work to remedy or prevent pollution and monitors these areas in response to EC directives. It also carries out conservation, and manages and maintains waterways.

4.159 The Ministry of Agriculture, Fisheries and Food (MAFF) oversees the agency's responsibilities for flood defence and fisheries in England, and the National Assembly for Wales provides funding for, and oversees, its work in Wales. Of the agency's funds, 37 per cent comes from charges for licences, 34 per cent from flood defence levies on local authorities, 23 per cent from grant-in-aid and 6 per cent from other sources. For 2000–01, the agency's total budget was £653 million.

4.160 The environment is affected by both large- and small-scale behaviour. Much of the agency's work is concerned with the implementation and monitoring of EC directives, but it also works with public and private sector partners to deliver local Environment Agency plans. It delivers efficiency savings of £12 million each year, which are used to benefit charge payers and the public purse. Examples of action taken by the agency in 1999–00 include:

- authorising over 1.1 million licence applications and visiting 250,000 sites to ensure compliance with licence conditions;
- enforcement actions at over 7,000 licensed sites, and 4,300 successful prosecutions for environmental offences;
- working with farmers to improve the application of chemical treatments to sheep, which will benefit both flock management and the environment – there is now evidence of reduced impact on water quality as a result of better practices by farmers;
- reversing the decline in a population of the rare depressed river mussel species through regulating pollution and water abstraction; and
- working with local authorities and the waste disposal authority in Merseyside to increase recycling and the demand for waste materials, with a secondary benefit of contributing to local job creation and economic regeneration.

4.161 Further details of achievements and longer-term targets are set out on the agency's web site: <http://www.environment-agency.gov.uk>

Financial management and policy review (FMPR) of the Environment Agency

4.162 The Government is currently undertaking the first FMPR of the Environment Agency since it was set up in 1996. A dedicated review team has been established and is working closely with the agency. The FMPR will shape the role and work of the agency over the next five years.

4.163 The FMPR is being done in two stages. Stage one is looking at the role and functions of the agency. Stage two will consider whether the agency conducts its business efficiently and effectively. A consultation exercise was conducted from December to March, and will inform the FMPR process. External seminars have also been held in London and regional locations, designed to provide further external challenge to the FMPR team's work. The FMPR will be completed in 2001–02, and an action plan drawn up to take forward its recommendations, both in the agency and in Government.

ROYAL COMMISSION ON ENVIRONMENTAL POLLUTION

4.164 In 2000–01 we provided £785,000 to the Royal Commission on Environmental Pollution (RCEP), an independent body that advises on pollution issues and wider threats to the environment. It provides advice to the devolved administrations on environmental matters for which they are responsible.

4.165 The RCEP published its 22nd report on energy policy and climate change in June 2000.

For further information please contact Graham Pope on 020 7944 3139 or e-mail EPAR2001@detr.gov.uk

You can access our web site at environment.detr.gov.uk

Other useful web sites include:

The Tidy Britain Group
www.tidybritain.org.uk

The *Are You Doing Your Bit?* campaign
www.doingyourbit.org.uk

The Energy Savings Trust
www.est.org.uk/indexe.html

The Royal Commission on Environmental Pollution
www.rcep.org.uk

Market Transformation Programme
www.mtprog.com

Envirowise
www.envirowise.gov.uk

Sustainable development
www.sustainable-development.gov.uk

*Summary of the Department's Aim,
Objectives and Key Achievements during 2000-01*

1

The Department's Role in Joined-Up Government

2

Delivering Better Public Services: Progress

3

Protecting and Improving the Environment

4

The Opportunity of a Decent Home

5

Integrated Transport for Everyone

6

Transport Regulation

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8

Sustainable Planning

9

CHAPTER 5

The Opportunity of a Decent Home

Highlights and Achievements

- Our housing green paper, *Quality and Choice: A Decent Home for All*, was widely acknowledged as the most comprehensive Government review of housing in 23 years. In December we followed this up with our housing policy statement – *The Way Forward for Housing*. This set out our plans for delivering the proposals in the green paper, taking account of the views expressed during consultation.
- Our new proposals are backed up by a significant increase in resources, following the spending review in 2000. We are making an extra £1.8 billion available for housing over the period 2001–02 to 2003–04. This is in addition to the £5 billion from the capital receipts initiative and the 1998 comprehensive spending review. These extra resources support our new target to make all social housing decent in a decade, and include:
 - an additional £872 million for the Housing Corporation to provide new social rented housing;
 - £460 million for authorities which put their housing management at arm's length (see paragraph 5.26);
 - support for the transfer of up to 200,000 homes each year from local authorities to housing associations;
 - £250 million for our new starter home initiative;
 - £11 million for piloting new letting schemes; and
- £120 million for a new safer communities supported housing fund.
- We have introduced the Homes Bill to improve the process of buying and selling homes and to strengthen the protection for people who become homeless through no fault of their own.
- With the Lord Chancellor's Department, we have also introduced a Commonhold and Leasehold Reform Bill. This will enhance the rights of residential long leaseholds and introduce a new tenure for multi-unit developments which is free of the defects of leasehold.
- We expect just over 35,000 new social dwellings to be built in England during 2000–01. Resources provided through the capital receipts initiative enabled improvements to an additional 250,000 council homes during 1999–00.
- We introduced a framework for best value in housing over the past year, supported by the new Housing Inspectorate, and tenant participation compacts.
- A number of changes have or are being made to the arrangements for financing and accounting for local authorities' housing. For example, the introduction of resource accounting, along with the new major repairs allowance, will provide authorities with a clearer and more certain basis for the long-term maintenance and improvement of council housing.
- By June 2000 the Rough Sleepers Unit had reduced the number of people sleeping rough in England by more than one-third compared to June 1998.

Objective

5.1 Our objective is to offer everyone the opportunity of a decent home and so promote social cohesion, well-being and self-dependence. Across all types of housing, owned or rented, private or public, our policies are intended to improve quality and make the market fairer. This will allow people to make real choices about their homes, support people moving into work and protect the vulnerable.

5.2 Housing policies are an integral part of our broader agenda to tackle poverty and social exclusion and to regenerate the most deprived areas. Our housing policy statement complements the national strategy for neighbourhood renewal and our urban and rural white papers, which together establish a framework for improving the quality of life and promoting sustainable communities.

5.3 This chapter explains how we work with our partners to meet the Government's housing objectives in order to:

- provide sustainable, thriving communities;
- promote sustainable home ownership;
- enable and encourage local authorities and other social landlords to provide well-managed, good-quality housing for rent where needed;
- encourage a healthy private sector that offers good-quality housing for rent or leasing; and
- help tackle the problem of rough sleepers.

PSA Targets

5.4 Following the comprehensive spending review in 1998, we adopted the following public service agreement targets to be met by March 2002 or sooner.

- In partnership with local authorities, reduce the backlog of council house repairs by at least 250,000 with more than 1.5 million council houses benefiting from new investment.

Progress: We are on course to meet the target with an additional 250,000 council homes having benefited from new investment of £600 million by March 2000. An estimated 1.25 million LA homes will benefit from the additional £1.2 billion and £1.7 billion for 2000–01 and 2001–02 respectively.

- Work with the Social Exclusion Unit and other departments to reduce the number of people sleeping rough by two-thirds from the current level by 2002.

Progress: We are on course to meet this target. By June 2000 the unit had reduced the number of people sleeping rough in England by more than one-third compared to June 1998.

- Work with local authorities to introduce resource accounting to council housing finances as soon as practicable.

Progress: Work is on target to introduce a new financial framework, based on resource accounting, for local authority housing from April 2001. Guidance has been issued on business planning, stock valuation and accounts. The final change, removing rent rebates from the housing revenue account, awaits an opportunity for primary legislation.

- Establish a Housing Inspectorate within the Audit Commission to audit the performance of every local housing authority within five years of it being established.

Progress: On target. The Housing Inspectorate has been established within the Audit Commission as a distinct and recognisable arm of the Best Value Inspectorate. Recruitment of senior staff and the first housing inspections have been completed.

Sustainable Development Headline and Other Key Indicators

- **Decent home indicator** – a decent home is one that meets all the following criteria:

- it is above the current statutory minimum standard for housing;
- it is in a reasonable state of repair;
- it provides a reasonable degree of thermal comfort;
- it has modern facilities and services.

Progress: The proportion of households living in non-decent housing in England in 1996 was 29 per cent for the private sector and 40 per cent for the social sector. The Department has set a target to ensure that all social housing is of a decent standard by 2010.

- **Number of people sleeping rough**

Progress: In June 1998 1,850 people were sleeping rough in England on any one night. The number had fallen by 36 per cent to 1,180 by June 2000.

- **Number of Households**

Progress: The number of households in England is projected to rise by 19 per cent between 1996 and 2021. The main reason for the growth is the change in the size and composition of the population, but changing family structures and lifestyle are also important. There are large regional variations, with increases of around a quarter in the south but much lower increases in the north of England, with projected growth in the north-east the lowest at 8 per cent.

The number of households in England in mid-1999 was estimated to be 20.743 million, a 2.8 per cent increase on the number in 1996.

Means of Delivery

5.5 We operate through a mix of legislation; distribution of funds, such as capital investment, grants and subsidies; and providing advice and information. We pay around £6 billion annually to support social housing for people in most need. We provide much of this money in subsidies to local authorities, to help them pay for the day-to-day

costs of around 3 million council homes. More than 2,000 housing associations – most of them registered social landlords (RSLs) – provide around 1.5 million social housing units. The RSLs manage and build new homes for rent and sale with the aid of Government grants. We work closely with councils, RSLs and private sector bodies to raise physical and management standards in private housing, especially in the most deprived areas. In addition to this, we help local authorities to provide grants to low-income and vulnerable homeowners to help maintain or adapt their housing.

Programme of Work

ACTION TO COMBAT HOMELESSNESS

Rough Sleepers Unit (RSU)

5.6 We set up the RSU in April 1999. It is responsible for delivering the Prime Minister's target of reducing rough sleeping in England to as near zero as possible, and by at least two-thirds by 2002. This target was set out as part of the 1998 Social Exclusion Unit report. The RSU met the interim target of reducing the number of people sleeping rough by one-tenth by December 1999, and further reductions mean that as of June 2000 it had achieved a reduction of more than one-third.

5.7 *Coming in from the Cold*, the Government's rough sleeping strategy launched in December 1999, set out in detail how the RSU planned to meet the target. It proposed a radical new approach to helping vulnerable people off the streets, rebuilding the lives of former rough sleepers and preventing people from becoming the new rough sleepers of tomorrow.

5.8 The strategy is supported by a budget of almost £200 million over the three-year life span of the unit. Almost £80 million of the budget has been administered by the Housing Corporation for permanent accommodation.

5.9 Key elements of the strategy have been in place since April 2000, and by October 2000 all the services outlined in the strategy were fully operational.

Figure 5a Housing expenditure

£ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Capital						
1AH Housing Corporation	730.6	813.4	821.1	789.4	940.4	1,236.4
1Q Local authority housing ¹	218.9	223.1	84.1	108.8	87.9	88.9
1F Estates renewal challenge fund	17.3	1.6	0.0	0.0	0.0	0.0
– Credit approvals	987.0	1,024.0	1,819.6	683.5	953.4	1,142.4
1F Other capital ²	2.6	1.4	1.0	70.0	140.0	160.0
Total capital	1,956.4	2,063.5	2,724.9	1,651.7	2,121.7	2,627.7
Current						
1AH Housing Corporation	176.9	182.0	188.4	205.7	217.7	223.7
1U/V Housing revenue account subsidy	3,302.3	3,047.1	2,974.0	4,344.0	4,107.0	3,878.0
1Q Local authority housing	6.5	7.5	8.4	29.7	9.1	8.4
1F Estates renewal challenge fund	12.9	4.3	0.0	0.0	0.0	0.0
1F Other current	72.0	62.8	64.3	97.8	130.1	155.4
Total current	3,571.9	3,305.1	3,236.6	4,678.7	4,465.4	4,267.1
– Large-scale voluntary transfer pool	0.0	0.0	0.0	35.6	195.6	210.6
Total housing	5,528.3	5,368.6	5,961.5	6,366.0	6,782.7	7,105.4
Central Government's own expenditure						
Voted in Estimates (RfR 1)	736.9	733.1	594.7	1,185.4	1,145.1	1,095.4
Non-voted	908.7	996.7	1,010.9	996.5	1,159.1	1,461.7
Central Government's support to LAs						
Voted in Estimates (RfR 1)	2,895.6	2,536.3	2,536.3	3,465.1	3,329.0	3,195.3
Non-voted	987.0	1,819.6	1,819.6	719.0	1,149.0	1,353.0

- 1 The fall in the local authority housing line (RfR I) between 2000–01 and 2001–02 is the result of switching provision for ongoing capital maintenance from credit approvals to a new major repairs allowance (MRA) paid as part of housing revenue account subsidy (RfR 1Q, S). Taken together, these provide authorities with around 25 per cent more support for housing capital expenditure in 2001–02 than in 2000–01, and over 150 per cent more than in 1997–98.
- 2 Figures include the starter home initiative and safer communities supported housing fund.

- New contact and assessment teams in central London and other major cities are now responsible for making contact with rough sleepers and helping them.
- There are 800 more hostel beds for vulnerable rough sleepers, bringing the total in London to over 2,000.
- More than £1 million has been put into extra services to combat drug misuse in London, and an extra £800,000 in the seven areas outside the capital with significant numbers of drug-addicted rough sleepers.
- New tenancy sustainment teams in central London and other major cities are helping former rough sleepers to live independently. They provide them with work, education or training opportunities.
- A special innovation fund has provided £4 million for projects to help prevent rough sleeping and rebuild the lives of former rough sleepers.
- The unit has been working with local authorities in areas outside central London with significant numbers of rough sleepers, to help develop local strategies. The unit has also given them funding so they can implement their strategies.

Homelessness

5.10 Since 1977, local authorities have had a statutory responsibility to provide accommodation for homeless families and vulnerable individuals. Through the Homes Bill (introduced to Parliament in December 2000) and secondary legislation, we are taking forward the proposals in the housing green paper to improve the homelessness safety net and put customers at the centre of the lettings process.

5.11 The Bill will strengthen the protection provided by councils for people who become homeless through no fault of their own and have a priority need for accommodation (for example, families with dependent children). The Bill will also allow councils to give applicants more choice about the long-term social housing they are offered. In particular, the Bill will:

- ensure that everyone who is homeless through no fault of their own and has a priority need must be given suitable accommodation in the short term, until they can obtain settled housing;
- allow councils to use their own homes to provide short-term accommodation for homeless people until a long-term home becomes available;
- allow councils more flexibility to provide accommodation for homeless people who do not have priority need;
- require councils to review homelessness in their area at least every five years, and have a strategy for preventing homelessness and ensuring that accommodation and support is available for homeless people; and
- allow councils to increase the choice they give to homeless people and other people applying for long-term social (council or housing association) housing.

5.12 Through secondary legislation, the existing priority needs categories will be extended to include certain young people and those who have become vulnerable as a result of having an institutionalised background or as a result of fleeing domestic violence or harassment.

5.13 These steps will significantly strengthen the safety net for homeless people and reduce social exclusion.

HOUSING CORPORATION AND REGISTERED SOCIAL LANDLORDS

5.14 The Housing Corporation gives capital grants to registered social landlords through the approved development programme (ADP) – see Figure 5b. RSLs use this money to provide homes for rent and for sale under shared ownership terms. The rental programmes include building new homes and buying or refurbishing existing ones. The home ownership initiatives help tenants and other first-time buyers to buy homes of their own.

5.15 We substantially increased funding for the ADP in the spending review in 2000, with an extra £872 million to be invested in building more affordable housing over the next three years. This will nearly double the planned expenditure of £691 million in 2001–02, to £1,236 million by 2003–04.

5.16 Over the next three years the ADP should provide around 56,000 affordable homes for rent and 7,700 homes for low-cost ownership. In 2000–01, it anticipates providing around 22,000 homes for rent and sale to those in housing need.

5.17 The Housing Corporation focuses ADP expenditure on regional and local needs. Its three top priorities are to:

- provide new social housing in areas of projected economic and demographic growth;
- provide supported housing for people with special needs; and
- contribute to the regeneration of deprived neighbourhoods.

5.18 The allocation of ADP resources is moving away from a formula-based approach to one which allocates resources in line with regional investment priorities as identified in regional housing statements. These statements provide an overview of the housing needs of the region and provide a link into other regional strategies/planning documents, such as regional economic strategies

Figure 5b Housing Corporation output from ADP

	Housing units			
	1998–99 outturn	1999–00 outturn ¹	2000–01 estimated outturn ²	2001–02 plans
Approvals				
Housing for rent: mixed and public funded	17,212	19,149	17,887	17,921
Temporary social housing	1,793	1,058	1,013	586
Total units for rent	19,005	20,207	18,900	18,507
Tenants incentive scheme	2,881	348	0	0
Voluntary purchase grant/right to acquire	225	101	155	182
Do-it-yourself shared ownership/homebuy	1,612	1,094	1,097	1,459
Shared ownership	3,069	2,400	2,049	2,420
Total units for sale	7,787	3,943	3,301	4,061
Rough sleepers initiative	99	759	450	20
Total approvals	26,891	24,909	22,651	22,588
Completions				
Housing rented	22,100	19,401	17,500	18,050
Temporary social housing	1,500	1,194	900	1,000
Total rent	23,600	20,595	18,400	19,050
Tenants incentive scheme	2,900	413	0	0
Voluntary purchase grant/right to acquire	0	90	100	200
Do-it-yourself shared ownership/homebuy	1,600	1,076	1,000	1,500
Shared ownership	4,500	2,956	2,550	2,300
Total units sold	9,000	4,535	3,650	4,000
Rough sleepers initiative	230	367	580	801
Total completions	32,830	25,497	22,630	23,851

1 *Housing Corporation Stewardship Report 1999–00.*
2 *Housing Corporation Second Quarterly ADP Report, October 2000.*

and regional planning guidance. They are produced by the Government and Housing Corporation regional offices in consultation with local authorities and other interested parties.

5.19 Local authorities can also fund RSL schemes. In 2000–01, RSLs are expected to provide about 10,000 affordable homes through the local authority social housing grant (LASHG) scheme.

5.20 Since 1988, the first year of the new funding regime under which private finance was introduced to the RSL sector, the ADP has attracted over £8 billion in private finance. Schemes supported by LASHG have raised over £3 billion.

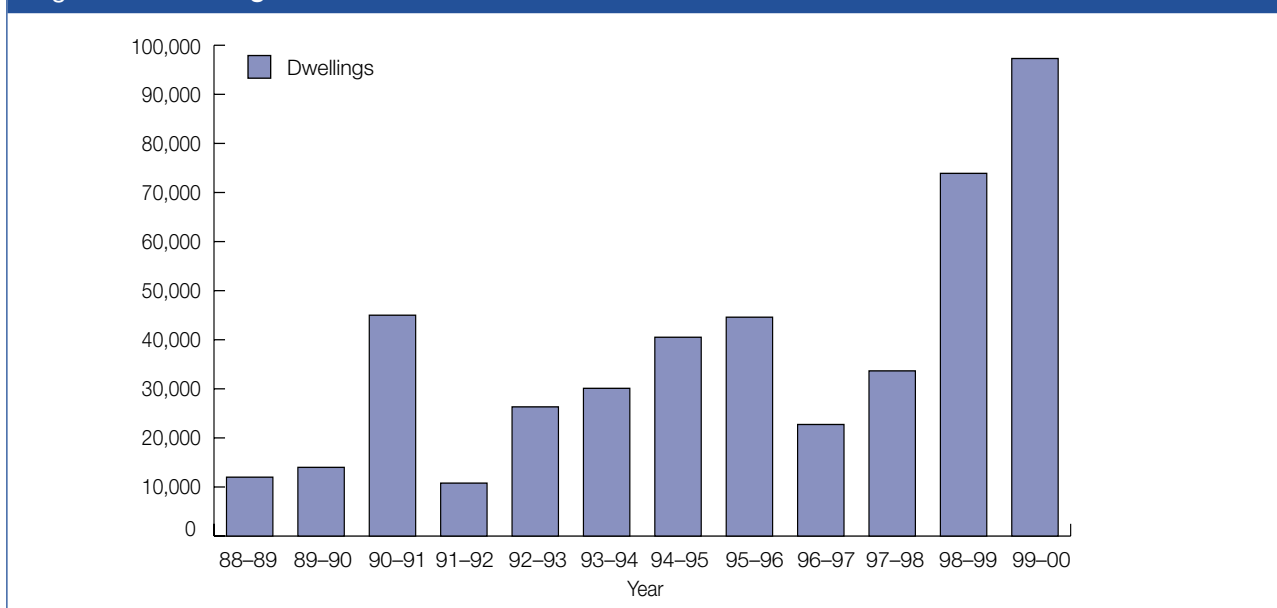
5.21 The Housing Corporation also provides revenue grants towards the higher management costs of housing people with special needs.

It expects to spend around £130 million in 2000–01. This will transfer to the ‘supporting people’ programme from April 2003 – see paragraph 5.37.

5.22 In April 2001 our community housing task force will start work, helping local authorities, registered social landlords and tenants through the process of transferring housing stock. The task force will help to ensure that transfers empower tenants and regenerate communities.

5.23 With the support of tenants, the Department approved the transfer of about 97,000 homes to registered social landlords in 1999–00. Transfer contributes to our aim of improving the quality of social housing by bringing in private investment. This allows social landlords to tackle the backlog of repairs and improvements. It also improves housing management and tenant satisfaction.

Figure 5c Dwellings transferred from LAs to RSLs



LOCAL AUTHORITY EXPENDITURE

Capital

5.24 The housing green paper makes clear that it would cost £19 billion to bring all council housing up to a decent standard. The 1998 comprehensive spending review and the capital receipts initiative have begun to tackle this backlog and other poor-condition housing. We made nearly £5 billion extra available between 1997 and 2002. The spending review in 2000 brings a further increase, with resources in 2003-04 £1.7 billion (184 per cent) higher than in 1997-98. From 2001-02 some of the capital resources for local authorities which were provided in the 2000 spending review are being channelled through housing revenue account subsidy (in the form of the major repairs allowance). The introduction of the MRA and the substantial increase in resources are key elements of the measures being taken to deliver the Government's commitment to ensure that all social housing is brought up to a decent standard by 2010.

5.25 These resources, together with authorities' own resources¹, are available to support housing investment in:

- renovation and improvement of council housing;
- renovation grants to low-income households in the private sector to tackle unfit and disrepair;

- disabled facilities grants for aids and adaptations to private sector housing stock (for which there is a statutory grant regime); and
- development or acquisition of housing stock by registered social landlords.

Figure 5d Local authority housing capital allocations

Year	Total (£ million)
1998-99	1,211
1999-00	1,252
2000-01	1,891
2001-02 ¹	2,392
2002-03 ¹	2,553
2003-04 ¹	2,634

¹ Includes major repairs allowance.

5.26 The housing policy statement made clear the Government's view that there are benefits if authorities separate their role as landlord from their strategic housing role. As part of the spending review, £460 million has been allocated for investment in stock by authorities which set up arrangements to manage their housing at arm's length, probably through a company, and which demonstrate high standards. The resources will be delivered as additional housing revenue account (HRA) subsidy which authorities will be able to use

¹ In recent years, local authorities have financed around £1 billion of capital expenditure (about 40 per cent of the total spent) from their own resources.

Figure 5e Local authority housing

£ million

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Credit approvals						
Basic credit approvals ¹	386.7	451.8	1,819.6	683.5	793.4	842.4
Cash incentive scheme	30.9	2.0	0.0	0.0	0.0	0.0
Capital receipts initiative	569.4	570.2	0.0	0.0	0.0	0.0
Arm's-length management	0.0	0.0	0.0	0.0	160.0	300.0
Total credit approvals	987.6	1,024.0	1,819.6	683.5	953.4	1,142.4
Capital grants						
Private sector renewal ²	153.1	156.4	7.0	22.0	0.0	0.0
Housing defects grant	1.3	0.5	0.3	0.1	0.1	0.1
Disabled facilities grants	64.5	66.2	76.8	86.8	87.8	88.8
Total capital grants	218.9	223.1	84.1	108.8	87.9	88.9
Current grants						
Efficiency improvements in local authorities	0.0	0.0	0.0	21.3	0.7	0.0
Private sector renewal	1.2	1.1	1.0	0.1	0.1	0.1
Home improvement agencies (LA support) ³	5.2	6.4	6.7	8.1	8.1	8.1
Defects	0.0	0.0	0.2	0.0	0.0	0.0
Disabled facilities grants	0.1	0.1	0.5	0.2	0.2	0.2
Total current grants	6.5	7.6	8.4	29.7	9.1	8.4
Total local authority housing	1,212.4	1,254.7	1,908.9	822.0	1,050.4	1,239.7
<i>Of which</i>						
Grants to local authorities						
Voted in Estimates (RfR 1)	225.4	230.6	89.3	138.1	96.9	97.3
Other (non-voted)	987.0	1,024.0	1,819.6	683.9	953.4	1,142.4

- 1 The fall in the local authority housing line (RfR 1) between 2000–01 and 2001–02 is the result of switching provision for ongoing capital maintenance from credit approvals to a new major repairs allowance paid through the HRA subsidy system. Overall, resources to support housing capital expenditure by local authorities rose by around 25 per cent between these years.
- 2 The variation in private sector renewal capital is the result of the switch in April 2000 to providing resources for this programme through basic credit approvals instead of private renewal support grant (PRSG). The figures for 2000–01 onwards mainly represent residual payments of PRSG which are paid after the end of the year in which the expenditure was incurred.
- 3 Proposed expenditure on home improvement agencies for 2001–02 to 2003–04 is £8.5 million per annum. The figure of £8.1 million in the table reflects the CSR settlement. The £400,000 difference will be sourced from elsewhere within the Department's budget.

to support borrowing. The Department is consulting about how the scheme might work, and will be issuing guidance in the spring of 2001. It is not expected that any authorities will meet the criteria for additional resources before 2002–03.

Private finance initiative

5.27 A private finance initiative (PFI) pathfinder programme is exploring the application of PFI to improve, maintain and manage local authority housing, and will establish best practice in what is

an innovative area of housing investment. The PFI provides a further option for authorities looking to improve their housing stock. Over the past year we have worked with the eight local authority pathfinders as they embarked on their procurement plans. We expect contracts for these to be signed in 2001–02, and they are in line to receive £160 million of PFI funding. The Government made additional PFI resources available in the spending review 2000, amounting to £600 million. Local

authorities have been applying for further phases of the initiative.

Revenue

5.28 Local authorities manage and account for their council houses in a separate, ring-fenced HRA (see Figure 5f). We currently pay them HRA subsidy of some £3 billion annually so that they can set rents below market value and balance their HRAs.

5.29 During 2000–01 we completed all the work necessary to introduce a new financial framework for local authority housing from April 2001. This will require authorities to produce detailed business plans and maintain their HRA on a resources basis (including a capital charge and depreciation). The new framework will enable local authorities to manage housing more effectively and make sound long-term investments; it will also bring with it subsidy so that councils can maintain the condition of their stock.

5.30 The introduction of the major repair allowance (MRA) from 2001–02, financed by a transfer of resources from the local authority capital line, will provide resources for authorities to maintain the condition of their stock over the longer term. It is in addition to the resources provided for day-to-day maintenance. It is estimated that the MRA will be around £1.6 billion in 2001–02, £1.5 billion in 2002–03 and £1.4 billion in 2003–04, although the precise amount will depend on the number of local authority homes at the time. The declining total reflects the estimated fall in the number of council houses over this period. Subject to legislation, we intend removing rent rebates from the HRA.

Best value in housing

5.31 Since April 2000 local authorities have been subject to a new duty of delivering best value, under which they must continually improve their performance. Best value is about providing high-quality, efficient services that are responsive to local people. In December 2000 the housing policy statement emphasised the importance of best value in improving service delivery in housing.

5

Figure 5f Housing revenue account subsidy

£ million

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Housing element						
1 Net cost financed by central Government subsidy (total of deficits on housing element) ¹	539	481	453	996	947	875
2 Applicable surpluses on housing element ¹	-1,320	-1,418	-1,454	-579	-614	-591
3 Gross cost (total of deficits and surpluses on housing element) ¹	-781	-937	-1,001	417	333	284
Rent rebate element						
4 Net cost financed by Government subsidy (cost of rent rebates minus applicable surpluses on housing element) ¹	2,831	2,616	2,521	3,348	3,160	3,003
5 Gross cost (total rent rebates eligible for subsidy)	4,151	4,034	3,975	3,927	3,774	3,594
Total HRA subsidy (1+4)	3,370	3,097	2,974	4,344	4,107	3,878
<i>Of which</i>						
Central Government expenditure						
Voted in Estimates (RfR 1)	539	481	453	996	947	875
Grants to local authorities						
Voted in Estimates (RfR 1)	3,612	3,553	2,521	3,348	3,160	3,003
1 The changes between 2001–01 and 2001–02 are largely due to the introduction of the MRA, which is financed by a transfer of resources from the provision for local authority capital – see paragraph 5.24.						

5.32 We provided guidance on applying best value to housing in the *Best Value for Housing Framework*, published in January 2000. Local authorities have published their first best value performance plans, giving details of their programmes for reviewing all their services, including housing. The new Housing Inspectorate, set up in April 2000, will assess their performance.

5.33 The Government's vision for the future of social housing is to increase choice and customer-centred approaches while continuing to meet

housing need. We believe that if people are able to have a greater say about where they live, this will help to create sustainable communities. We want to see better use made of the national housing stock, and in particular to encourage movement by widening the scope for lettings and transfers across local authority boundaries; and by encouraging partnership between local authorities and RSLs. We aim to do this through provisions in the Homes Bill which will facilitate choice-based lettings approaches; and through an £11 million pilot project which over the next three years will test and evaluate

Figure 5g Other expenditure

£ million

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Capital						
Rent officers (previously rent assessment panels)	1.7	0.8	0.0	0.0	0.0	0.0
Gypsy site grant	0.9	0.6	0.0	0.0	0.0	0.0
Starter home initiative	0.0	0.0	0.0	50.0	100.0	100.0
Safer communities supported housing fund	0.0	0.0	0.0	20.0	40.0	60.0
Total capital	2.6	1.4	0.0	70.0	140.0	160.0
Current						
Rough Sleepers Unit ¹	18.6	24.9	38.9	31.5	30.2	30.2
Rent officers	34.9	17.0	0.0	0.0	0.0	0.0
Rent Service Agency	0.0	0.0	0.0	0.0	0.0	0.0
Rent assessment panels	5.6	5.8	9.0	9.2	9.7	10.0
Leasehold Advisory Service	0.2	0.3	0.4	0.5	0.5	0.5
Tenancy deposit scheme	0.0	0.1	0.2	0.5	0.0	0.0
Valuation Office Agency	0.7	1.0	0.8	0.8	0.8	0.8
Home improvement agencies and co-ordinating body	0.4	0.4	0.6	0.4	0.4	0.4
Housing and regeneration research	5.8	6.4	7.9	11.1	10.1	8.2
Housing publicity	0.4	0.7	1.3	0.8	0.8	0.8
Housing mobility	1.6	1.7	1.6	1.6	1.6	1.6
Tenants participation grants (formerly housing management grant)	3.6	4.2	2.8	6.2	6.2	6.2
Award and competition schemes	0.0	0.1	0.0	0.1	0.1	0.1
Supporting people	0.0	0.0	0.0	20.0	48.5	68.5
Home buying and selling	0.0	0.0	0.0	2.0	3.0	4.0
Neighbourhood wardens	0.0	0.0	0.5	2.0	3.0	5.0
Local authority letting pilots	0.0	0.0	0.0	6.0	4.0	1.0
Safer communities supported housing fund	0.0	0.0	0.1	2.0	5.0	10.0
Housing Corporation board	0.2	0.2	0.2	0.2	0.2	0.2
Gypsy grant	0.0	0.0	0.1	3.0	6.0	8.0
Total current	72.0	62.8	64.3	97.8	130.1	155.4

1 Includes other homelessness grants outturn for 1998-99.

different lettings approaches in different housing markets and across a variety of authority types.

Tenant participation

5.34 Good-quality tenant participation is integral to best value. The introduction of tenant participation compacts by local authorities from April 2000 should ensure that tenants can influence how their homes are managed, help improve local services and strengthen local communities.

5.35 We are working with the Housing Corporation to ensure the application of the principles of best value and tenant participation across social housing. We have commissioned research into how they are being introduced and developed across the country. The findings will be available in 2001.

5.36 We launched our section 16 of the Housing and Planning Act 1986 tenant empowerment grant programme in March 2000. It aims to encourage tenants to get more involved in running their estates.

Supporting people

5.37 Support services help many people live independently in the community. Client groups include people with learning disabilities, those fleeing domestic violence, and people who misuse drugs or alcohol. A wide range of organisations provide support services, many of which are registered social landlords (RSLs). The supporting people programme is a new initiative that will come into effect in April 2003. It will revolutionise the sector by restructuring it and providing a logical funding framework for support services. Supporting people will offer vulnerable people the chance to improve their quality of life through greater independence. It will promote housing-related services which complement existing care services, and will be a working partnership of local government, service users and support agencies.

5.38 We recognise the contribution made by the supported housing sector and wish to put its funding and development on a more secure and co-ordinated basis. In the spending review 2000, we allocated £138 million to prepare for and start to implement supporting people.

5.39 We have publicised and consulted on the supporting people initiative throughout England during the past year. We published *Supporting People: Policy into Practice: A Strategic Framework and Guide* in January 2001, which reflects people's responses. It sets out and explains the programme. The consultation phase will end in October 2001 with the publication of detailed guidance for all local authorities for implementation from the following April, so authorities are fully prepared in advance of April 2003. Six local authorities are preparing pilot projects to help with this work.

5.40 We have established a national implementation team to oversee the setting up of the supporting people programme by local authorities. The team will set targets for authorities, monitor their progress and provide help and support.

5.41 We have commissioned an IT study to ensure the most effective use of IT systems in information management and the administration of supporting people, in line with e-government principles.

PRIVATE SECTOR HOUSING

Private rented sector

5.42 We are working with local authorities, landlord organisations and professional bodies to raise the standards of landlords and letting agents. For example, many local authorities run landlord accreditation schemes, which set and monitor decent standards. We will shortly issue new guidance to help all authorities follow best practice. We are testing out a tenancy deposit scheme to provide independent, quick and, in most cases, free resolution of any disputes at the end of the tenancy. We have also set up a national approved lettings scheme to establish a 'kitemark' for reliable letting agents.

5.43 However, some problems in the sector are too deep-seated to be dealt with by voluntary approaches. Physical and management standards are often particularly low in multi-occupied properties, such as houses converted into bedsits, so we will introduce a scheme for compulsorily licensing them as soon as parliamentary time allows. We will also bring forward proposals to give local authorities powers to operate landlord-licensing schemes in areas of low demand where unscrupulous landlords are operating on a large scale.

5.44 The Government is developing a new, evidence-based system for rating the severity of hazards in the home, known as the housing health and safety rating system. We published in July guidance for local authorities on the operation of this new system, which we intend will become the new tool for judging whether property conditions are acceptable. Local authorities' powers and duties to secure decent housing conditions need to be overhauled to enable them to make the most effective use of this rating system, and we will publish proposals for consultation shortly. In the meantime, we are encouraging authorities to familiarise themselves with the new system by using it informally alongside the fitness standard.

The Rent Service

5.45 We set up the Rent Service as an executive agency of the Department in October 1999, by merging 77 independent units based in local authorities. The agency will provide greater consistency and transparency in fair rent decisions and determinations for housing benefit purposes. Impartial and fair rental valuations contribute to a healthy private rented sector. More information is available in a report on the first six months of the agency² and its first full *Annual Report and Accounts*, to be published in summer 2001.

Private sector renewal

5.46 Local authorities invest in renewing private sector housing to:

- help homeowners and tenants most at risk from poor-quality housing;
- improve the worst housing; and
- help regenerate communities.

5.47 In 2000–01, local authorities provided grants of around £280 million for repairs and improvements to some 75,000 homes. The housing green paper announced reform proposals that will enable local housing authorities to give help more effectively in a wider variety of ways.

5.48 Local authorities also pay disabled facilities grants (see Figure 5h) so that disabled people can adapt their homes and live more independently. We provided a subsidy of £72 million in 2000–01, generating £120 million of local authority investment. We expect this to pay for adaptations to some 25,000 households in 2000–01. Under the spending review 2000, the allocation for 2001–02 will be £87 million – an increase of 20 per cent.

Home improvement agencies

5.49 We are significantly increasing the amount we offer in grant to support the running costs of home improvement agencies to £8.5 million per year from 2001–02 (see Figure 5e). This will enable the agency sector to expand and help more elderly, disabled and vulnerable people who wish to remain independent in their own homes.

Leasehold reform

5.50 Leaseholders of houses, and particularly flats, often suffer because the value of their investment decreases over time and landlords may neglect or abuse their management responsibilities. The current remedies are still patchy and not particularly effective. Therefore, together with the Lord Chancellor's Department, we have introduced a Commonhold and Leasehold Reform Bill to Parliament.

5.51 The Bill will introduce a new form of tenure called 'commonhold' which will provide a better

Figure 5h Private sector renewal¹ **million**

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 forecast	2002–03 forecast
Capital					
Repairs funded through private sector renewal	75	75	75	75	75
Adaptations funded through disabled facilities grant	23	25	28	29	29

1 From 2000–01, local authority expenditure repairs came within a single housing allocation, and the level of activity will reflect changes to local authority priorities.

2 Copy available from J O'Donnell, Rent Service, on 020 7554 2469.

system for the future ownership and management of flats. It will also make key changes to existing leasehold legislation. In particular, it will introduce a new right to manage which will enable leaseholders to take over the management of their building without having to prove fault on the part of the landlord or pay him any compensation. It will also make it easier for leaseholders of flats to buy the freehold of their block, strengthen leaseholders' protection against various specific forms of abuse and make leasehold valuation tribunals a more effective and efficient forum for resolving disputes between leaseholders and landlords.

OWNER OCCUPATION

Introducing earlier certainty into home buying and selling

5.52 The Government wants to promote healthy and efficient markets for housing and mortgages. Extensive research into the process of buying and selling homes has shown that it needs to be faster, more transparent and consumer-friendly and offer people better protection. This research found that home buying in England is slow by international standards. It does not work in the best interests of buyers and sellers, and it is inefficient and prone to complications and delays. In October 1999 we announced a package of measures to improve the home buying and selling process.

5.53 The Homes Bill introduced in the House of Commons in December 2000 is one aspect of these proposals. Part 1 of the Bill imposes new legal duties on people marketing residential properties in England and Wales. It requires sellers, or their agents, to have a seller's pack of standard documents and information available for prospective buyers before putting a property on the market.

5.54 The seller's pack is likely to include copies of the following documents, most of which the seller currently provides but later in the transaction:

- evidence of title;
- replies to preliminary enquiries made on behalf of the buyer;
- copies of any planning, listed building and building regulations consents and approvals;
- for new properties, copies of warranties and guarantees;
- any guarantees for work carried out on the property;
- a draft contract;
- replies to searches made with the local authority; and
- a home condition report based on a professional survey of the property, including an energy efficiency assessment.

5.55 Also, for leasehold properties, the pack would contain:

- a copy of the lease;
- the most recent service charge accounts and receipts;
- building insurance policy details;
- regulations made by the landlord or management company; and
- memorandum and articles of the landlord or management company.

5.56 The early availability of this information will allow properly informed offers to be made and accepted, and remove the cause of many delays in the current system.

5.57 The seller's pack is only one of a number of complementary actions which we are taking to improve home buying and selling. There are other proposals:

- encourage the wider use of 'in principle' mortgage offers and other pre-offer preparation by buyers as standard good practice;
- local authorities and water companies to deal with standard searches promptly;
- lenders to ensure that mortgage applications are processed quickly;
- encourage better use of information technology by all concerned;

- lenders to provide mortgage deeds more quickly;
- insurers to develop gazumping insurance and market it more widely; and
- encourage the professions to work together to improve communication and co-ordination of the home buying and selling process.

5.58 We are working with mortgage lenders and the insurance industry to improve mortgage payment protection insurance (MPPI). We are also encouraging lenders to provide more mortgages with flexible repayment arrangements.

Improving the availability of help to owners of poor-quality housing

5.59 The main responsibility for privately owned housing falls on the owner. However, there are cases where local authority assistance may be necessary – a few examples are where someone is trapped in poor-quality housing they cannot afford to repair, or where a concentration of poorly maintained houses is having a detrimental effect on a neighbourhood.

5.60 In April 2000 we announced a package of reforms to improve the provision of assistance by local authorities to owners of poor-quality housing. The reform, through which we aim to introduce a Regulation Reform Order at the earliest opportunity, will give authorities the freedom to provide help in a wider range of ways, including grants, loans and loan guarantees. The reform will provide greater local discretion to meet local needs, allow resources to be used more effectively and go further, and reinforce homeowners' responsibilities for the upkeep of their own homes.

Starter home initiative

5.61 £250 million is being provided for the starter home initiative over the three years 2001–02 to 2003–04. The initiative is expected to help around 10,000 key workers, particularly teachers, the police, nurses and other essential health workers, buy their own homes in places where the cost of housing might otherwise price them out of the communities they serve. Funding allocations from the first bidding round will be announced in June so that schemes to assist key workers can start to be implemented during this year. A second bidding round will be held later in 2001.

RESEARCH AND PUBLICITY

5.62 We spent £5.8 million on housing research in 2000–01 and commissioned more than 30 research projects, with 28 reports already published. These provide vital information to support policy development, evaluation and good practice guidance to housing providers. Our main areas of research are local authority issues, registered social landlords and private finance, homelessness, housing management and home ownership. Our programmes of data collection and forecasting continue, including work on the 2001 English house condition survey. We also established a separate research programme to inform the development of the supporting people policy; this has so far spent £0.7 million and commissioned 10 projects.

Information and dissemination

5.63 We are committed to a process of innovative and proactive promotion of our housing strategies, policies and initiatives. Making documents, reports and leaflets accessible and understandable is a key task underpinning our publication and promotional work. We have continued to develop our web site at <http://www.housing.detr.gov.uk> on which all main housing research and statistics publications are now available.

For further information please contact Sal Ratnayake on 020 7944 3433

Or visit our web site at www.housing.detr.gov.uk

Other useful sites include:

Rough sleepers strategy
www.housing.detr.gov.uk/information/rough/strategy/index.htm

K-Web
barn.ccta.gov.uk/detr/detr1.nsf

Supporting people
www.supporting-people.detr.gov.uk
E-mail supporting_people@detr.gsi.gov.uk
Helpline: 020 7944 2556

Housing Corporation
www.housingcorp.gov.uk

*Summary of the Department's Aim,
Objectives and Key Achievements during 2000-01*

1

The Department's Role in Joined-Up Government

2

Delivering Better Public Services: Progress

3

Protecting and Improving the Environment

4

The Opportunity of a Decent Home

5

Integrated Transport for Everyone

6

Transport Regulation

7

Countryside and Wildlife

8

Sustainable Planning

9

CHAPTER 6

Integrated Transport for Everyone

Highlights and Achievements

- We published *Transport 2010: The 10 Year Plan* in July 2000. It sets out a programme of increased public and private spending for the next 10 years which will provide a modern, high-quality transport system that is quicker, safer and more reliable.
- The Transport Act 2000 received Royal Assent in November 2000. It established the Strategic Rail Authority, provided local authorities with additional powers to improve bus services, tackle congestion and raise the funds to do so, and established the public-private partnership for National Air Traffic Services.
- 79 stations were accredited by the end of 2000 under our secure stations scheme with 51 accreditations within that year and more in the pipeline. 4 new stations opened during 2000.
- Train operators brought more than 200 new, accessible rail vehicles into service during 2000, offering greater independent mobility to disabled people, including wheelchair users.
- For the year up to September 2000 passenger kilometres had increased by 7 per cent and, for the year up to June 2000 freight tonnes moved had increased by 9 per cent. Following the Hatfield rail crash, the Department has worked actively with all elements of the rail industry to tackle the problems caused by gauge corner cracking and restore the rail network to normal.

6

Local transport

- All 85 local highway authorities in England outside London submitted five-year local transport plans covering the period 2001–02 to 2005–06.
- In December 2000, we announced an £8.4 billion package to implement these plans, with £1.36 billion allocated for 2001–02 – double the equivalent amount given for 2000–01.

Rail

- The shadow Strategic Rail Authority agreed in August 2000 heads of terms with M40 Trains for the replacement Chiltern franchise and in October 2000 with GoVia for the South Central franchise. Bidders have been shortlisted for Intercity East Coast, South West Trains, Transpennine and Wales and Borders franchises.
- Key fares have been capped at 1 per cent below inflation.

Light rail

- The light rail network was further extended in 2000: the Croydon Tramlink opened in May and an extension of the Manchester Metrolink light rail system to Eccles opened in July.
- Funding has now been approved on these light rail lines:
 - Tyne and Wear Metro extension to Sunderland – construction began in February 2000;
 - Nottingham Express Transit – construction began in June 2000;
 - Docklands Light Railway extension to London City Airport (construction to start early 2002, subject to the outcome of an application for Transport and Works Act powers);

- Manchester Metrolink extensions (three lines) – construction to start in 2002.

Other public transport

- We have approved or provisionally approved 28 major public transport schemes and 39 local road schemes.
- There has been a further expansion in bus quality partnerships. These are now operating in more than 130 towns and cities, increasing bus usage by 10–20 per cent on average.
- In 1999–00, 16 million passenger journeys were made on the 1,800 rural bus services now being supported by rural bus subsidy grant.
- In 2000 we set up 29 new local transport partnerships in rural communities. There are now 71 partnerships.
- New bus registrations continue at a high level, with low floors and other features to improve access for disabled people.
- We have guaranteed half-price bus fares for pensioners and disabled people in the Transport Act 2000.
- A telephone-based information service, Traveline, has been switched on region by region throughout Great Britain.
- Together with the GLA, we introduced private hire operator licensing in London in January 2001.

Roads

- We completed six trunk road projects and let contracts on 13 of the schemes in the targeted programme of improvements.
- We met the PSA target for ending the decline in the condition of our motorways and trunk roads. We also allocated £31 billion in the *10 Year Plan* to eliminate the backlog in local road maintenance.

- We awarded the contract for the £146 million A13 Thames Gateway design, build, finance and operate (DBFO) project in April 2000.

- All 11 tranche 1 and four of the tranche 2 multi-modal studies looking for sustainable and integrated solutions to some of the most serious problems on our trunk road network got under way this year, making a total of 15 in progress.

Ports and shipping

- We introduced a tonnage-based system of corporation tax for the UK shipping industry.
- We linked the new tax regime to increased training for British seafarers.

Aviation

- We published *The Future of Aviation* in December 2000 for consultation. This is the first major step towards a new white paper on air transport.
- The year 2000 saw the opening of a new terminal at Bristol Airport and major terminal extensions at Edinburgh, Newcastle and Liverpool. 2001 saw the opening of Manchester Airport's second runway.
- We held air services talks with nearly 40 countries during the year, in most cases increasing service frequencies or the routes that can be served, or generally liberalising arrangements to the benefit of UK airlines and consumers.
- Working with the CAA and airlines, we established a new criminal offence and incident-reporting scheme to help deal with the disruptive behaviour of some aircraft passengers.

Transport safety

Our achievements on transport safety are set out in Chapter 13. We announced in the Queen's Speech in November 2000 our intention to publish a draft Safety Bill during the current session of Parliament.

Objective

6.1 Our objective is to promote modern and integrated transport for everyone, and to reduce the impact of transport on the environment.

6.2 Our transport work supports other key objectives which are covered elsewhere in this report. These include integrating the environment with policies across government (Chapter 2), regulation and tax collection (Chapter 7), rural policy (Chapter 8), regeneration (Chapter 11) and health and safety (Chapter 13).

6.3 This chapter explains how we are delivering the Government's integrated transport objectives.

PSA Targets

6.4 In the comprehensive spending review in 1998 we set the following public service agreement targets.

- In partnership with local government, by March 2002 to establish local integrated transport strategies covering the Greater London Authority area and every highway authority outside London, to address the problems of congestion and pollution and reduce car dependency.

Progress: English highway authorities outside London have prepared the first full five-year local transport plans and submitted them in July 2000. London boroughs submitted interim transport plans to Transport for London in July 2000. The Mayor of London has published a draft transport strategy, with the full version expected in June 2001.

- Through sponsorship of the railways industry, by 2001–02 seek to increase the number of passenger miles travelled on national railways by 15 per cent above the number travelled in the first full year of franchised operations (1997–98), and, subject to legislation, establish a Strategic Rail Authority by 2000–01, with a shadow rail authority capability by spring 1999.

Progress: By the end of 1999–00 there had been a 10 per cent increase in passenger miles

travelled since 1997–98. The Strategic Rail Authority was formally established on 1 February 2001 under the Transport Act 2000.

- End the decline in the condition of our motorways and trunk roads and restore the cuts in the capital maintenance of local authority principal roads and bridges by the end of March 2002.

Progress: We have ended the decline in the condition of our motorways and trunk roads. The 2000–01 spend includes £301 million of capital maintenance for principal roads and bridges. The £535 million of capital maintenance allocated for 2000–01 will, for the first time, be extended to non-principal roads.

- Introduce a national travel information system by 2000, building on information from local and national services.

Progress: A telephone-based information service, Traveline, has been switched on region by region throughout Great Britain, meeting the target.

- Enable local authorities, subject to the passage of legislation, to introduce schemes of road-user charging and levies on workplace parking, and to use the proceeds to improve local transport.

Progress: In London, the Mayor is proposing to use powers in the GLA Act 1999 to introduce road-user charging in central London by 2003. The Transport Act 2000 gives local authorities discretionary new powers to introduce road-user charging or workplace levy schemes, and guarantees that all charging revenue will be ring-fenced for at least 10 years to improve local transport. The Department is working with 35 local authorities developing the first schemes through the charging development partnership.

- Seek through the national cycling strategy to quadruple cycling by 2012 (compared with a 1996 base).

Progress: We still expect to achieve the 2012 target. There has not as yet been a significant increase in cycling, but recent statistics show that we may at last have halted the decline.

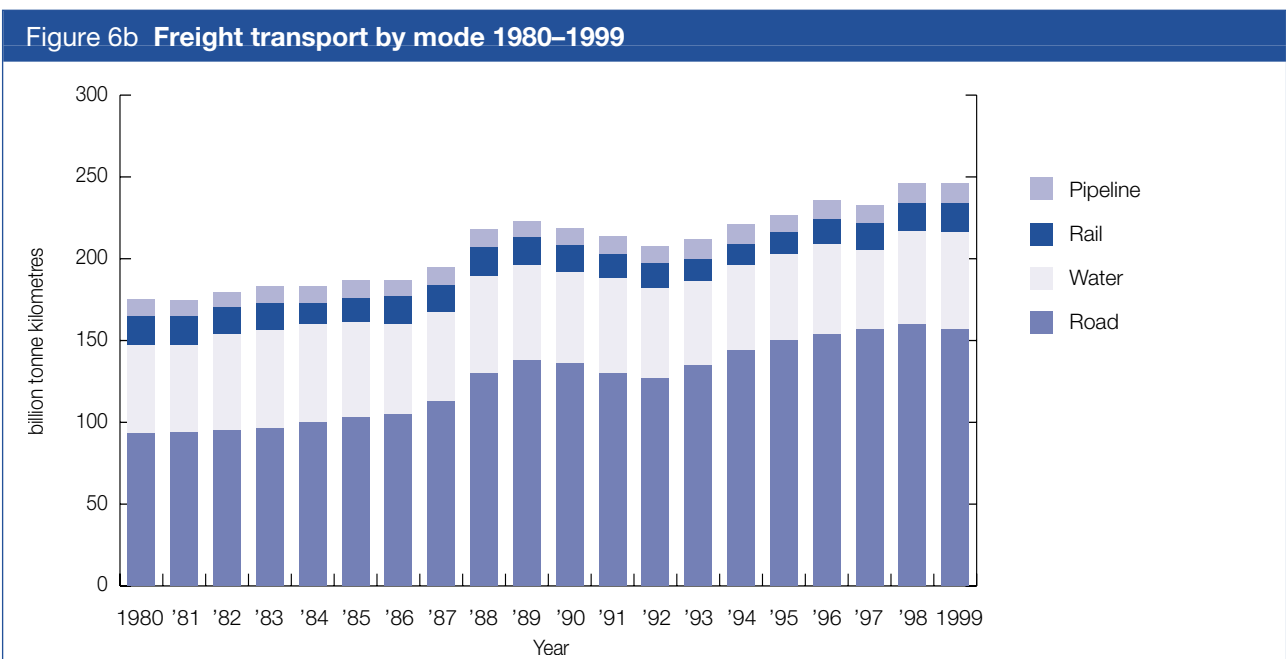
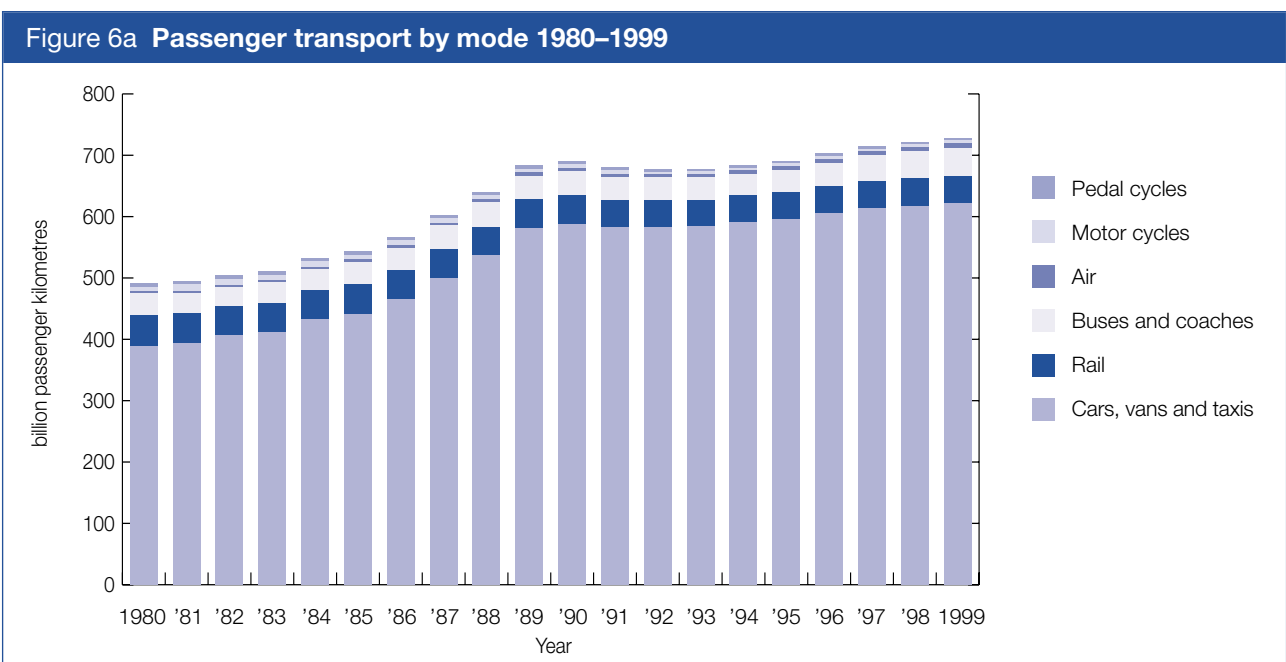
Headline and Other Key Indicators for Sustainable Development

- **Road traffic**

Progress: Road traffic increased during 2000 to 468.2 billion vehicle kilometres, an increase of 0.3 per cent on the previous year. This represents a slowing of the rate of growth compared to recent years, even after allowing for the effects of the fuel dispute in September.

- **Passenger transport by mode**

Progress: Figure 6a shows passenger-kilometres for each main mode between 1980 and 1999. Total transport demand has continued to increase. Passenger-kilometres travelled on national rail increased by 7 per cent in the year to the third quarter of 2000, while travel by car was virtually unchanged in 2000 compared to 1999. Passenger journeys by bus in England grew by 0.5 per cent in 1999–00, after many years of decline.



- **Freight transport by mode**

Progress: Figure 6b shows freight transport by mode between 1980 and 1999. There has been a fairly steady upward trend in tonne-kilometres moved. The amount moved by road fell by 2 per cent in 1999, but domestic rail freight increased by 9 per cent in the year to the second quarter of 2000. The proportion of freight carried by road has remained fairly constant at just under two-thirds, whilst rail has increased its share to 8 per cent.

Means of Delivery

6.5 The white paper *A New Deal for Transport: Better for Everyone* sets out the strategic framework and the measures through which we will deliver our objectives for a modern transport system that is safe, efficient, clean and fair. *Transport 2010: The 10 Year Plan*, published in July 2000, sets out a programme of public and private spending totalling £180 billion over the next 10 years to deliver the policies set out in the white paper. The plan maps out a comprehensive programme for change to transform transport over the coming decade.

6.6 The plan provides:

- £60 billion for railways;
- £59 billion for local transport;
- £25 billion for London;
- £21 billion for strategic roads; and
- £15 billion for future projects and other transport areas.

Private finance

6.7 Private investment is increasingly important. The *10 Year Plan* envisages that there will be £56 billion of private investment over the next 10 years to help deliver the plan's target outcomes. Achievements and progress so far include:

- £1.5 billion private sector investment committed to section 1 of the Channel Tunnel rail link with more than £1 billion to be invested in section 2.
- Private investment in the rail industry has more than doubled since 1996–97.

Figure 6c *10 Year Plan* transport investment and expenditure (2001–02 to 2010–11) £ billion

	Public investment	Private investment	Total ⁵	Public resource spend ⁶	Total ⁵
Strategic roads	13.6	2.6	16.2	5.0	21.3
Railways	14.7	34.3	49.1	11.3	60.4
Local transport ¹	19.3	9.0	28.3	30.6	58.9
London ²	7.5	10.4	17.8	7.4	25.3
Other transport ³	0.7	N/A	0.7	1.5	2.2
Unallocated	9.0	N/A	9.0	N/A	9.0
Charging income ⁴	N/A	N/A	N/A	2.7	2.7
Total⁵	64.7	56.3	121.0	58.6	179.7

1 Includes expenditure on local roads.
2 For reasons of commercial confidentiality relating to the PPP negotiations, these spending figures do not include projections of London Underground's future cashflow, including provision for ongoing grant. However, these will be taken into account in setting the Government's reserve.
3 Includes ports, shipping, road safety, support for cleaner vehicles, aviation, strategic transport and transport security. We have not included estimates of private investment in these areas.
4 Public expenditure funded from charging income is assumed to be resource expenditure. The Mayor of London or local authorities may choose to spend some or all of it as capital.
5 Figures may not total due to rounding.
6 To avoid double counting, resource spend excludes direct revenue support for private investment.

- The PPP for London Underground will bring spending on the underground's infrastructure of more than £13 billion over the next 15 years, eliminating the backlog of work on the system.
- Two new design, build, finance and operate (DBFO) road contracts are expected to bring in over £336 million of capital investment in motorways and trunk roads. The A1 DBFO has a capital value of £184 million and the Kent DBFO has a capital value of £152 million.
- A £10 million PPP contract to replace all the emergency roadside telephones on the motorway and trunk road network was let in July 2000.
- The development of a PPP contract to run and expand the motorway telecommunications network which should provide up to £90 million of new highway investment.
- The bus industry is investing £380 million a year in better buses. It has agreed targets that imply continued fleet renewal at around 8,500 new vehicles a year.
- Croydon Tramlink and the Docklands Light Railway (DLR) extension to Lewisham were both private finance initiatives. The Government contributed £125 million to the £200-million-plus Tramlink project, and £50 million to the £200 million DLR extension, plus a further £20 million for extra trains.
- National Air Traffic Services' (NATS) PPP will finance its investment of over £1.3 billion over the next 10 years, within a framework that separates safety and economic regulation and introduces the investment and management skills required to cope with ever-increasing levels of traffic – estimated at 40 per cent over the next decade – thereby providing for the safest of futures for NATS in terms of safe operation, safe regulation and security of investment.

INTEGRATED TRANSPORT

6.8 Progress has been made in integrating transport policy with other policy areas (see Chapter 2), and in developing integrated solutions to transport problems.

6.9 To take forward delivery of our policies we published *Transport 2010: The 10 Year Plan* in July 2000. It sets out a programme of increased public and private spending for the next 10 years which will provide a modern, high-quality transport system that is quicker, safer and more reliable.

6.10 The Transport Act 2000 received Royal Assent in November 2000. It established the Strategic Rail Authority, provided local authorities with additional powers to improve bus services, tackle congestion and raise the funds to do so, and established the public-private partnership for National Air Traffic Services.

Multi-modal studies and roads-based studies

6.11 A programme of 21 multi-modal studies and 10 roads-based studies was launched following the 1998 trunk road review. Multi-modal studies will take a comprehensive look at severe problems on key sections on transport networks. Roads-based studies are aimed at addressing particular localised problems on the trunk road network. The budget for multi-modal studies is £31 million. Funding for the multi-modal studies is split over four years (1999–00 to 2002–03). The roads-based studies are being taken forward directly by the Highways Agency. The access to Hastings multi-modal study reported in December 2000. The South-East England Regional Assembly considered the final report at its plenary meeting in February. Ministers will now consider the report and the assembly's recommendations on the study carefully. We expect 13 multi-modal studies and all of the roads-based studies to be completed in 2001–02. All the multi-modal studies will be completed by 2003. The results of these studies will be key to delivering the *10 Year Plan* for transport.

New approach to appraisal (NATA)

6.12 The new approach to appraisal assesses solutions to transport problems against environmental, safety, economic, accessibility and integration criteria. It presents the key impacts of these solutions in a consistent and balanced way. Building on the use of NATA to appraise options in the national programme of multi-model studies, in May 2000 we issued *Major Public Transport Scheme Appraisal in Local Transport Plans*, which offers detailed guidance on using the new approach to assess public transport schemes. In developing

their strategies, targets and programmes, authorities were asked to appraise their LTPs in accordance with NATA.

6.13 The Standing Advisory Committee on Trunk Road Assessment (SACTRA) is an independent advisory body that advises us on appraisal. We published SACTRA's report, *Transport and the Economy*, in August 1999 and the Government's response to it in May 2000. This response largely accepted SACTRA's recommendations on further research and updating.

Better travel information and retailing

6.14 A telephone-based service known as Traveline (formerly called PTI 2000) has now been switched on region by region throughout Great Britain. This meets our PSA target to establish a new national travel information system during 2000, building on information from local and national sources. It provides:

- a national public transport information system;
- a single phone number (0870 6082608), with calls charged at the national rate;
- timetables to timing-point level (that is, not necessarily to every bus stop, but to every stop listed in the published timetables); and
- information on bus, coach, tram, underground, train, ferry and metro services.

6.15 A steering group leads Traveline, with representatives from transport operators and local and central Government. The Confederation of Passenger Transport chairs the group. We have provided a further £5 million (in addition to £5 million in 1998–00) in the form of supplementary credit approvals to local authorities to enable them to take part in the local information partnerships that provide the service.

6.16 Traveline is a step on the way to the more comprehensive, internet-based transport information service, Transport Direct, announced in the *10 Year Plan*. By 2003 we expect it to include:

- real-time train operating information (that is, actual rather than timetabled);

- real-time information on many local bus services;
- information on different forms of transport, covering roads as well as all public transport at a single point of contact;
- booking of long-distance journeys using different forms of transport;
- development of internet-based maps which allow travellers to examine public transport options both for visiting a specific venue and for general travel.

Social inclusion

6.17 Our Mobility and Inclusion Unit (MIU) is developing and implementing policies to promote accessibility and social inclusion on public transport, personal mobility and walking. This includes research on the effects of transport on social exclusion and on the needs of different groups, including women, older people and people from different ethnic and religious communities, as public transport users, motorists and pedestrians.

6.18 The MIU is also implementing the transport provisions of the Disability Discrimination Act and promoting the independent mobility of disabled people as motorists and pedestrians. In August 2000 we began a major review of the blue (formerly orange) badge scheme of parking concessions for disabled people.

6.19 The MIU funds the Community Transport Association's advice and information service. The service answers almost 8,000 enquiries a year from local authorities and voluntary and community transport operators. It publishes guidance on legal, technical and operational aspects of voluntary transport services. Community transport providers play a major role in meeting the transport needs of people who are socially excluded. The unit also funds Mobility Choice, the charity that organises the Mobility Roadshow, a major motor show for disabled people. The 2000 Mobility Roadshow had 200 exhibitors of vehicles and other mobility products and attracted more than 25,000 disabled visitors. The grants to each organisation for 2000–01 are £100,000 and £70,000 respectively. In addition, the MIU, in conjunction with the Department of Health, provides funding to English

members of the Forum of Mobility Centres. Joint funding of £450,000 per annum has been committed for an initial period of three years.

6.20 The Disabled Persons Transport Advisory Committee (DPTAC) is the Government's statutory adviser on the transport needs of disabled people. It has also expanded its remit, at the request of Ministers, to look at access issues in the built environment.

Planning

6.21 We have consulted on a revision to planning policy guidance note 13 (PPG13) on transport. It will aim to focus development where it offers real choice in terms of access by different modes of transport, with emphasis on public transport, walking and cycling (see Chapter 9 for further information).

6.22 We have also been reviewing the procedures for authorising railway, tramway and other guided transport schemes under the Transport and Works Act 1992. New statutory rules came into force on 16 October 2000 that will improve the procedures, making them more user-friendly.

Sustainable distribution

6.23 We are developing our work on key performance indicators (KPIs) in order to provide a better and more useful definition of best practice in sustainable distribution and to promote its adoption in freight distribution. Following on from our initial benchmarking reports covering food distribution, we are undertaking a much larger benchmarking project involving up to 50 fleets in the food distribution sector in spring 2001. We also launched a similar KPI initiative for the automotive industry in December 2000. We plan to initiate further KPI work in other sectors of freight distribution.

6.24 We have improved driver training, with a more rigorous exam for HGV practical test candidates. We are implementing new requirements for learner-driver supervision. By April 2001 all supervisors must have held a full licence in the same class of vehicle for a minimum of three years.

6.25 Through the energy efficiency best practice programme we have launched a driver training video giving practical tips on fuel-saving techniques

and best practice advice on efficient driving and vehicle maintenance.

6.26 We decided to permit 44-tonne lorries for general haulage from February 2001. This followed a report from the Commission for Integrated Transport, which was the most thorough on this subject for 20 years.

Programme of Work

RAILWAYS

Strategic Rail Authority

6.27 We established the Strategic Rail Authority (SRA) as a non-departmental public body on 1 February 2001, although the shadow SRA had been operating since April 1999. It exists to:

- promote the use of the railway network for passengers and goods;
- secure the development of the railway network; and
- contribute to the development of an integrated system of transport for passengers and goods.

6.28 The SRA has absorbed responsibility for DETR's rail freight grants and the compilation and publication of rail statistics. It has also absorbed the Rail Regulator's consumer protection functions, taken over sponsorship of the Rail Passengers' Committees and become the employer of the British Transport Police. The SRA is funded primarily by grant from DETR. It is also funded via the Scottish Executive in respect of Scottish passenger services.

6.29 The train operating companies (TOCs) receive subsidies from the SRA to support franchised passenger rail services. One of our key objectives is to ensure the subsidy serves the public interest. We expect the TOCs to maintain service levels and improve performance.

6.30 Replacement of the current short franchises is central to the delivery of a better railway. The SRA is inviting competition for these franchises. The authority wants franchisees to improve

performance, invest more money and increase customer satisfaction. It has agreed heads of terms for Chiltern and South Central replacement franchises and has announced shortlisted bidders for Intercity East Coast, South West Trains and new Transpennine and Wales and Borders franchises.

Passenger transport authorities

6.31 Since 1997–98, the metropolitan railway passenger services (MRPS) grant has supported railway services in metropolitan areas outside London. We paid this grant to English passenger transport authorities (PTAs). The Scottish Office (since 1 July 1999, the Scottish Executive) paid it to local authorities in the Strathclyde PTA area. We will transfer responsibility for grant to support English metropolitan heavy rail services to the Strategic Rail Authority from 1 April 2001.

6.32 In 1996–97 we assumed responsibility from Railtrack for payments to passenger transport executives under deeds of assumption via DoA Ltd. These are payments to reflect the residual value of PTA capital grants to fund British Rail infrastructure before privatisation. At privatisation these grants were effectively converted to loans by the deeds of assumption and are being repaid by DoA Ltd, which spent £25 million in 1999–00.

Channel Tunnel rail link

6.33 The £5.2 billion Channel Tunnel rail link (CTRL) between the Channel Tunnel and St Pancras station in London will double the capacity for international passenger services and reduce international journey times by more than half an hour. It will also cut journey times for Kent travellers to London by 30 minutes or more, and carry some freight. Construction began in October

Figure 6d Expenditure on the railway industry: 1998–99 to 2003–04 £ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Railway industry						
National railways EFL ¹	53	93	93	–	–	–
10A Support to passenger services (OPRAF) ²	1,196	1,038	708	–	–	–
2X SRA grant	–	–	282	1,137	1,572	2,971
2S MRPS grant ³	219	199	204	10	10	10
Total	1,468	1,330	1,268	1,147	1,582	2,981
Other railway related						
2H Channel Tunnel rail link	116	11	24	223	510	353
10A Rail passenger partnership and infrastructure investment fund ⁴	–	1	15	–	–	–
2I Freight grants ⁵	29	22	31	4	5	8
2S DoA Ltd ⁶	24	25	22	22	22	22
2H Railway industry pensions	42	43	34	42	42	42
2H NFC pension funds	7	7	7	7	7	7
2F NFC travel concessions	3	3	3	3	3	3
2F Rail consultancies	#	#	1	2	2	2
– Deferred ROSCO payments	–26	–	–11	–	–	–
Total	195	114	126	302	591	436

1 Figures show the external financing requirements for residual British Rail activities up to 31 January 2001. Funded by SRA grant from 1 February 2001 onwards.

2 Represents OPRAF support for passenger services, including performance regimes, up to 31 January 2001. Funded by SRA grant from 1 February 2001 onwards.

3 PTA special grant to English PTAs, including performance regimes (see paragraph 6.31). Largely funded by SRA grant from 1 April 2001 onwards.

4 Funded by SRA grant from 1 February 2001 onwards.

5 Funded by SRA grant from 1 February 2001 onwards except for inland waterway freight grants.

6 See paragraph 6.32.

denotes expenditure of less than half a million pounds.

1998 and the entire link should start operating in 2007. Section 1 of the link is now 50 per cent complete and remains on time and on budget. Preliminary work on Section 2 has already begun.

Investment

6.34 Rail investment is running at a historically high level, including private investment of £2.2 billion in 1999–00. It is set to reach even higher levels running at more than £4 billion per year over the next 10 years. The new rail passenger partnership scheme, set up in 1998, encourages and supports new initiatives to get more people on the rail network. So far, approximately £18 million has been awarded under the scheme to improve local passenger rail services.

6.35 The *10 Year Plan* provides £60 billion for railways, including £50 billion railway investment, to deliver 50 per cent passenger growth and 80 per cent rail freight growth.

Patronage

6.36 Figure 6e shows how rail patronage fell between 1989–90 and 1994–95, but began to rise again in 1995–96. Passenger rail miles rose by 6 per cent between 1998–99 and 1999–00. During the third quarter of 2000, before the Hatfield tragedy (which is covered in detail in Chapter 13), they were at their highest level for over 50 years. Following the Hatfield rail crash, the Department has worked actively with all elements of the rail industry to tackle the problems caused by gauge corner cracking and restore the rail network to

normal. Our PSA includes a target for a 15 per cent increase by 2001–02 in the number of passenger miles travelled on national railways compared with 1997–98 (which was the first full year of franchised operations).

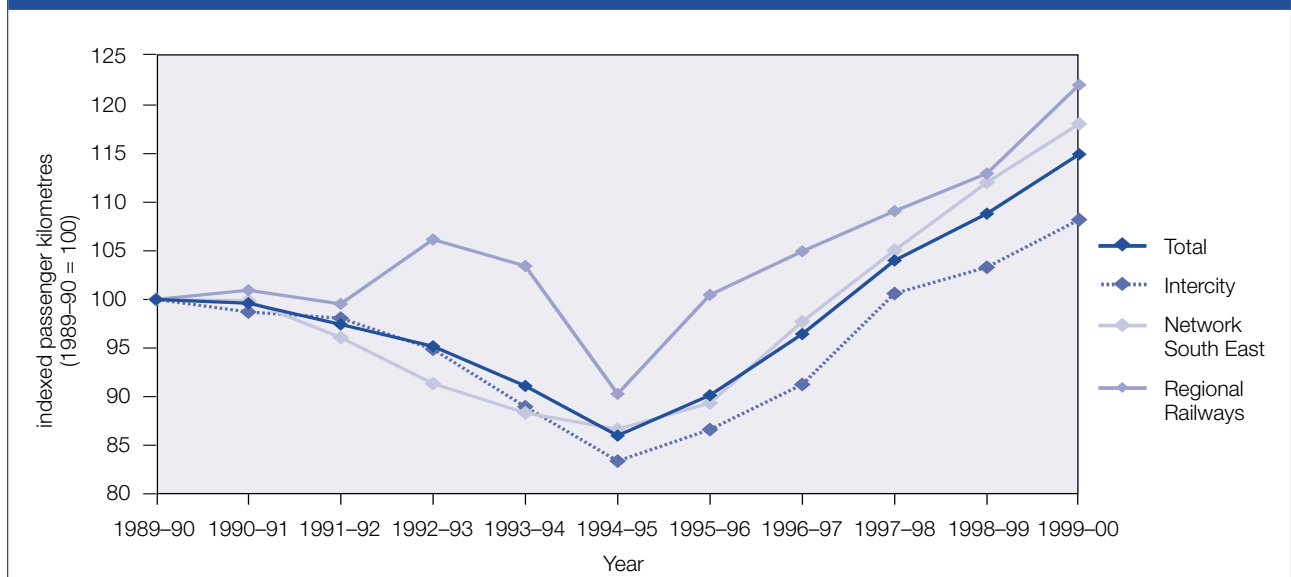
6.37 Following the emergency speed restrictions imposed post-Hatfield, and extensive flooding, rail services were severely disrupted, particularly in the period from October 17 to the end of the year, with a consequent loss of a significant number of passenger journeys. By the end of February, 92 per cent of services had been restored and passenger numbers were rising again. Initial indications are that passenger journeys have recovered in London and the South East, although the national picture will not be clear until after full restoration of the network, expected by Easter 2001.

Punctuality

6.38 A second National Rail Summit was held in May 2000 to assess progress with the industry’s commitments to improve rail services. Since the summit there has been a disappointing decline in punctuality across the rail network. In June 2000 a new public performance measure (PPM) was introduced to provide a more accurate picture of the performance of Britain’s passenger rail services. The PPM combines the previous punctuality and reliability figures into a single performance figure. Unlike the previous Passengers’ Charter figures, the PPM includes all trains, seven days a week, with no exclusions. PPM figures for the period April to October 2000 showed that only one train operator



Figure 6e Railway patronage 1989–99



had improved its performance compared with the equivalent period in 1999; 22 operators saw a fall in performance; and two showed no change.

6.39 Since October 2000 performance has been severely affected by speed restrictions imposed after the tragic accident at Hatfield, Railtrack's subsequent track recovery programme and the widespread flooding. Performance figures will be published by the Strategic Rail Authority later this year.

Freight grants

6.40 During the period 1 April 2000 to 31 January 2001, when the SRA took over responsibility for rail freight grants, 47 grants worth £55 million were awarded (beating the calendar year 1999 record of 43 worth £ 51 million). By January 2001, freight grant expenditure in the four years since 1997 reached almost £110 million. It is estimated that, in the same period, grants have diverted more than 45 million tonnes of freight from Britain's roads.

Other railway-related expenditure

6.41 Under the Transport Act 1980 we make payments towards the historic pre-1975 underfunding of railway pensions. Under revised arrangements, introduced by the Railways Act 1993, Government liabilities to all employer sections of the joint industry pension scheme, (with the exception of the British Rail section) have now either been paid off or re-scheduled. Some 20,000 pensioners and deferred pensioners

of the British Rail section transferred to the Government guaranteed 1994 Pensioners Section on 30 December 2000. Under the 1980 Act arrangements, contributions are also due towards historic underfunding of National Freight Corporation (NFC) pensions and, under the Transport Act 1978, towards the cost of travel concession rights of ex-rail freight distribution NFC staff and dependants.

STRATEGIC ROADS

Highways Agency

6.42 The Highways Agency maintains, operates and improves the English trunk road network on behalf of the Secretary of State. We have reviewed the agency's efficiency targets and we published revised targets in March 2000. More information about the work of the Highways Agency can be found in their *Annual Report*, their *Business Plan* or in *Strategic Roads 2010*, their 10-year national road strategy published in October 2000.

6.43 In 2000–01 the agency expects to spend £1.5 billion. This includes money on roads that the agency transferred to TfL in June 2000 as part of the creation of the GLA. Of this £1.51 billion, the agency spent about £713 million on maintaining the trunk road network, £198 million on its programme to make better use of the network, £504 million on major network improvements and some £86 million on staff costs and administration (see Figure 6f).

Figure 6f Highways Agency

£ million

	1998–99 outturn ³	1999–00 outturn ^{3,4}	2000–01 estimated ^{3,5} outturn	2001–02 plans	2002–03 plans	2003–04 plans
Maintenance	641	726	713	687 ⁶	668	722
Making better use	131	140	198	200	252	282
Major schemes	452	318	311	413	539	516
Public-private partnerships and other ^{1,2}	131	205	193	221	220	239
Total	1,355	1,389	1,415	1,521	1,679	1,759

1 Public private partnerships include; DBFOs both preparation and shadow tolls and costs incurred on section 274/278 schemes.
2 'Other' is VAT timing differences between recoverable and receivable VAT.
3 Figures include funds for roads later transferred to the GLA as TfL for 1998-99 to 1999-00. The agreed transfer figures for 2000-01 were: maintenance £67 million; making better use £13 million; and major schemes £57 million. The HA figure for 2000-01 includes the first quarter of this TfL spend as the transfer did not take place until to the end of June 2000. TfL is excluded from HA figures from that date onwards.
4 1999-00 figures are actual outturn as reported in the HA monthly monitoring report.
5 2000-01 figures include the additional £26 million announced in the Budget 2000 and the TfL spend to June 2000.
6 Figure includes £22 million of technology renewals moved from MBU.

During 2000–01 the agency completed six major road projects, including the final sections for the M60 motorway box around Manchester, and let contracts in respect of 13 of the targeted programme of improvement schemes.

6.44 Maintenance remains our top priority for trunk road investment. At £699 million (excluding the £14 million spent on TfL roads to June 2000) it amounted to almost half of what the agency spent. This level of funding, combined with new research indicating that a significant number of roads have a longer lifespan than previously thought and a reassessment of bridge maintenance needs, means that the agency has met the PSA commitment of ending the decline in trunk road maintenance. Planned spend of £687 million in 2001–02 and £668 million in 2002–03 will make certain that roads can be maintained in a safe and serviceable condition whilst minimising long-term costs.

6.45 More details of the condition of trunk and also local roads can be found in the *National Road Maintenance Condition Survey*. Further information on the maintenance of trunk roads is given in the agency's new strategic maintenance plan, *Making Maintenance the Priority*, which it published in April 2000. The agency is revising this plan to take account of the *10 Year Plan* commitment that we maintain roads so that the proportion requiring maintenance in any future year is held at the optimum level (currently between 7 and 8 per cent).

Making better use (MBU)

6.46 Other priorities are to:

- improve the operation of the trunk road network and provide more integration with other forms of transport;
- reduce congestion; and
- improve road safety.

6.47 The agency allocated £196 million to schemes to make better use of its network in 2000–01 (excluding £2 million spent on TfL roads to June 2000), an increase on 1999–00. This reflects the increasing priority being given to this area and the opportunities provided by new technology.

6.48 The agency spent £75 million in 2000–01 on improving driver information and safety – the largest element of its MBU spend. Expenditure on small safety schemes at £58 million was the next largest element, reflecting our commitment to reduce road casualties (see also paragraph 13.29). The agency also spent some £28 million on specific small improvements to tackle local congestion problems.

6.49 Expenditure on MBU is anticipated to rise by £2 million in 2001–02, and by a further £52 million to £252 million in 2002–03. This will provide the agency with the funding it needs to build on its current programme. By 2003 it will have expanded the incident warning system, aimed at reducing collisions at accident blackspots, in line with the *10 Year Plan* target to cover 30 per cent of the motorway network by 2005. By 2004, variable message signs will have been installed at all junctions where appropriate diversions are possible. The traffic control centre, designed to maximise the agency's ability to manage the trunk road network, will be in full operation. The agency will also have completed the 100 localised safety and congestion improvements promised in the *10 Year Plan*.

6.50 More information about trunk roads is available in the agency's new strategic operating plan, *Road to the Future*, which it published in October 2000.

Targeted programme of improvements (TPI)

6.51 Since March 2000, the agency has added five new road schemes to its existing programme of improvements. One existing scheme, the A23 Coulsdon bypass, was transferred to TfL in July 2000. At £490 million (excluding spend on TfL of £14 million to July 2000) in 2000–01, spending was lower than in 1999–00 due to the earlier pause in progressing road schemes during the 1998 roads review. In line with our commitment to start all the original TPI schemes by 2005, spend will rise by £130 million in 2001–02 and by a further £125 million to £759 million in 2002–03. Contracts were let on 13 schemes in 2000–01, and the agency expects to let contracts on a further 11 schemes by 2002–03.

Detrunking of non-core roads

6.52 In July 1998 we announced proposals to transfer the nationally less important trunk roads from the Secretary of State to local highway authorities. We are planning to transfer the first major portion (346 kilometres) in April 2001.

Private finance and design, build, finance and operate (DBFO) contracts

6.53 Work started on the £600 million privately financed Birmingham northern relief road at the end of 2000. It will be completed by early 2004.

6.54 We expect to complete by autumn 2001 a consultation on the proposals for a new charging regime for the Dartford crossing once the current tolling arrangements finish.

6.55 We awarded the contract for the A13 Thames Gateway DBFO project in April 2000. The project includes new construction worth £146 million, and we expect completion in 2005-06. It is the ninth DBFO contract and the first in an urban area. Responsibility for the scheme was transferred to TfL in June 2000.

6.56 We have made good progress in taking forward two more DBFO projects that will deliver five of the 41 targeted programme of improvements (TPI) schemes. We sought expressions of interest from consortia wishing to tender for the A1 Dishforth to Darrington DBFO project in July 2000. We expect to invite tenders to bid for the contract by spring 2001. The project includes two TPI schemes worth some £184 million. We also expect to seek expressions of interest for the Kent DBFO in 2001. This project includes three TPI schemes with a capital value of £152 million.

6.57 We let a £10 million public-private partnership (PPP) contract to replace all the emergency roadside telephones on the motorway and trunk road network in July 2000. The new phones will improve services for road users, particularly those who are disabled or profoundly deaf.

6.58 We are developing a PPP project to extend and run the motorway fibre-optic cable network to deliver high-capacity telecommunications across all major motorways, and to maintain and operate the national telecoms network. The contract, which we expect to let in 2001, should provide up to £90

million of investment. We also expect to sign the PPP contract for the delivery of the traffic control centre during 2001. The centre will help improve traffic management on the core trunk road network, using information technology to alleviate congestion.

Travel information

6.59 Clear, accurate and relevant information is important to drivers to help them make the best use of our trunk and local road networks. Besides the conventional variable message signs we are also assessing systems to provide 'in-car' information directly to drivers via roadside microwave beacons. We are helping with the establishment of a business case for a radio data system traffic message channel (RDS-TMC) service – a real-time service which will provide information specifically relevant to a driver's route. Potential providers will be able to draw on the results to establish a commercial service.

LOCAL TRANSPORT

6.60 At the local level outside London, the delivery of the *10 Year Plan* will be through the local transport plans (LTPs) prepared by all transport authorities. These plans set out a comprehensive integrated transport strategy for each area, and reflect the importance of land-use planning, the environment and the promotion of social inclusion.

6.61 In July 2000, authorities submitted their first full LTPs, covering the period 2001–02 to 2005–06. On the basis of these plans, we allocated capital funding of £8.4 billion, of which the 2001–02 allocation was £1.36 billion – double the equivalent amount given for 2000–01. The funding covered three categories of local transport:

- integrated transport measures, such as road safety and traffic management measures, and schemes to promote cycling, walking and bus use;
- local road maintenance and bridge-strengthening schemes;
- major public transport schemes (such as new light rail and guided buses) and major road schemes (such as bypasses, urban relief roads and roads to assist regeneration).

Figure 6g Local transport – grants to local authorities^{1,2}

£ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimate	2001–02 plans	2002–03 plans	2003–04 plans
2R Transport supplementary grant (TSG) ³	155	158	20	33		
2R Public transport facilities (Section 56) grant	2	1	29	56		
2R Industrial Development Act (IDA) grant	1	1	1	2		
<i>Non-Voted</i>						
Credit approvals including ACG and holdback ^{3,4,5}	363	466	766	1,273		
Total LTP capital allocations^{6,7}	521	626	816	1,364	1,516	1,656
2R Support for rural bus services	26	35	52	59	73	75
2R Urban bus challenge				8	18	20
2R Revenue support for PFI schemes						8

1 Expenditure on concessionary fares schemes is funded by the revenue support grant settlement and not included in this table.

2 Excludes MRPS and DoA Ltd funding which is included in Figure 6d.

3 In previous years, bridge and carriageway maintenance was funded through 50 per cent TSG. At present, this is funded through SCAs and in 2002 with the introduction of the single capital pot this will change to ACGs.

4 Supplementary credit approvals (SCA) or annual capital guidelines (ACG). (ACGs include Receipts Taken Into Account (RTIAs) which are not included in DETR's Departmental Expenditure Limit (DEL)).

5 Excludes airports and ports SCAs.

6 Figures include London until July 2000 (Greater London Authority vesting date), but exclude London from then onwards.

7 Plan figures not broken down by individual service after 2001/02, because the allocation between lines will be determined each year in the light of actual scheme costs and progress reports by local authorities.

6.62 Figure 6g illustrates our support to local authorities for their capital expenditure on local transport, along with current spending on rural bus services.

Congestion charging

6.63 The Transport Act 2000 gives new powers to local authorities in England to introduce, if they wish, road-user charges or a levy on workplace parking as part of a local transport plan. The Greater London Authority Act 1999 gave similar powers to London's Mayor and boroughs.

6.64 The Greater London Authority Act 1999 and the Transport Act 2000 contain comprehensive guarantees that all the revenue raised from new road-user charges or workplace parking levies will be retained locally and ring-fenced to improve local transport for at least 10 years from the start of the scheme. Ministers have also guaranteed that revenue from congestion charging will be additional to existing Government transport funding. Limited trunk road charging powers are also available if this is necessary for the successful implementation of local authority schemes. Powers to charge on trunk road bridges and tunnels of over 600 metres in length were also introduced.

6.65 Local authority schemes outside London will need the approval of the Secretary of State. Ministers have stressed that before schemes are approved they will expect to see well-thought-out plans for spending the proceeds; some advance improvements to public transport to offer motorists a real choice; full consultation with local people and businesses; and that the schemes have been designed to have a direct impact on congestion problems and not simply to raise revenue.

6.66 We are continuing to investigate the performance and capabilities of electronic road-user charging systems, and we expect to let a contract for an on-road demonstration system in the spring of 2001.

6.67 35 local authorities are working with us in the charging development partnership to exchange ideas and experience as they assess how they might introduce road user charging or workplace parking levy schemes. The first two small charging schemes, in Derbyshire and Durham, should start early in 2002.

6.68 Both the Greater London Authority Act 1999 and the Transport Act 2000 give the Secretary of State power to set exemptions in England from charges through regulations. Following consultation, we propose an exemption from

road-user charging and the workplace parking levy for emergency vehicles and disabled people. We are also proposing an exemption or concession for workplace parking at NHS hospitals.

Local road maintenance

6.69 Local road maintenance has suffered in the past from underfunding. We have earmarked £31 billion for capital and current spend under the *10 Year Plan*, starting in 2001–02, to reverse the decline in the condition of local roads. We have allocated an extra £479 million to local authorities in 2001–02 compared with 2000–01, raising expected spending to almost £2.54 billion. This includes an increase to £535 million for the capital maintenance of local authority principal and non-principal roads, footways and bridges outside London. We intend to halt the decline in local road condition by 2003–04. In addition to the increased allocation in 2000–01, we will see further rises in each of the next three years, mostly of capital spend. This will result in a planned spend of £2.68 billion in 2003–04 – a rise of over 30 per cent compared to 1999–00. In London, allocations for road maintenance are a matter for the Mayor.

6.70 The 2000–01 spend includes £301 million of capital maintenance for principal roads and bridges. The £535 million of capital maintenance allocated for 2001–02 will be extended to non-principal roads.

Network management

6.71 Effective traffic management and information are as important for local roads as for strategic roads. Advances in new technology are increasingly being combined with traditional local traffic management measures to reduce congestion, minimise the environmental impact of road traffic and contribute to greater transport integration.

6.72 In December 2000 we commissioned four large-scale demonstration projects in Reading, Stratford-upon-Avon, Preston and York to trial the next generation of urban traffic control systems. This is part of our £6 million five-year urban traffic management and control (UTMC) research programme. We have also appointed an adviser to encourage local authorities actively to try technological solutions to traffic management and control problems.

6.73 We continued to provide up-to-date advice to local authorities on a wide range of traffic issues through our traffic advisory leaflets, covering subjects such as traffic calming and better signals. In May 2000, we published the *Good Practice Guide for Bus-based Park & Ride Schemes* jointly with the English Historic Towns Forum (EHTF).

Buses

6.74 We are monitoring the national bus targets set out in the *10 Year Plan*. Initial results show that the average age of the bus fleet continues to fall towards the target of eight years by mid-2001. Regular national passenger surveys show an overall average satisfaction rating of 80 per cent. Reliability figures for the third quarter of 2000 show that some 2.2 per cent of scheduled bus mileage was lost due to factors within operators' control, against a target of 0.5 per cent. Monitoring data will provide regular progress reports on quality and reliability, and help to inform future action.

6.75 We recognise the need to improve all countryside services, particularly transport. Accessible transport to and within rural areas was a major consideration in our review of policy. The Countryside Agency for its part is working with local communities to promote social inclusion through better transport. It has established 71 rural transport partnerships across England, with a wide variety of partners, to meet local transport needs. The agency has also supported around 250 projects during 1999–00 from its rural transport development fund.

6.76 Since March 1998 we have allocated £32.5 million a year to English local authorities to support new or improved bus services in rural areas under the rural bus subsidy grant scheme. This grant currently supports over 1,800 services. More than 16 million passenger journeys were made on those services in 1999–00. In February 2000 we announced continued funding for the next three years at least at the current level. The *10 Year Plan* includes provision for extending eligibility for this grant to services in and around market towns.

6.77 We have also set up a rural bus challenge competition to encourage innovative rural transport projects. As a result of the 1998 and 1999 competitions, we allocated a total of £28 million to

100 projects. We will support a further 51 projects with £21 million allocated to the 2000 competition.

6.78 We expect to spend £300 million in 2000–01 on fuel duty rebate to local bus operators in England. We will pass on the benefits of the 2001 Budget's 3 pence reduction in the duty on ultra low sulphur diesel by leaving the rebate rate unchanged. 80 per cent of the fuel duty paid by local bus operators will now be rebated.

6.79 In addition to these central Government grants, local authorities provide revenue subsidy for local bus services where needs are not met by an existing commercial service. English local authorities spent £212 million on this in 1999–00 (excluding spending funded by rural bus subsidy grant).

6.80 We also recognise that buses need to be more accessible. The Public Service Vehicle Accessibility Regulations 2000 came into effect at the end of 2000, and apply to new vehicles used on scheduled and local services from that date.

Taxis and private hire vehicles (PHVs)

6.81 At the end of 1999 there were just over 61,000 licensed taxis in England and Wales. More than 19,000 of these were in London. Every taxi licensed in London must now be accessible to wheelchair users. At the end of 1999 there were 75,800 licensed PHVs (minicabs) in England and Wales, excluding London. We estimate that a further 60,000 unlicensed minicabs operate in the capital. The latest national travel survey for 1997–99 shows that the average yearly distance travelled in Great Britain by taxi and PHV has doubled since the 1985–86 survey.

6.82 As a result of the Greater London Authority Act 1999, taxi licensing in London is also now carried out locally. Last year we helped with the transition of taxi licensing in London from the Metropolitan Police to the new Greater London Authority. Transport for London (TfL), of which the Public Carriage Office is now part, has responsibility for setting taxi fares in London and approving taxi licence fees. These were formerly responsibilities of the Secretary of State.

6.83 We are working with the Public Carriage Office on implementing the Private Hire Vehicles (London) Act 1998, which regulates PHVs in

London for the first time – the Secretary of State formerly had responsibility for regulations governing operator licensing. The necessary regulations were made in November 2000 and operator licensing began in January 2001. Licensing of drivers and vehicles will follow as soon as practicable. TfL will be responsible for these regulations under the Mayor of London.

6.84 Some disabled people rely on assistance dogs to help with day-to-day activities. New regulations introduced in 2000 will require that, from the end of March 2001, taxi drivers will be under a duty to accept recognised assistance dogs travelling with a disabled person.

Cycling, walking and home zones

6.85 Cycling is a flexible, relatively cheap and environmentally friendly form of transport. Cyclists gain important health benefits, and cycling can also help reduce traffic congestion and pollution. It is an important part of an integrated transport system, and when combined with public transport it extends the catchment area for buses and trains.

6.86 We fully support the national cycling strategy (NCS) and its main objective: to increase the number of cycle journeys fourfold by 2012 from their 1996 base. The resources set out in the *10 Year Plan* should treble cycling by 2010. Local authorities, through the LTP settlement, will fund a package of measures to make cycling safer, more accessible and better integrated with other modes of transport. These measures will help authorities work towards the NCS target. DETR provides administrative support to the National Cycling Forum (NCF), which co-ordinates work to implement the strategy. The NCF published seven leaflets in 2000–01; these included information on combined bike and bus journeys and cycle security.

6.87 Local authorities are expected to encourage walking through a local walking strategy, which should be included in their local transport plans (LTPs). Walking proposals include pedestrian routes, pedestrianisation, safety measures, better facilities for the disabled and greater accessibility to transport interchanges and facilities. We gave advice to local authorities in *Encouraging Walking*, published in March 2000, and in the guidance on local transport plans. We also published three traffic advisory leaflets in 2000 dealing with walking.

6.88 Home zones are pedestrian- and cyclist-friendly areas where the streets are used for more than just traffic purposes. The Transport Act 2000 has given legal status to home zones. Local authorities have powers under the Act to designate any road for which they are the traffic authority as a home zone. The Children's Play Council and Transport 2000 are both promoting home zones in this country. We are working with local authorities to evaluate the effectiveness of nine pilot home zones currently being implemented. We want the pilot schemes to be innovative, have clear support from their communities, and provide results that can be transferred to other locations. The Children's Play Council has set up a web site and newsletter to share the experiences and lessons of all schemes. We have funded this jointly with the Mark Leonard Trust and the JJ Charitable Trust. We are also giving support to the Countryside Agency's quiet lane initiative.

6.89 More information on road safety is given in Chapter 13.

Journeys to work and school

6.90 The Government wants businesses, hospitals, local authorities and other major employers to adopt travel plans to cut car use for travel to work and on business. Government departments have now produced plans for more than 1,100 headquarters and other key buildings or sites, and they are preparing more. We have launched a number of new guides aimed at suppliers, highlighting the business opportunities of travel plans, and have run a series of regional seminars to spread good practice.

6.91 We are now taking forward the recommendations in the school travel advisory group's (STAG) report to Ministers, published in December 1999. Under the auspices of STAG we published a resource pack for schools and others involved in developing school travel plans in May 2000. We launched our database of classroom materials on school travel in October 2000. We published a guide to best practice for increasing bus use for journeys to school in February 2001.

6.92 We awarded bursaries to 84 local authorities to employ dedicated staff to promote travel plans to schools and businesses in February 2001.

LONDON

6.93 The Government has been preparing for a major change in the way transport services are provided in London. We have made progress in three key areas.

- Under the Greater London Authority (GLA) Act, the London Mayor is now responsible for delivering integrated transport in London. The Mayor will produce a transport strategy covering all forms of travel to, from and within London.
- Our *10 Year Plan* for transport envisages a substantial increase in resources to improve transport in London.
- We continue to prepare for public-private partnerships for London Underground, which are expected to deliver around £13 billion worth of new investment and maintenance in the first 15 years of the contract. At the time this report went to press, discussions were continuing with the Mayor's newly appointed Commissioner of Transport for London on modifications to the public-private partnerships.

Transport for London

6.94 Transport for London (TfL) is a new body, accountable to the Mayor as part of the GLA. It is responsible for delivering the Mayor's transport strategy. TfL:

- manages the buses, Croydon Tramlink and the Docklands Light Railway;
- manages a network of important roads, known as the GLA road network;
- regulates taxis and minicabs;
- runs London River Services, and promotes the river for passengers and freight;
- helps co-ordinate the dial-a-ride and taxicard schemes, which provide door-to-door services for transport users with mobility problems;
- is responsible for traffic lights across London; and

- provides financial support for borough transport plans.

6.95 London Underground will transfer to TfL once the public-private partnerships are in place (see paragraph 6.110 below).

London Transport Users' Committee

6.96 The London Transport Users' Committee is now the consumer body for transport in London, reporting to the London Assembly. It succeeds the London Regional Passengers' Committee (LRPC), but has a wider remit that reflects the new structures for London governance and transport services. It will continue the LRPC's role as the rail users' consultative committee for services in and around London.

The Mayor's transport strategy

6.97 As part of the Government's *10 Year Plan*, we will double the resources available for transport in London over the next three years to £3.2 billion. Over 10 years, total public expenditure and private investment will be £25 billion. Any revenue the Mayor raises from congestion charging will be additional to this.

6.98 We will determine the GLA transport grant annually, following consultation with the Mayor.

6.99 The Government and the Mayor share a broad approach to improving transport in London, which includes the following main elements:

- delivering increased public transport capacity and efficiency to cater for London's growing economy and to reduce overcrowding;

- tackling road congestion with improved public transport and congestion charging in central London to encourage motorists to transfer to other modes of transport;
- improving access to jobs, regeneration areas and key local facilities to promote social inclusion;
- reducing road accidents and improving the environment through town-centre and local area improvements; and
- providing a better door-to-door journey for all – including cyclists and pedestrians – for example through measures to improve safety, personal security, accessibility, integration and information.

6.100 The Mayor may also issue instructions or guidance, or both, to the Strategic Rail Authority concerning national rail services to, from or within London. We look to the Mayor and SRA to co-operate fully in respect of these services.

6.101 It is the Mayor's responsibility to determine priorities within the funds available to him. He is now consulting on a draft transport strategy that will set out his policies and proposals. He is aiming to publish the final strategy in summer 2001.

London Transport and London Underground

6.102 In July 2000 Transport for London (TfL) took responsibility for a number of activities which had previously belonged to London Transport (LT). This left only the Underground under LT's control.

Figure 6h **London Transport: key data for 1999–00** £ million

RfR section	External financing requirement (EFR)	Investment
2U Core business	301 ¹	383 ⁴
2U Jubilee Line extension (JLE)	498 ^{2,3}	655
2U Croydon Tramlink	17	–
Total	816	1,038

1 Includes £144 million carried forward from 1998–99.
 2 Since 1996–97 there has been no separate external finance limit (EFL) for the JLE. We now set LT a single combined EFL for its whole business.
 3 Includes £18 million ring-fenced budget carried forward from 1998–99.
 4 The figure for LT's modernisation programme are higher than shown here as they include non-capital costs.

6.103 The amount of grant allocated to London Transport activities for 2000–01 is £404 million. This includes a proportion already included in the GLA transport grant, reflecting TfL's assumption of responsibility for all LT's activities except the Underground from July 2000. This figure also includes the extra £107 million announced in March 2000, allocated to enable LT to deliver its full core Underground investment programme (UIP) of £400 million (see paragraph 6.107), improvements to the overall frequency and reliability on the Northern, Central, District and Jubilee Lines, and better customer services. It also ensured that the unplanned extra work necessary on escalators during the summer was not held back for lack of funds.

6.104 Future grant to LT will be determined once decisions have been taken on the implementation of the London Underground public-private partnerships.

6.105 Figure 6h shows London Transport's external financing requirement (EFR) and investment for the year 1999–00. Figure 6i shows London Underground's EFR for the year 2000–01.

Financial performance

6.106 London Transport's revenue (mainly from fares) exceeded all its operating costs for 1999–00 by £225 million.

London Underground

6.107 During the year, London Underground Ltd (LUL) adopted the mandatory accounting requirements of the new financial reporting standard (FRS) 15, which sets out the principles of accounting for tangible fixed assets. The resulting changes to LUL's accounting policies reduced LUL's gross operating margin, and increased its operating loss before grant, for the years 1999–00 and 2000–01. The changes in allocation of cost will also reduce the value of LUL's 2000–01 investment programme from £400 million to £360 million.

However, neither has affected the amount of Government grant paid to LUL.

6.108 We expect LUL to cover all its operating costs for 2000–01 through its revenue. Forecasts suggest that revenue will exceed costs by £130 million. In addition, as the result of private finance initiatives, investment by private companies (worth over £1 billion over the lifetime of the contracts) continues.

6.109 During 2000–01 service on the Northern Line has continued to improve, with a higher percentage than the network average for scheduled kilometres operated. Passengers on the Central Line are also experiencing faster journey times. LUL has undertaken works to reduce congestion and improve access for mobility-impaired customers at a number of stations. Stations have also been improved by the installation of new touchscreen ticket machines that accept credit cards as part of the Prestige PFI. Safety is a priority for LUL, and the 2000–01 investment programme will enable LUL to maintain and improve its already impressive safety record. In addition, LUL is investing in track and infrastructure works that will improve ride quality, prevent deterioration in service reliability and reduce the requirement for temporary speed restrictions.

Public-private partnerships

6.110 Preparations for the London Underground public-private partnerships have continued during the year. We have worked with LUL to ensure that the proposed contracts achieve the best possible value for the taxpayer, whilst delivering high standards of safety and service. Modifications to the public-private partnerships are the subject of discussions with the Commissioner of Transport for London.

6.111 In developing the PPP we have drawn heavily on the pool of expertise already present in London Transport. However, we also needed the best

Figure 6i London Underground external financing requirement (EFR): 2000–01 £ million

	Estimated outturn
Core	114
JLE	153
Other ¹	48
Total	315

¹ Transferring businesses – spend by LT prior to transfer to TfL in July 2000

Figure 6j Aviation

£ million

RfR section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Civil aviation services						
2C Eurocontrol – payments	21	22	26	30	30	31
Eurocontrol – receipts	-19	-23	-29	-33	-35	-36
2C Search and rescue	0	1	1	1	1	1
2C Air transport white paper	0	2	3	0	0	0
2C NATS PPP	2	8	24	0	0	0
2C Air Accidents Investigation Branch	1	1	1	1	1	1
2C Other civil aviation	2	1	2	2	3	3
2C Aviation emissions and noise ¹	1	1	1	1	1	1
Total civil aviation	8	13	29	2	1	1
2D International aviation	4	4	4	3	3	3
Total aviation²	12	17	33	5	4	4

1 The associated programme of works is described in Chapter 4, paragraphs 4.47, 4.48 and 4.54-4.58.

2 Totals may not sum due to rounding.

external advice. London Transport has awarded all the main contracts for financial, legal, property and engineering advice on the basis that consultants advise London Transport and the DETR jointly. London Transport's expenditure on consultancies for work on the public-private partnerships and restructuring of London Underground from 20 March 1998 to 31 January 2001 was £75 million.

AVIATION

6.112 The white paper *A New Deal for Transport: Better for Everyone* announced the Government's intention to prepare a UK airports policy looking 30 years ahead. It also pointed out the need for new policies on civil aviation. We will bring this work together in a new air transport white paper. In December 2000, we published a national consultation document, *The Future of Aviation*. This is the first major step towards this white paper. The consultation document invites views and ideas on the major issues that will need to be addressed in the white paper. It will be followed by a series of regional consultation documents. We have completed the regional air service studies that were announced in *A New Deal for Transport*, and the study for the south-east and east of England is well under way. The next stage will be to prepare the regional consultation documents setting out the

results and options arising from all of the studies. The air transport white paper will need to take account of the responses to the national and regional consultation documents and the decision on a fifth terminal at Heathrow. It is therefore unlikely to be published until the first half of 2002 at the earliest.

6.113 Following the challenges issued by Lord Macdonald at the launch of *The Future of Aviation*, a summit meeting was held in February 2001 at which the Minister and senior industry representatives agreed arrangements for monitoring UK airlines' and airports' performance on passenger rights and also strengthened procedures for handling passenger complaints. The situation will be reviewed at a follow-up meeting in 2002.

Airports

6.114 The review of airport competition announced by the Chancellor in the 1999 Budget reported in November 2000. The Government concluded that there was scope to modify the economic regulatory regime to improve the incentives for airport operators to invest in enhanced capacity (where appropriate) and improved quality of service. It took the view that capacity constraints meant that there were insufficient potential competition gains from separating the ownership of the BAA London airports to justify pursuing the issue further at this

time. And it undertook to work in Europe to establish a transparent market in take-off and landing slots, entailing the auctioning of new and pool slots and the legitimisation of secondary trading in slots between air carriers. These conclusions are set out at greater length in *The Future of Aviation*.

6.115 In December 2000 we received the planning inspector's report on the proposed fifth terminal at Heathrow airport. The Secretary of State's decision on this case will be issued as soon as possible after full and careful consideration of the inspector's report.

6.116 In line with the undertaking in *A New Deal for Transport*, the 27 biggest passenger airports in England and Wales have established airport transport forums and developed airport surface access strategies to reduce the proportion of passengers and staff travelling to and from airports by private car. These strategies fed into the local transport plans prepared by local authorities in summer 2000.

International aviation

6.117 We have continued to press other countries to remove or reduce restrictions on international air services. We have reached a number of bilateral agreements that will enable airlines to serve the market more effectively, increase consumer choice and remove barriers to cheaper fares. We continue to seek a liberal deal with the USA that would open up the largest aviation market in the world to UK airlines.

6.118 In the EU we have continued to develop aviation policy, focusing on three key issues:

- cutting delays by improving the institutional framework, regulation and provision of air traffic control across Europe;
- establishing a new organisation to raise and harmonise safety standards; and
- extending passenger rights to ensure that consumers get a fair deal.

6.119 Further information on air traffic control issues and the Civil Aviation Authority is in Chapter 7 and on aviation safety in Chapter 13.

SHIPPING AND PORTS

6.120 We are determined to maximise the vital economic contribution that shipping and ports make to our prosperity. We work to minimise the effect of pollution from ships. We are also determined to improve safety for all of us who go to sea, whether as passengers or workers, as set out in Chapter 13.

Shipping

6.121 Following publication of *British Shipping: Charting a New Course* in December 1998, we are taking forward the paper's 33 action points through the shipping task force. The Government agreed one of the main recommendations – to introduce a tonnage tax regime – and implemented this in the Finance Act 2000.

6.122 We are also committed to long-term funding of the maritime training (SMarT) scheme. The scheme meets forecasted demand in key training categories and maintains the real value of SMarT grants. SMarT funded 480 new cadets in 1999–00, and paid out grants to train junior officers and ratings. In order to maintain their real value we increased the level of SMarT grants for 2000–01 in line with HM Treasury's gross domestic product deflator (2.5 per cent).

Ports

6.123 We published a policy paper, *Modern Ports: A UK Policy*, in November 2000. As the first comprehensive policy statement on ports for many years, it expresses our commitment to creating successful, safe and sustainable ports that are fully integrated into the transport system. We intend to:

- support the role of UK ports in maintaining UK and regional competitiveness;
- develop and encourage the use of nationally agreed high safety standards in docks and harbour waters;
- promote the best environmental practice for port development and port operations;
- build on the integrated approach to transport detailed in *Transport 2010: The 10 Year Plan* which recognised the importance of port hubs.

6.124 We will seek to build on the many sound and well-established working relationships with the ports industry, users and other interests. *Modern Ports* sets out over 30 specific initiatives which are being taken forward. These include national standards and good practice for port management and port operations; training and the recognition of skills for those who work in the ports industry; and a balanced policy on development which aims to make the best use of existing and former operational land and secures high environmental standards, but supports sustainable projects for which there is a clear need. Some of the matters covered by the paper are devolved, and *Modern Ports* represents a UK policy, agreed with the devolved administrations in Scotland, Northern Ireland and Wales.

OTHER TRANSPORT PROGRAMMES

Research and development

6.125 We spent more than £40 million on transport research in 2000–01. This included research by the Highways Agency and Maritime and Coastguard Agency. It covers research to support the road safety target, to reduce the effect of transport on the environment and to promote modern, integrated transport services.

6.126 The main areas of research are:

- road safety (including vehicle safety and engineering);
- transport and the environment;
- bus and light rail services;
- integrated and local transport;
- roads and traffic;
- road-user charging;
- sustainable distribution;
- civil aviation (noise and emissions);
- transport security;

- maritime safety and pollution (the Maritime and Coastguard Agency);
- the Highways Agency research programme; and
- accessibility and social inclusion.

6.127 We have produced a draft research strategy in order to give more strategic direction to transport research. This was published during March for consultation and is available on our web site under 'integrated transport'. We have also set up a new central unit to ensure better co-ordination and cross-fertilisation on research, both within the Department and with outside bodies.

6.128 There are more details of transport research programmes at various sites on <http://www.detr.gov.uk>.

Statistics, censuses and surveys

6.129 Our spending covers data collection for the wide range of statistical information we need for transport policy analysis. Major improvements have been made during the year to both the process of reviewing transport statistics and electronic dissemination. A three-year programme of quality reviews of transport statistics, with improved user consultation, has been agreed as part of the new Government-wide national statistics requirements. The programme started with a successful review of the national travel survey, for which a major expansion is planned from 2002. The public availability of transport statistics has been greatly improved by the development of the transport statistics section of the DETR web site: www.transtat.detr.gov.uk.

Measuring and modelling

6.130 Transport modelling is an important tool for assessing integrated transport policies, proposals and projects. Crucially, it allows us to consider the consequences of an action before we take it. We have extensively modified the national road traffic forecasts model. It now operates within a 'generalised cost' framework, which combines time and money costs into a single measure of overall costs, via estimates of the value different users place on time savings. It now also reflects a wider range of policy measures in the white paper *A New Deal for Transport: Better for Everyone*. We have added a module that can forecast emissions of key pollutants

Figure 6k Other transport programmes

£ million

RfR section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
2G Research and support for roads and local transport	17	20	26	38	34	30
2G Statistics, censuses and surveys	5	9	7	8	8	7
2G/R Grants, services and consultancies for roads and local transport ¹	1	2	21	17	24	27
2G Public safety publicity	7	8	12	13	14	14
2G/R Promoting green travel plans			4	4	4	4
2G Travel awareness campaign		3	4	4	4	4
2E Transport security	2	2	2	2	2	2
2E Royal travel	12	9	7	10	10	10

1 Provision contained within Section 2R is for payments to local authorities whilst that within Section 2G is for other expenditure on these respective programmes.

from road vehicles. We have also given the model capabilities for more detailed forecasting of travel other than by car. And it now builds on forecasts of trip-making at a detailed geographical level.

Trans-European network payments

6.131 We handle EU funding for the trans-European network (TEN) transport projects. We expect to receive about £28 million for 2000–01. Some £15 million of that will fund earlier awards, and £12.6 million of the total is the first payment for schemes funded in 2000. About 95 per cent goes to Union Railways Ltd for the Channel Tunnel rail link, and Railtrack plc for the upgrade of the West Coast main line. The rest is for airports and highways. We estimate the level of receipts for 2001–02 at £38 million.

Royal travel by rail and air

6.132 We provide an annual grant-in-aid to the Royal Household to meet the cost of official royal travel by air and rail. The 2000–01 grant-in-aid was £7.3 million, down by 62 per cent from the 1997–98 grant-in-aid of £19.4 million. Further details are provided in the annual report on the grant-in-aid prepared by the Royal Household.

PUBLICITY AND ADVERTISING

Are you doing your bit?

6.133 Transport's effects on air quality and health are a central message of the national *Are you doing your bit?* awareness campaign (see paragraphs 4.153–4.156). A major campaign objective in 2000 was to raise awareness of alternatives to the car, particularly for short journeys. We contributed £5 million in 2000–01 towards the campaign, and will contribute £4 million a year for the next three years.

6.134 Road safety publicity is covered in Chapter 13.

COMMISSION FOR INTEGRATED TRANSPORT

6.135 The Commission for Integrated Transport (CfIT) monitors and provides independent advice on the implementation of our integrated transport policy.

6.136 In 2000–01 its plenary group has met 5 times, supported by 20 meetings of its working groups.

Figure 6l Commission for Integrated Transport: grant-in-aid

£ 000

RfR section	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
2G Commission for Integrated Transport	250	723	1,500	1,500	1,500

6.137 The commission has formally advised the Government on:

- benchmarking European best practice;
- public attitudes to transport in England;
- improved physical integration;
- public subsidy for the bus industry (interim report);

and is currently doing further work on public subsidy for the bus industry as well as working on monitoring of the *10 Year Plan*, rural transport issues, European benchmarking, rail freight, a study on the comparative environmental impacts of short haul aviation and rail and a repeat of last year's public attitude survey.

6.138 It also provided valuable input to the preparation of *Transport 2010: The 10 Year Plan*.

6.139 Its MORI survey on public attitudes to transport gave us a very useful overview. It reinforced the fact that people regard the quality of public transport as one of the most important issues today. CfIT plans to repeat the survey in 2001.

6.140 The Motorists' Forum has held four plenary meetings with DETR and Home Office Ministers and, involving a range of other bodies through its working groups, has advised us on issues such as:

- road safety;
- the technological options for tackling pollution and climate change;
- the public acceptability of schemes for improving safety, congestion and pollution such as roadside emissions testing, designated lanes and intelligent speed adaptation; and
- fuel duty and the fuel protest.

ROAD HAULAGE FORUM

6.141 Government sponsorship of the road haulage industry is conducted through the Road Haulage

Forum. The forum was set up after the 1999 Budget and has met regularly since.

6.142 The forum has been very valuable in enabling Ministers from DETR, DTI and HM Treasury to meet senior industry and trade union representatives for informed discussions on the issues affecting UK hauliers. The forum played an important role in maintaining a constructive dialogue with the parties during the protests about the price of fuel in September 2000. The Chancellor of the Exchequer's pre-Budget report (PBR) in November 2000, which built on the measures in Budget 2000 to boost haulier competitiveness by substantially reducing VED for heavy goods vehicles, showed the value of the forum's work. The Government intends that the forum should continue to contribute to the formulation of policy on road haulage.

6.143 In light of the PBR proposals we have revised the structure for the forum sub-groups. Alongside the existing enforcement and working time sub-groups and the digital tachograph project group, we have now established best practice and training sub-groups and a vehicle excise duty and vignette project group. The first meetings of these new groups took place in December 2000 and January 2001. The work of these new groups informed Government decision-taking in the run-up to the 2001 Budget.

For further information please contact David Elbourne on 020 7944 5059; e-mail david_elbourne@detr.gsi.gov.uk

Or visit our web site at www.detr.gov.uk/itwp

Other useful web sites include

Commission for Integrated Transport (CfIT)
www.cfit.gov.uk

Greater London Authority
www.london.gov.uk

Highways Agency
www.highways.gov.uk

*Summary of the Department's Aim,
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1

The Department's Role in Joined-Up Government

2

Delivering Better Public Services: Progress

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Protecting and Improving the Environment

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The Opportunity of a Decent Home

5

Integrated Transport for Everyone

6

Transport Regulation

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Countryside and Wildlife

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Sustainable Planning

9

CHAPTER 7

Transport Regulation

Highlights and Achievements

- The modernisation process has made further progress, with the Driver, Vehicle and Operator (DVO) group delivering its programme plan for joined-up service delivery improvements and a supporting ICT investment strategy.
- We further reduced evasion of vehicle excise duty (VED), resulting in £17 million of additional revenue for the Exchequer.
- The volume of traffic in UK airspace in 1999–00 increased by 6 per cent (to nearly 2 million flights). At the same time, the Civil Aviation Authority (CAA) measured a fall in air accident rates over the last three years. This is particularly notable for public transport fatal accident rates, which remain at a very low level.
- National Air Traffic Services' (NATS) charges to users fell by 4.9 per cent, resulting in a new record low. It is the fifth consecutive year NATS has reduced charges.
- NATS also achieved a 23 per cent reduction in total delays in 2000, despite handling more flights than ever before. This compares with an increase in delays for Europe of 24 per cent.

Objective

7.1 The departmental objective for transport regulation is to deliver regulatory, enforcement and other transport services to the public and industry, and to collect taxes efficiently and fairly. The activities discussed below also support other key objectives, including protecting the environment

(Chapter 4), promoting integrated transport services (Chapter 6) and health and safety (Chapter 13).

7.2 This chapter covers the work of the Driver and Vehicle Licensing Agency (DVLA), the Vehicle Inspectorate (VI), the Driving Standards Agency (DSA), the Vehicle Certification Agency (VCA), the Traffic Area Network (TAN) and the Civil Aviation Authority (CAA). The work of the Maritime and Coastguard Agency (MCA) and the safety regulation work carried out by the CAA is reported in Chapter 13, because it relates more directly to the Department's objective on health and safety.

PSA Targets

7.3 The DVLA was set two public service agreement (PSA) targets in the 1998 comprehensive spending review.

- Achieve overall efficiency gains of 2.5, 2.6 and 2.5 per cent over the three years 1998–01 as measured by the comprehensive agency-wide efficiency index.

Progress: The target was exceeded in 1998–99 and 1999–00, and is on course to be met this year.

- Recover at least £290 for every £100 spent over the next three years on vehicle excise duty (VED) enforcement, adjusted annually to take account of any subsequent alterations to VED rates.

Progress: The target was met in 1998–99, exceeded in 1999–00, and is on course to be met this year.

Sustainable Development and Other Key Indicators

7.4 The following headline indicator in the UK sustainable development strategy is relevant to DVLA.

- **Continue to reduce our emissions of greenhouse gases now, and plan for greater reductions in the longer term.**

Progress: A package of changes from March 2001 will encourage the use of smaller, cleaner, more fuel-efficient cars. Vehicle duty will be determined by engine size and, for new cars, by the level of CO₂ emissions and fuel type.

Means of Delivery

7.5 The Driver, Vehicle and Operator Group (DVO) carries out the regulation of vehicles and drivers. It consists of the DVLA, the DSA, the VI and the VCA, along with TAN. Their work also contributes significantly to our safety objective, which is described in Chapter 13, along with the work of the Maritime and Coastguard Agency.

7.6 The Civil Aviation Authority provides safety regulation for aviation (see Chapter 13), as well as economic and consumer regulation relating to aviation.

Programme of Work

DRIVER, VEHICLE AND OPERATOR GROUP

7.7 The DVO was established to modernise and improve the co-ordination of services provided by four executive agencies – DSA, DVLA, VCA and VI – and TAN. A strategy board and task force set and drive the agenda for change across the group. The DVO group's effectiveness is currently being evaluated

7.8 During the year the DVO board agreed an IT strategy for the group and an action plan to deliver

improvements in 10 key areas. Key early outputs have been:

- linked web sites;
- improved telephone accessibility;
- producing a video and guide for new drivers; and
- identifying over 70 cross-agency services which could be improved to suit customer needs better.

Cross-agency groups have been set up to improve service delivery through better strategic, business, IT, human resource and estates planning, and by sharing best practice.

DRIVER AND VEHICLE LICENSING AGENCY

7.9 The DVLA supports road safety and law enforcement in Great Britain by maintaining registers of drivers and vehicles and by collecting vehicle excise duty, also known as road tax. In Northern Ireland, a separate agency, Driver and Vehicle Licensing Northern Ireland, carries out these activities.

7.10 Key features of DVLA's recent performance are as follows.

- During 2000–01, the agency expected to collect £4.9 billion in VED, £84 million from VED enforcement, and £48.8 million from the sale of vehicle registration marks.
- Measures to reduce VED evasion and encourage relicensing, particularly wheel-clamping, raised around £17 million in additional revenue for the Exchequer in 2000–01.
- DVLA achieved or exceeded 11 of its 12 Secretary of State targets in 2000–01. We are expecting a performance of 13 days on turnaround of ordinary driving licences against a target of 10 days.
- Phase one of graduated VED, linking duty to engine size, was successfully launched. In addition, a rebate scheme for HGVs was implemented as a result of changes announced in the Chancellor's pre-Budget statement.

- Progress was made on e-government through development of automated first registration and licensing, fleet relicensing, piloting of telephone relicensing, receipt of customer enquiries by e-mail, establishment of additional channels for relicensing with the Post Office and placement of forms on our web site which can be downloaded for completion by customers.
- The European Vehicle and Driving Licence Information System (EUCARIS) treaty was signed, enabling the electronic exchange of information between participating countries in order to fight theft and fraud.
- Funding secured from the Treasury's Invest to Save Budget has enabled DVLA to run two pilot schemes. One involves working with the Passport Agency to improve customer service and the accuracy of records. The other seeks to reduce fraudulent use of vehicle information and use electronic links with insurance companies to improve road safety.
- Work began on the development of smart tachographs in response to an EU directive and the choice of the agency as the issuing authority of these for Great Britain. The digital tachographs will enable electronic capture of information on a smartcard about a vehicle's use – for example, driving hours, rest periods and speeds.

7.11 In the coming year, we will:

- introduce the second phase of graduated VED, linking duty to carbon dioxide emissions;
- extend the reduced rate of VED to include vehicles with an engine capacity of 1500cc, subject to consultation;
- introduce a new number plate format;
- continue to make a contribution to vehicle crime reduction action team initiatives through, for example, tightening the vehicle registration system and regulating the supply of number plates;

- launch a national network of mobile automatic number plate reader systems in summer 2001, improving the detection of unlicensed vehicles;
- develop telephone and electronic licensing in order to extend this service to a wider range of corporate customers and the general public; and
- pilot the introduction of a new VED licence renewal form which will facilitate electronic transmission of data between post offices and DVLA on a daily basis.

7.12 More information about DVLA is available in its *Annual Report and Accounts 1999–00*.

DRIVING STANDARDS AGENCY

7.13 The Driving Standards Agency (DSA) promotes road safety in Great Britain by improving driving standards. It is a key contributor to the target for reducing road casualties set in the Government's road safety strategy, *Tomorrow's Roads – Safer for Everyone*.

7.14 DSA has recently begun to deliver the wider remit set out in the road safety strategy by:

- expanding the programme of pre-driver education – it will have carried out at least 1,500 presentations to schools by the end of March 2001;
- implementing developments to the motorcycle training and testing regime;
- agreeing, in co-operation with interested parties, common standards for advanced driving tuition.

7.15 DSA has also secured accreditation as an Investor in People and completed a self-assessment using the European foundation quality model (EFQM) excellence model.

7.16 The agency is on course to meet four key targets, including customer satisfaction, which has remained high despite not achieving all of our key targets. It is unlikely to meet the targets on national average waiting time for car practical tests, short-

notice cancellations of test appointments and telephone answering because of demand above planned levels and difficulties recruiting examiners of the necessary quality.

7.17 Over the next year or so, the DSA will continue to implement the Government's road safety strategy by further extending the skills examined by the theoretical driving tests and enhancing the quality of driver/rider tuition by:

- introducing the hazard perception test in autumn 2002;
- consulting on the registration of driving instructors specialising in providing training for company car drivers, and evaluating courses provided by training organisations;
- pursuing higher standards of tuition by updating the approved driving instructors (ADI) qualification regime – the consultation period ended in November 2000 and regulations are expected to be in place during 2001; and
- extending testing of bus and taxi drivers.

7.18 In addition to work on the road safety strategy DSA is:

- setting up mystery-shopper exercises to monitor the service provided to our customers; and
- expanding its web site and, over the next two years, developing trials of public booking of driving tests via the internet.

VEHICLE INSPECTORATE

7.19 The Vehicle Inspectorate plays a key role in ensuring that road vehicles are operated safely and legally, through the delivery of effective testing, training, advisory and enforcement services.

- VI has introduced major new IT-based systems for targeting likely offenders, recording the results of checks and issuing prohibitions. This allows us to target enforcement more consistently.

- We have let a contract for a computer system to deliver MOT standards information to testers electronically. It will also provide and collect vehicle test information and issue test documentation. This is a key part of the electronic vehicle licensing initiative. The new system will be rolled out in mid-2002.
- As an alternative to policing, we have provided education and advice, backed up by enforcement, to encourage compliance with the law.
- We are gathering information at annual tests, and at roadside and other checks, to identify common problems and provide information and training to help operators, drivers and mechanics meet safety and environmental requirements.
- We have focused services on customers' needs, linking up with other agencies in the DVO. For example, a telephone test-booking system was introduced which informs operators of the earliest booking dates at any VI test station.
- VI is on course to meet all seven of its key targets in 2000–01.

7.20 VI's work with UK and EU regulatory bodies has helped deliver improved targeting and road safety. VI undertakes a wide range of enforcement activities (such as checks on excise duty discs) on behalf of other agencies. It is also working with other agencies on ways of educating motorists. In the coming year, we will:

- introduce 'performance gain', a new performance measure that embraces the quality, quantity and cost of what VI does, as a key target for enforcement activities; and
- invest in a range of e-government initiatives, including an electronic records management programme which will enhance data quality for customers and improve online access.

7.21 More information about the work of the agency is given in its *1999–00 Annual Report and Effectiveness Report*.

VEHICLE CERTIFICATION AGENCY

7.22 The Vehicle Certification Agency (VCA) tests and certifies new models of vehicles and components against European safety and environmental construction standards. It also provides a service to manufacturers which wish to be certified as meeting international quality and environmental management system standards. VCA publishes the definitive data on emissions, fuel consumption and noise to help people decide what vehicle to buy and to enable in-service testing.

- VCA has introduced tougher levels of safety and environmental performance through 23 new or amended European standards on cars, trucks, off-road vehicles, motorcycles and after-market components, as well as applying some 150 existing standards and issuing over 8,000 certificates. This allows UK and other countries' manufacturers to export throughout Europe without further testing. The agency also issued over 40 certifications under their special scheme to promote certification for low-emission diesels during the year.
- We have relaunched our interactive web site, which provides details of fuel consumption for all passenger cars and is proving extremely popular with industry and the public. The most recent figures available show that 81,000 visitors to the site made over 700,000 page hits during the 3 months to December 2000.
- We brought into full operation a document management system which facilitates the electronic exchange and handling of 100 per cent of type-approval data with our customers. We are encouraging more customers to trial this method.

7.23 VCA has six key targets for 2000–01 (further information can be found in their Business Plan, see Bibliography). The agency is on course to meet five of these. Discussions are continuing with HM Treasury on the sixth target, achieving trading fund status by the end of March 2001.

7.24 For further information about the work of VCA see the *1999–00 Annual Report and Accounts*.

TRAFFIC AREA NETWORK

7.25 The Traffic Area Network licences operators of heavy goods vehicles and public service vehicles, and registers local bus services. It takes disciplinary action against drivers of heavy goods vehicles and public service vehicles where necessary. Its costs are met through operators' licence fees and bus service registration fees.

7.26 Last year we reported that TAN had begun a project to deliver re-engineered business systems and processes with new ICT systems. Delivery of the new infrastructure is well under way and the contractor is writing the software for the new systems. We intend to complete the project by spring 2001. This will enable TAN to:

- provide an easier-to-use, more efficient service to the road transport industry;
- provide a much improved service to the Traffic Commissioners in the form of better targeting of non-compliant operators; and
- increase co-operation with other enforcement agencies.

7.27 Through implementing the project, 100 per cent of TAN services should be capable of electronic delivery by 2002.

CIVIL AVIATION AUTHORITY

7.28 The Civil Aviation Authority (CAA) is the UK's independent aviation regulator, carrying out all aviation regulatory functions within a single specialist body. It currently operates as a nationalised industry, but we are reviewing its status. The CAA plays a leading role in the development of the aviation and travel industries in the UK through the safety and economic regulation of civil aviation, the regulation of UK airspace, the licensing of airlines and the air travel operators' licensing (ATOL) scheme. The CAA is split into five major parts:

- Safety Regulation Group (SRG) – licensing personnel (flight crew and air traffic controllers) and the certifying UK airlines and aircraft;

- Economic Regulation Group (ERG) – including regulation of air-fares for journeys outside the European Union, of designated airport charges and of National Air Traffic Services (NATS);
- Consumer Protection Group (CPG) – responsible for a system of protection for travellers within the scope of the ATOL regulations, and for ensuring that the requirements of legislation affecting the licensing, finances, liability and insurance of airlines are met;
- Directorate of Airspace Policy (DAP) – responsible for the allocation and use of airspace in the UK; and
- National Air Traffic Services (NATS) – providing air traffic services for aircraft flying within UK airspace, over the North Atlantic, and at many airports in the UK.

7.29 The CAA is sponsored by the Department. We work closely with the authority in drawing up and revising civil aviation legislation, and in supporting international efforts to ensure the safety of foreign-registered aircraft.

7.30 Key features of the CAA's recent performance include the following.

- Preparing for the separation of service provision from regulation, in advance of the public-private partnership for National Air Traffic Services provided for in the Transport Act 2000. The CAA has ensured that the costs incurred in the separation of the CAA and NATS have not been passed on to the aviation industry. The Act completed its passage through Parliament in November 2000.
- An increasing move towards protecting consumers purchasing holiday packages through new channels such as the Internet. The CAA's Consumer Protection Group ensured that intermediaries based in the UK were aware of and, where relevant, possessed an ATOL. The number of people who were repatriated or had their money refunded under the ATOL scheme, due to the collapse or failure of their travel organiser, dropped significantly in 2000. The number of repatriations fell from 11,622 in 1999

to 668, whilst refunds were given to fewer than 10,000 people compared to more than 24,000 in 1999.

- A decrease in the total number of flights at risk due to breaches of the required separation distance between aircraft, known as airproxes. The number of risk-bearing airproxes attributable to NATS has also fallen, despite an increased volume of traffic.
- NATS won its first new airport contract to provide air traffic control services for many years at Southampton in April 2000. NATS now provides air traffic control services to all seven airports owned by BAA plc.
- The average delay per flight for reasons attributable to NATS was reduced from 1.64 minutes in 1998–99 to 1.19 minutes in 1999–00. This was primarily caused by resectorisation (that is, achieving greater efficiency in the way in which airspace is divided up for air traffic control purposes), despite the increase in total UK air traffic.

7.31 The new centre at Swanwick in Hampshire will replace the NATS air traffic control centre at West Drayton. The first transfer of operations to Swanwick is due to take place in January 2002. As part of NATS' two-centre strategy, the Swanwick centre will be complemented by a centre at Prestwick in Ayrshire which will handle traffic over Scotland, Northern Ireland and the North Atlantic. The two centres will use the same systems, and will therefore be able to act as back-up for each other. The Prestwick centre is due to open during the period 2006–08.

7.32 Other highlights for the period ahead include:

- the part-sale of NATS, which should take place in March 2001;
- in 2001 the Consumer Protection Group will continue to explore efficiencies gained through collecting fees by direct debits and through the electronic submission of bonds;
- the CPG will also develop the ATOL and airline licensing web sites to replace hard copy documents as a means of communication with the industry.

For further information on the DVO group please contact Barbara Bay on 0117 987 3683

For further information on VI please contact Miranda Roberts on 0117 954 3233

For further information on NATS please contact Andy Tindall on 020 7944 6242

For further information on CAA please contact Teresa Vokes on 020 7944 5207

You can access our web site at www.aviation.detr.gov.uk

Other useful web sites include

Civil Aviation Authority
www.caa.co.uk

National Air Traffic Service
www.nats.co.uk

Driver and Vehicle Licensing Agency
www.dvla.gov.uk

Driving Standards Agency
www.driving-test.co.uk

Vehicle Certification Agency
www.vca.gov.uk

Vehicle Inspectorate
www.via.gov.uk

Traffic Area Network
www.tan.gov.uk

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CHAPTER 8

Countryside and Wildlife

Highlights and Achievements

- *Our Countryside: The Future, A Fair Deal for Rural England*, the rural white paper, was published jointly with the Ministry of Agriculture, Fisheries and Food (MAFF) in November 2000. It sets out the Government's agenda for:
 - giving rural communities a fair deal on services, including vital village services and transport;
 - providing affordable homes in rural areas;
 - rejuvenating market towns and rural economies;
 - preserving what makes rural England special;
 - giving local power to country towns and villages; and
 - ensuring that all policies take rural needs into account.
- The Countryside and Rights of Way Act 2000 received Royal Assent in November 2000. This major piece of legislation will:
 - give the public a new right of access to open countryside;
 - introduce an improved rights of way system;
 - strengthen the protection and management of sites of special scientific interest (SSSIs);
 - provide a statutory basis for the conservation of biological diversity;
 - provide for stronger enforcement of wildlife law; and
 - improve the management and conservation of areas of outstanding natural beauty (AONBs).
- We have classified 14 new special protection areas (SPAs) for birds and extended four existing sites. We have designated four new wetlands of international importance, including one on the island of Jersey, and extended two existing wetland sites. These new and extended sites will mean greater protection for birds and wetland species.
- We have proposed an additional 37 candidate special areas of conservation (cSACs) in England to form part of the European Union Natura 2000 network. In addition, new features of interest were proposed for a further 50 existing cSACs, whilst boundary extensions were proposed for eight of the sites already nominated.
- A detailed survey has been conducted of progress on the species and action plans established under the UK biodiversity plan; this will inform future policy on implementing the plan.
- We secured a new biodiversity information centre for the United Nations Environment Programme (UNEP) in July 2000, the first new UN agency in the UK for 50 years.
- *Souvenir Alert*, a publicity campaign, was launched to make travellers and holidaymakers aware that they should not bring back products made from endangered species. This is a joint campaign with the Worldwide Fund for Nature.

Objective

8.1 Our objective is to enhance opportunity in rural areas, improve enjoyment of the countryside and conserve and manage wildlife resources.

8.2 This chapter describes how the Department and the public bodies which it sponsors work to:

- conserve and enhance our valued rural landscapes;
- promote access for all to recreation in the countryside;
- sustain the economy and social fabric of rural England for the benefit of all;
- conserve wildlife resources both at home and overseas; and
- promote good practice in the planting and care of trees and hedges.

8.3 Our work on the countryside also supports other key objectives which are covered elsewhere in this report, including protection of the environment (Chapter 4); better housing and the promotion of social cohesion (Chapter 5); transport (Chapter 7); and regeneration (Chapter 11).

Much of the work in support of these objectives is reflected in the rural white paper.

8.4 An interdepartmental cross-cutting review of rural policy was set up as part of the spending review 2000. It agreed an overall aim and a set of objectives for the Government's rural policy, which we will have a major role in delivering.

PSA Target

8.5 Following the 1998 comprehensive spending review, our public service agreement (PSA) target was to develop better arrangements with MAFF for the joint planning of countryside and rural policies and programmes. Under this target, the two departments were to agree and establish improved planning arrangements by spring 1999, including publication of joint countryside objectives, a description of the programmes to achieve them and plans for measuring performance; and publication of a joint countryside PSA by the end of 1999, after the proposed white paper on rural issues.

Progress: The target for publishing a joint countryside PSA was deferred so that it could reflect the policies announced in the white paper *Our Countryside: The Future, A Fair Deal for Rural England*. The work on PSA targets was then taken over by the cross-cutting review of rural policy

Rural policy – aim and objectives

Overall aim

To sustain and enhance the distinctive environment, economy and social fabric of the English countryside for the benefit of all.

Objectives

1. To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas.
2. To maintain and stimulate communities and secure equitable access to services for people who live or work in the countryside.
3. To conserve and enhance rural landscapes and the diversity and abundance of wildlife (including the habitats on which it depends).
4. To increase opportunities for people to enjoy the countryside.
5. To respond effectively to rural issues by making sure central departments, local government and government agencies work closely together, and in co-operation with non-governmental bodies.

under the spending review 2000. New PSA targets have been set following the spending review 2000, which are to be met from April 2001. These are set out in Chapter 2.

Sustainable Development Headline and Other Key Indicators

8.6 One headline sustainable development indicator and several key indicators relate to the countryside and wildlife (full details of all sustainable development indicators can be found in *Quality of Life Counts*).

- **Populations of wild birds:**

In recent decades, populations of the more common farmland and woodland birds have been declining whilst populations of other birds, such as open water birds and many rare birds, like the bittern, have been stable or rising. In 1999 the average population of wild birds in the UK, and populations of farmland and woodland birds in particular, increased – the first annual increase since 1995. The upturn is welcome news, although it may be mostly due to the mild weather in the 1998–99 winter and it is too soon to tell if it represents a reverse in the decline in farmland and woodland species. We published the information bulletin *Wild Bird Population Headline Indicator for Sustainable Development and the Rare Birds Index: 1999* with the latest figures in November 2000.

- **Trends in plant diversity:**

In the period 1978–90 there were marked declines in plant diversity in unimproved grasslands and upland woods and a slight increase in diversity in heaths and bogs. We published new data from the Countryside Survey 2000 in *Accounting for Nature: Assessing Habitats in the UK Countryside* in November 2000. This report provides a comprehensive update on changes in plant diversity in the British countryside from 1990 to 1998. The updated indicator shows that plant diversity was relatively stable in upland vegetation and woods, but diversity declined in unimproved and improved grasslands. The changes are

associated with agricultural intensification, management of field boundaries and atmospheric pollution.

- **Biodiversity action plans:**

The UK Biodiversity Group completed the publication of 436 species and habitat action plans in 1999. A new indicator of progress towards achievement of species and habitats targets was published in *Sustaining the Variety of Life: Five Years of the Biodiversity Action Plan*. Over half of the plans (54 per cent) showed progress towards their targets, and 33 priority species and five priority habitats are showing signs of recovery.

- **Landscape features – hedges, stone walls and ponds:**

We published new data from the Countryside Survey 2000 on changes in landscape features in *Accounting for Nature: Assessing Habitats in the UK Countryside* in November 2000. The declines in the total length of hedges and walls reported for the 1980s in Great Britain have generally halted, and in the case of hedges in England and Wales there is some evidence that losses in the early 1990s have been reversed. There was a net increase of 6 per cent in lowland ponds between 1990 and 1998.

- **Extent and management of SSSIs:**

English Nature notified 42 SSSIs covering 50,530 hectares this year. This brings the total area of land in England that is protected by notification to 1,095,767 hectares. The majority (around 70 per cent) of SSSIs are in good condition (in favourable management or recovering). We will develop an indicator in relation to the assessment of the condition of SSSIs (taking account of the assessments which English Nature make of the condition of each of the key features on a site). This will allow consideration of year-on-year trends.

- **Native species at risk:**

This is a contextual indicator that provides a broad-brush measure of the extent and status of biodiversity in Great Britain and permits comparison with other countries. The indicator is expected to change only slowly as a result of new scientific knowledge. No new data are available.

Means of Delivery

8.7 We achieve our objectives through a mix of:

- legislation (including European legislation);
- regulation and guidance;
- grants and other forms of financial assistance;
- partnerships with other organisations in both the public and private sectors; and
- international conventions and co-operation.

8.8 In England we work through the Countryside Agency, English Nature, the national park authorities, the Broads Authority and the National Forest Company, as well as a number of other organisations and working groups. We seek to

co-operate with the many voluntary sector conservation bodies. We also carry out research and publicity work.

8.9 We have developed particularly close working procedures with MAFF, leading to the jointly developed rural development plan for England for 2000–06. This is part of the new framework for integrating the social, economic and environmental measures of the European common agricultural policy introduced as part of the EU's Agenda 2000 reforms. Though focused on farming, the rural development plan has a broader scope and is an important step towards developing a more integrated rural policy.

Programme of Work

8.10 Figure 8a outlines our expenditure programmes. Implementation of our main policies is explained in greater detail below.

Figure 8a Countryside and wildlife expenditure

£ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
1F Countryside Agency	–	48.8	55.4	74.6	88.7	93.4
1F/T Countryside Commission	24.9 ¹	–	–	–	–	–
1F/T English Nature	38.7 ¹	46.3	50.0	58.0	61.3	64.6
1F National parks and Broads Authority ¹	17.4	19.7	19.8	20.9	23.4	27.4
Regional development agencies (for rural regeneration)	–	–	19.1	22.1	22.1	22.1
1L National Forest Company	2.5	3.2	3.3	3.5	3.7	3.8
1F/T Rural Development Commission	33.1	2.9	0.7	–	–	–
1F Support for rural transport ²	2.3	3.6	4.0	10.0	17.0	20.0
1F NCC pensions	1.3	1.3	1.4	1.4	1.4	1.4
1F Payments to international organisations ³	–	0.8	1.0 ⁴	0.9	0.9	0.9
1F Countryside research	1.3	1.5	2.1	2.4 ⁵	2.2 ⁵	2.2 ⁵
1F Countryside publicity	0.2	0.3	0.4	0.5	0.5	0.5
1F Wildlife Inspectorate	0.1	0.1	0.1	0.1	0.1	0.1
Total	121.8	128.5	157.2	194.2	221.1	236.2
Central Government's own expenditure						
Voted in Estimates (RfR 1)	104.4	107.9	137.3	173.3	197.7	208.8
Central Government's grants to local authorities						
Voted in Estimates (RfR 1)	17.4	19.7	19.8	20.9	23.4	27.4

1 Figures are expressed in cash terms, not resource.

2 Includes rural transport development fund and rural transport partnership that were administered by the Rural Development Commission until the end of 1998–99. Administration of these grants became the responsibility of the Countryside Agency from 1999–00.

3 These resources were allocated under Vote 3 up to and including financial year 1999–00 (they can be seen in Figure 4a).

4 This figure includes £0.160 million as a one-off additional payment of an IUCN subscription.

5 Includes provision for funding the national biodiversity network.

THE RURAL WHITE PAPER

8.11 *Our Countryside: The Future, A Fair Deal for Rural England*, the rural white paper, was published in November 2000. Produced jointly by DETR and MAFF, it followed a consultation paper, *Discussion Document on Rural England*, which posed questions on wide range of rural issues. Some 800 responses were received. A series of regional seminars was also held to collect views.

8.12 The white paper represents a new commitment to rural communities and the countryside, and sets out the Government's vision for a living, working, protected and vibrant countryside in which everyone can enjoy a high quality of life. Major themes include giving a fair deal on rural services; providing more affordable homes and better transport, and tackling the causes of social exclusion; creating diverse and successful rural economies which help farmers and rural businesses exploit new opportunities; and ensuring strong protection for the countryside – its landscape, wildlife and resources – with access for all.

COUNTRYSIDE CONSERVATION, RURAL DEVELOPMENT AND ENJOYMENT OF THE COUNTRYSIDE

8.13 Strong rural economies with employment opportunities, good access to services and attractive and safe surroundings are vital to people's quality of life. We believe that development must be sustainable, recognising and retaining the special natural, cultural and archaeological characteristics of our countryside. At the same time, we aim to conserve and enhance our valued landscapes. We also want to promote recreation in the countryside.

The Countryside Agency

8.14 The Countryside Agency is responsible for implementing many of our policies for rural areas, in particular those under the rural white paper and Countryside Rights of Way Act. It published *The State of the Countryside 2000*, the second of a series of annual reports, in April 2000. In January 2001 it published its strategy *Towards Tomorrow's Countryside*. In 2000–01 it expanded the number of rural transport partnerships across England to 71, and also supported 250 projects under the rural

Figure 8b Countryside Agency: expenditure by activity

£ million

Programme areas	1999–00 outturn	2000–01 estimated outturn
Land management	1.9	2.1
Enterprise	0.8	2.1
Craft training workshops	0.8	0.9
Land-use planning and regional strategies	1.1	1.1
Housing	0.6	0.8
Transport	3.6	5.3
Nationally protected countryside/new national parks	5.7	6.6
Countryside around towns	4.6	4.7
Social exclusion	1.2	1.3
Services	2.1	1.3
Community action	5.1	4.8
Local heritage initiative	0.4	0.4
Recreation and tourism	0.5	0.6
Access to land	3.7	4.0
National trails	2.6	2.8
Access to open countryside	1.3	2.3
Millennium greens	0.9	0.3
Healthy walking	0.3	0.4
Research/rural proofing	1.1	1.1
Administration and making the agency work better	10.5	10.7
Total	48.8	53.6¹

¹ Includes £1.8 million to be carried forward to future years.

transport development fund. The agency made 249 agreements with local communities to create local green spaces, with 165 millennium greens completed to date, and enabled 200 shops to benefit from the village shop development scheme to improve and sustain the viability of local shops. It also launched 'Eat the View', a campaign promoting the link between local products and local countryside; and launched and promoted *Planning Tomorrow's Countryside* to encourage positive planning policies and decisions that better reflect rural needs and concerns.

Rural development and communities: regional development agencies and Rural Development Commission

8.15 From April 1999, the eight regional development agencies (RDAs) outside London took on responsibility for rural regeneration from the Rural Development Commission (RDC). They operate a ring-fenced programme which is the main policy aimed wholly at rural regeneration. It remains focused on priority areas. Further details of rural programme funding and the total RDA funding is shown in Figure 11a.

8.16 The RDC was wound up in July 2000. Figures 8d and 8e summarise the RDC's expenditure from 1996–97 until its abolition, and its rural regeneration outputs until 1998–99 (its final operating year).

Conserving our landscapes

8.17 The Countryside Agency has begun the process of designating national parks in the New Forest and the South Downs. In October it launched a consultation paper on the proposed boundary for the New Forest. The agency will develop an integrated approach to rural development in the Forest of Dean area with a specially funded package of measures such as a cultural landscape plan, a community initiative programme and the encouragement of partnership working. During 1999–00 it conducted a programme of land management initiatives across contrasting landscapes and farming situations to test and demonstrate how rural land management and farming systems can respond to changing demands on agriculture in ways that will maintain both thriving rural economies and a healthy and attractive environment.

Figure 8c Countryside Agency: outputs¹

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
1. Countryside management services supported	85	80	80
2. Increase in length of national trails (kms)	175	300	0 ³
3. Number of development cases assessed/advised	31	35	36
4. Highway authorities updating definitive maps	19	18	18
5. Percentage of grant-in-aid paid as grant to others	51	56	57
6. Country-wide action (£ million) ²	8.0	8.0	8.2

1 Before the creation of the Countryside Agency on 1 April 1999, the Countryside Commission was responsible for items 1–5 and the Rural Development Commission was responsible for item 6.

2 Includes various initiatives/organisations grant-aided, such as rural community councils, action with communities in rural England, National Council for Voluntary Organisations, village shop development scheme, village hall grant/loan scheme, rural transport and rural housing enablers scheme.

3 Excludes proposals for 227 km extension of national trail submitted to the Secretary of State for approval.

Figure 8d Rural Development Commission expenditure

£ million

Rural Development Commission	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 outturn
Rural Development Commission	39.0	38.3	33.1	2.9 ¹	0.683 ²

1 In addition, a transfer of £8.420 million was made to the principal civil service pension scheme (PCSPS) to cover the transfer of liabilities of the active members of the Development Commission pension scheme into the PCSPS.

2 In addition, a transfer of £20.152 million was made to the PCSPS to cover pension liabilities of the deferred and current pensioners of the Development Commission pension scheme.

Figure 8e Rural Development Commission: key activities and performance up to final operating year

	1996-97 outturn	1997-98 outturn	1998-99 outturn
Total job opportunities created	3,818	4,375	7,585
Country-wide action (£ million)	5.7	5.5	8.0
Village shops: number of grants and advice given	564	675	1,037
Transport projects and partnerships created	108	153	187

Figure 8f National parks grant and Broads Authority grant 1998-02

£ million

Authority	1998-99 outturn	1999-00 outturn ¹	2000-01 estimated outturn ²	2001-02 plans
Dartmoor	1.94	2.16	2.22	2.34
Exmoor	1.61	1.83	1.86	1.94
Lake District	2.84	3.20	3.27	3.48
Northumberland	1.18	1.42	1.39	1.45
North York Moors	2.18	2.56	2.48	2.67
Peak District	4.06	4.45	4.55	4.67
Yorkshire Dales	2.10	2.34	2.42	2.58
Total national parks grant	15.91	17.96	18.19	19.13
Broads	1.50	1.72	1.79	1.81
Total	17.41	19.68	19.98	20.94

1 Includes £0.5 million additional fund and £0.4 million extra in-year.
2 Includes £0.5 million additional fund and £0.2 million in-year.

8.18 The Countryside and Rights of Way Act introduced new measures to strengthen the conservation and management of areas of outstanding natural beauty (AONBs) in partnership with local authorities. It provides the option of creating statutory conservation boards to manage particular AONBs, and it requires management plans to be drawn up for all AONBs in future. Ministers also confirmed that for planning purposes the landscape qualities of national parks and AONBs are equivalent, and the land-use planning system should give equivalent protection to both.

8.19 The Council of Europe European Landscape Convention has been drawn up to ensure the protection, management and planning of landscapes across Europe through general principles, operational measures and international co-operation. It covers all landscapes of whatever quality, rural and urban, built and natural. DETR is working with other departments and the statutory

environment and heritage agencies to prepare a regulatory impact assessment to look closely at the practical implications of the convention.

National parks and Broads authorities

8.20 We give grants to the national park authorities in England and the Broads Authority, which are responsible for conserving and enhancing the national parks and the Norfolk and Suffolk Broads, and promoting people's understanding and enjoyment of these areas. They also have a duty to take full account of the economic and social needs of local communities in fulfilling their purposes.

8.21 In addition to a central Government grant, the national park authorities and Broads Authority receive contributions from local authorities within the area of a park. This is based on a third of the grant, and the local authority levy is reimbursed from the central Government grant to the local authorities.

Figure 8g National parks: output measures

	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans
Areas of park managed in line with conservation objectives (hectares)	490,571	503,141	529,789	618,500	633,944
Number of visitor days annually (million)	74.4	74.5	75.0	74.5	74.5
Visitors to NPA-operated centres (million)	3.3	3.4	3.4	3.4	3.4
Total area of land open to public access (hectares) ¹	207,729	212,805	253,368	253,129	253,063
Number of individuals participating in NPA group events/talks	111,099	106,740	99,682	88,568	84,725
Percentage of public rights of way network easy to use by members of the public ²	87.4	89.4	89.4	88.6	89.7
Household planning applications decided within eight weeks (per cent)	63.2	72.6	73.1	74.4	74.5

1 Minor changes from previously published figures reflects the availability of more accurate data.

2 National park authorities aim to ensure public rights of way are maintained in good repair, and are safe and free from obstruction.

Recreation and access to the countryside

8.22 The Countryside and Rights of Way Act 2000 provides for mountain, moor, heath, down and common land to be open to all for quiet recreation once mapping of these areas is complete. This is a major step in opening access to the countryside. In addition, the Act modernises the rights of way system to bring benefits to both users and land managers. Local highway authorities will be required to draw up rights of way improvement plans, and it will be easier to ensure that obstructions are removed. There will be a new category of highway for all traffic except motor vehicles; new powers to divert or close rights of way; provisions to help disabled people; and a cut-off date of 2026 for claims for recording historic rights of way.

8.23 To provide advice on rights of way and access to the countryside at a national level, the Countryside Agency has established a national countryside access forum. Advice at the local level will be provided by the statutory local countryside access forums that will be set up by local authorities with advice from the agency. The Countryside Agency has started work on the Cotswold Way and formally submitted proposals to the Secretary of State for the northern extension to the Pennine Bridleway.

8.24 A contract has been awarded to a consortium led by the University of Brighton to undertake research into access to water for sport and recreation. The study will help to establish the facts

about participation, and provide information about the availability of water space. It will also provide information on the effectiveness of current arrangements for meeting demand for different types of water-based sport and recreation, and the scale and nature of potential demand.

WILDLIFE PROTECTION IN ENGLAND

8.25 The protection of wildlife is an essential part of our sustainable development agenda.

English Nature

8.26 English Nature (EN) is the Government's main statutory adviser on nature conservation in England. It is responsible for implementing many of our policies, including the designation and maintenance of sites of special scientific interest (SSSIs) and national nature reserves which are selected because of their wildlife and geological interest.

8.27 During the year EN has:

- 'notified' (designated) 42 SSSIs, 27 of which were new and 15 were extensions of previously notified sites – the new and extended SSSIs include 24 candidate special areas of conservation proposed for the Natura 2000 network (see below), which need SSSIs status to give them the required protection;

Figure 8h English Nature: expenditure

£ million

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Programme¹						
Special sites	18.1	22.8	23.3	27.6	30.2	32.2
Beyond special sites	2.0	3.0	4.3	5.4	5.6	6.0
Influence policy change for wildlife gain	2.3	2.2	2.6	3.1	3.2	3.3
Increasing support and understanding	2.1	2.6	2.7	3.0	3.1	3.2
Strengthening our science support and understanding	2.5	2.6	3.4	4.3	4.4	4.5
Other expenditure						
Modernising English Nature	8.4	9.2	10.7	10.8	11.0	11.3
JNCC	2.2	2.3	2.4	2.7	2.8	2.8
Pensions	2.0	2.5	1.7	1.8	1.7	2.0
Other income (where not netted above)	-0.9	-0.9	-1.1	-0.7	-0.7	-0.7
Total expenditure	38.7²	46.3	50.0	58.0	61.3	64.6

1 English Nature's seven business areas have been revised and are now shown as six programme areas as set out in their Corporate Plan 2000-04.
 2 These figures are in cash terms.

- identified and completed consultation on the new candidate Natura 2000 sites in England, which involved consultation with some 20,000 individuals and organisations; and
- worked closely with the Department on the planning and parliamentary stages of the Countryside and Rights of Way Bill.

SSSIs and other designated areas of national and local interest

8.28 SSSIs safeguard England's finest wildlife and geology. The Countryside and Rights of Way Act 2000 significantly improves protection for sites of special scientific interest (SSSIs). It gives English Nature power to refuse consent for damaging operations, subject to a right of appeal. It also gives English Nature tools to develop management schemes for SSSIs so that it can ensure the appropriate management of the sites, and English Nature will in future be able to serve notices requiring action where a site is not being adequately conserved. Public bodies also have a new duty to conserve and enhance SSSIs, particularly when carrying out or authorising operations which affect the special features of an SSSI, whether they own the land or not.

8.29 We have also consulted on new guidance for English Nature and for owners and occupiers of

SSSIs. *Building Positive Partnerships* explains how we expect English Nature to implement the Act's provisions. This includes producing guidance on the operation of local site systems, which English Nature published as *SSSIs: Encouraging Positive Partnerships*; and research in 2001 on preventing damage to designated areas, for example through planning permission, including funding for positive management.

8.30 SSSIs are complemented by other designated areas of national and local importance. In October 1999 we set up a group to look at the identification, protection and management of wildlife sites. The group reported this year and we will be acting on their recommendations.

Sites of European and international interest

8.31 Under the EU habitats directive, all member states are required to put forward candidate sites for the Natura 2000 network of special areas of conservation – sites of European importance. In England, we originally submitted 148 candidate sites out of a UK total contribution of 340 sites. The European Commission later asked member states to submit additional sites. In January 2001 we put forward an additional 37 special areas of conservation in England, and also proposed that additional habitats and species should be notified as of interest on 58 existing candidate special areas of conservation.

Figure 8i English Nature: performance

	1998-99 outturn	1999-00 target	1999-00 outturn	2000-01 target	2000-01 outturn	2001-02 target	2002-03 target	2003-04 target
National nature reserves								
Percentage of interest features in good condition ¹	Target not set in this format	Target not set in this format	88	90	90 ²	92	95	95
Percentage contributing to BAP targets	Target not set in this format	Target not set in this format	Target not set in this format	Establish programme	Target met	60	80	95
SSSIs								
Percentage of terrestrial SSSIs in good condition ¹	Target not set in this format	Target not set in this format	Target not set in this format	65	70 ³	65	70	75
Biodiversity								
Percentage of BAP and priority species where decline has been halted or reversed and English Nature is the lead partner	Target not set in this format	Target not set in this format	35	60	25 ⁴	80 ⁴	90 ⁴	90 ⁴
International sites								
Ramsar/special protection areas submissions to DETR	3	5	12	10	5 ⁵	Complete designation of all terrestrial sites	Footnote refers ⁶	-
Special areas of conservation submissions to DETR	Target exceeded (Orton Pit submitted)	Submit sites to EC moderation meeting	Target met	Substantial submission of sites to the EC	Target met	Complete submission of all terrestrial cSACS	Footnote refers ⁶	-

- 1 The term 'good condition' includes sites in favourable condition and sites that are in unfavourable condition but recovering.
- 2 This is an estimated figure. The actual figures will not be available until August 2001. Of the 90 per cent of interest features in good condition, 75 per cent are in favourable condition and 15 per cent are in unfavourable condition but improving. Timescales to achieve favourable condition are dependent on the habitat and species involved.
- 3 Current estimates indicate that about 70 per cent of SSSIs are in good condition, of which 56 per cent are in favourable condition and 15 per cent are in unfavourable condition but recovering.
- 4 The list of BAP and priority species has been extended and the criteria for noting success made more rigorous, to include a minimum of three years' evidence. The targets for 2000-04 will have to be amended to reflect this change.
- 5 A number of sites scheduled for submission in 2000-01 were actually submitted ahead of schedule in late 1999-00. The target for 2000-01 (set in 1999) was not reduced to reflect this. Overall we are still ahead of schedule in submitting sites.
- 6 From 2002-03 we will start to report on the selection of marine special protection areas (SPAs) and on the condition of designated terrestrial sites.

8.32 Following a UK court judgement in 1999, which ruled that the habitats directive applies beyond territorial waters to the 200-mile band within which the UK exercise sovereign rights, the UK is in the process of putting in place legislation that extends the UK implementation of the directive (the 1994 Habitats Regulations apply only up to the 12 mile limit of territorial waters). 'Marine' regulations will be issued for public consultation early in 2001. In July 2000 the UK

Government also commissioned the Joint Nature Conservation Committee to provide it with information on possible new special areas of conservation and special protection areas for birds within this extended zone.

8.33 During the year we classified 14 special protection areas under the EU birds directive and listed four UK sites under the Ramsar Convention on wetlands of international importance, especially

as waterfowl habitats (including one in the UK Crown Dependency of Jersey). In addition, in November 2000 we published a statement setting out the Government's policies for the protection and management of Ramsar sites in England.

UK biodiversity action plan

8.34 Special sites alone are not enough to sustain England's biodiversity. The UK biodiversity action plan (BAP) is a cornerstone of our work beyond designated sites. English Nature leads on the implementation of 92 species action plans and 15 habitat action plans, and gives advice on a further 216 species action plans and 26 habitat action plans in England. The Department supplied additional funds to speed up progress towards species action plan targets, and EN now has programmes for 84 per cent of species action plans where it is the lead partner. During 2000, EN launched a biodiversity grant scheme to support individuals and small groups doing BAP work, as well as traditional conservationists. The scheme has been well received, with 70 awards made for various projects.

8.35 The UK Biodiversity Group, which we chair, published *Sustaining the Variety of Life: Five Years of the UK Biodiversity Action Plan*, its first five-yearly report on progress on the UK BAP. The report shows good progress with many of the species and habitat action plans, but significant barriers to some remain. It also makes recommendations on the future direction and progress the UK BAP should take. We will publish the Government's response to the recommendations by summer 2001.

Other measures to promote biodiversity in England

8.36 The Countryside and Rights of Way Act provides statutory backing for the first time for biodiversity conservation in England and Wales. The Secretary of State for the Environment has a duty to maintain lists of threatened species or habitats, and to promote conservation, restoration and enhancement. All Government departments now have a duty to have regard to the conservation of biodiversity in carrying out their responsibilities.

8.37 To ensure that wildlife sites do not exist only as isolated islands but are part of wider functioning ecosystems, English Nature has introduced the 'lifescape' concept. The lifescape approach aims to improve the pattern and condition of landscape to achieve the targets for biodiversity action plans. It will improve the quality of the environment for everyone. We will measure its success by the progress made towards the targets for the 348 priority species and 41 key habitats in England under the UK biodiversity action plan.

Joint Nature Conservation Committee

8.38 The Joint Nature Conservation Committee (JNCC) is the statutory committee through which English Nature, Scottish Natural Heritage and the Countryside Council for Wales exercise joint functions across Great Britain or internationally. In 1999-00 the JNCC's budget was £4.7 million. The JNCC is currently undergoing a five-year review that is expected to conclude in summer 2001.

8.39 During the year, the JNCC's work included:

- helping to redraft guidance on applying Ramsar site (internationally important wetlands)

Figure 8j JNCC: expenditure and receipts £ million

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Gross expenditure	4.5	4.7	4.6	4.3	4.5	4.5
Receipts ¹	-0.7	-0.6	-0.5	-0.3	-0.3	-0.3
Grant-in-aid²	3.8	4.1	4.1	4.0	4.2	4.2

1 The total receipts for 1998-99 through to 2000-01 are significantly higher than in previous years, mainly due to outside funding for the survey of seabirds at sea and their nesting colonies. The figures for 2001-02 and 2003-04 are conservative estimates, and actual receipts may be in excess of this.

2 The JNCC budget is funded jointly by English Nature (57.5 per cent from 2000-01), Scottish Natural Heritage (30 per cent from 2000-01) and the Countryside Council for Wales (12.5 per cent from 2000-01) from ring-fenced sums in their grants-in-aid.

Figure 8k JNCC: output and performance

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 target	2002–03 target	2003–04 target
GCR volumes completed ¹	5	7	7	12	3	Completed 2002–03
Number of CITES licences advised on ²	15,412	19,910	20,000	21,000	23,000	25,000
Items published by JNCC ³	38	27	20	20	20	20

1 Geological Conservation Review (GCR) – the publication of volumes in the GCR series is now done in-house, and the JNCC expects to be able to increase the rate at which they are produced by increased use of the Internet and other electronic media for publishing conservation information.

2 The widening awareness of the CITES regulations (EC Regulations 338/97) meant that there was a marked increase in the number of applications commented on in 1999–00, and the figure is expected to rise year on year.

3 The JNCC increasingly disseminates information via the internet, although it also retains a traditional publishing role for some material.

selection criteria and helping to develop a global vision for the international Ramsar site network;

- advising on more than 20,000 applications for wildlife trade licences under the Convention on International Trade in Endangered Species (CITES) (see paragraph 8.47);
- publishing guidelines for selecting land-based special protection areas under the EC birds directive (see paragraph 8.33), and compiling a definitive site list;
- improving the UK clearing-house mechanism web site, which the JNCC hosts – the mechanism helps the exchange of information and promotes international technical and scientific co-operation; and
- looking at ways to exchange information through the national biodiversity network, and redesigning the software for recording biodiversity information.

Enforcement against wildlife crime

8.40 To detect and deter illegal activities involving endangered species, our panel of 70 part-time wildlife inspectors carried out 627 inspections during 1999–00 and a similar number is expected in 2000–01. These inspections included 371 to make sure that keepers of certain species of birds are complying with ringing and registration legislation. Our wildlife inspectors are currently working on an agency basis for the Scottish Executive and the National Assembly for Wales. A recruitment

exercise has been undertaken, which will result in the appointment of a new panel of wildlife inspectors in early 2001.

8.41 The Partnership for Action against Wildlife Crime (PAW) is a multi-agency body with representatives from all the organisations involved in wildlife law enforcement in the UK, including HM Customs & Excise, other government departments and voluntary bodies. We chair PAW jointly with the police, and support its activities during the year. These include conferences and seminars to promote anti-wildlife-crime partnerships and increase the awareness of wildlife crime and the damage it does to threatened species.

8.42 The Countryside and Rights of Way Act 2000 introduced new measures to strengthen wildlife law enforcement. These include giving courts the option of imposing prison sentences and heavier fines for many offences under Part 1 of the Wildlife and Countryside Act 1981. Stronger powers for the police have also been introduced, including powers to take samples from wildlife species for DNA analysis, and in some circumstances police officers will be able to arrest people who commit wildlife offences. New powers for DETR wildlife inspectors are also introduced.

8.43 We are responsible for policy on the welfare of certain wild animals, including those kept in zoos. The Zoos Forum, which advises Government on zoo matters, contributes to this work and is advising on the implementation of the new EU zoos directive.

CONTRIBUTION TO INTERNATIONAL WILDLIFE CONSERVATION

8.44 We represent the UK in, and contribute financially to, a number of international conventions and organisations working for the conservation of wildlife.

8.45 The Convention on International Trade in Endangered Species (CITES) is strictly implemented in the UK. At the CITES conference in April 2000, a UK paper on 'bushmeat' was agreed unanimously, setting up a working group to consider the hunting of wild animals for food. The UK has added the basking shark to Appendix III of CITES, and we have provided more than £360,000 for CITES and other conservation and research projects on species such as elephants, tigers, seahorses, sturgeon, bears and Tibetan antelope.

8.46 We administer a licensing system within the UK for trade in endangered species. In 2000 we issued around 36,750 licences, as follows:

- 14,940 sale exemption certificates – 87.9 per cent of which were issued within the target of 15 working days;
- 21,810 import, export or re-export permits – 94.8 per cent of which were issued within the target of 15 working days.

These figures compare with our achievements in 1999, when we issued:

- 14,300 sale exemption certificates – 87 per cent of which were issued within the target of 15 working days;
- 20,200 import, export or re-export permits – 90 per cent of which were issued within the target of 15 working days.

8.47 We also maintain a register of certain species of captive birds. In 2000 4,232 birds were registered, and 88.7 per cent of the applications were processed within the target of seven working days.

8.48 During the year we arranged with the devolved assemblies to act as their agents for bird registration and wildlife inspections. We published

the *Wildlife and Registration Service Charter* as part of Government's 'Service First' initiative.

8.49 The UK is a leading member of the Convention on the Conservation of Migratory Species of Wild Animals, which co-ordinates international action on a wide range of migratory species. Bats, dolphins and waterbirds are some of the species benefiting from agreements concluded under the convention's umbrella. We have this year played a leading role in negotiating an agreement to conserve albatrosses and petrels.

8.50 In July 2000 the UK hosted the third meetings of the parties for both the Agreement on the Conservation of Bats in Europe (EUROBATS) and the Agreement on the Conservation of Small Cetaceans of the Baltic and North Seas (ASCOBANS). The UK was instrumental in achieving agreement to reduce the incidental capture of cetaceans (whales, dolphins and porpoises) in fishing nets in the ASCOBANS area. The Department, along with appropriate stakeholders, is now considering how best to implement this recent ASCOBANS resolution.

8.51 The UK is a member of the World Conservation Union (IUCN), and provided funding towards the establishment of its new Species Conservation Centre in Cambridge. We also led the UK delegation to the IUCN's World Conservation Congress (WCC) in Amman, Jordan in October 2000, where we were active in pressing for UK concerns to be properly reflected in the WCC's work.

8.52 The IUCN was one of the original sponsors of the World Conservation Monitoring Centre (WCMC) in Cambridge. This year we negotiated the transfer to the United Nations Environment Programme (UNEP) of WCMC, with a DETR endowment of £650,000. This new UNEP centre is the first major new UN office in the UK for 50 years and will play a central role in UNEP's biodiversity information-handling and the work of the UNEP Directorate of Early Warning and Environmental Assessment.

8.53 We contribute to the activities of the International Whaling Commission, assisting the development of whale-watching as the new conservation-friendly approach to the sustainable use of whales.

Forestry and trees

8.54 Forests and trees contribute to sustainable development by enhancing our landscape and providing habitats for wildlife. They provide places for leisure and recreation, as well as being an economic resource for timber production, tourism, local development and regeneration. The Forestry Commission is the lead department on the country's forests. The following paragraphs deal only with our own direct or indirect forestry initiatives, which relate to the environmental and regeneration aspects of forestry and our role in promoting the planting and care of urban trees and in protecting countryside hedgerows.

8.55 The National Forest Company (NFC) was formally established in 1995 to create a new forest in a 52,000 hectare area between Burton-on-Trent and Leicester. Its task is to increase the woodland cover from 6 per cent to about 33 per cent. By improving the landscape and the wider environment it will contribute to sustainable development, while the major new opportunities created for recreation and tourism will help regenerate both local urban and rural economies.

8.56 By the end of 1999–00 the NFC had secured new tree planting totalling some 2,600 hectares. More than half of this was achieved through a competitive grant. This brings woodland cover up to almost 12 per cent, some 85 per cent of which is accessible to the public. The NFC has also prepared a biodiversity action plan and brought 600 hectares of land into conservation management.

8.57 The NFC has been the lead or supporting partner in bids for EU, challenge (such as rural challenge) and lottery funds which have already attracted some £34 million into the area, mainly for regeneration. It has also secured substantial three-

year sponsorship agreements with two major companies to further the work on the forest. The Heart of the National Forest visitor centre, the first phase of a £17 million Millennium Discovery Centre complex, opened in 1999 and has attracted 81,000 visitors in its first year of operation. The complex will be fully open by early 2001. The NFC's 1999–00 *Annual Report* contains more information.

8.58 The Countryside Agency sponsors the community forest programme, which employs local teams to promote the planting of 12 new forests on the fringes of major towns and cities throughout the country. These teams are working with local partners to create attractive and accessible green settings rich in wildlife for the enjoyment of residents and to encourage economic regeneration.

8.59 Since 1991 more than 7,400 hectares of woodland have been planted in community forest areas, including almost 1,200 hectares in 1999–00. Other achievements during the year include bringing more than 1,400 hectares of woodland into management; creating, restoring or upgrading nearly 750 km of public access routes; reclaiming over 260 hectares of land; and creating or bringing into proper management almost 900 hectares of non-woodland habitat. Further details are given in *Community Forest Monitoring Report 1999–00*, which is available from the Countryside Agency (the web site address is at the end of this chapter).

8.60 We have, since 1995, helped to promote the planting of trees in urban areas by meeting the core costs of the National Urban Forestry Unit. It is a subsidiary of Groundwork (see Chapter 11, paragraph 11.56). As well as receiving high-level national publicity, it has been successful in generating urban forestry initiatives in the

Figure 8I National Forest Company

	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans
Grant-in-aid (£ million)	2.0	2.5	2.5	3.2	3.3	3.5
Staffing	13	13	14	15	16	16
Outputs and targets						
New tree planting (hectares)	501	407	370	480	500	500

West Midlands (where it has managed the Black Country millennium programme), West Yorkshire, East Lancashire and Thames Gateway.

8.61 We also run a small research programme to make sure that people who care for our trees, in town and countryside, have the latest scientific information and advice on good management practice (see paragraph 8.63).

8.62 But not all trees improve people's quality of life. The problems that can be caused by high garden hedges – especially leylandii – have received a lot of publicity. In August we made a commitment to introduce new laws to tackle these problems as soon as there is space in the parliamentary timetable. These laws will give local authorities in England and Wales the power to deal with hedge disputes.

8.63 On the other hand, countryside hedgerows are important for biodiversity, and so have statutory protection under the Hedgerows Regulations 1997. Although the Countryside Survey 2000 suggested that the marked losses reported for the 1980s have been halted, we are looking at how we can improve the way the current regulations work.

PUBLICITY AND ADVERTISING

8.64 The budget for countryside and wildlife publicity has been used to fund a range of projects and initiatives, from leaflets and other publications to web sites, and has helped raise public awareness on a broad range of issues. For example, *Souvenir Alert* was launched with WWF to warn travellers not to buy products made from endangered species. The UK Biodiversity Group continues to raise awareness of biodiversity issues, and the Department has financed seminars and workshops to promote action to conserve, restore and enhance biodiversity.

8.65 The JNCC has, on behalf of the Department, improved the UK Biodiversity Group's web site and associated local biodiversity action plan database, which now provides more flexible search facilities.

RESEARCH

8.66 The countryside research programme ensures that countryside and wildlife policies are based on the best scientific evidence available. In 2000–01 we published 12 research reports and two arboricultural research notes. A full list of publications is available on our web site or by post from Room 913, Tollgate House, Houlton Street, Bristol, BS2 9DJ.

8.67 The results of the Countryside Survey 2000, a major national audit of the habitats, plants, landscape features and land types of the British countryside, were published in November. A new release of the countryside information system (a computer program developed to give policy advisers, planners and researchers easy access to spatial information about the British countryside) was produced at the same time. This project was funded jointly by the Natural Environment Research Council and a number of government departments and agencies. Other ongoing projects include:

- a new national land cover map;
- monitoring of cetaceans;
- updating the national plant atlas;
- surveying the health of non-woodland trees;
- further research on the use of DNA evidence in enforcing wildlife law; and
- research on tree-pruning and its effect on soil structure.

8.68 A biodiversity research working group was set up in 1998 to identify and prioritise cross-cutting research needed to support the UK biodiversity action plan. Its members include government departments, voluntary sector bodies and the Natural Environment Research Council. This year the group and its research contractors organised a series of five workshops, and developed a software program to help exchange information about biodiversity research.

8.69 The research programme also began contributing funds to the national biodiversity network (NBN), a group of organisations collaborating to increase the knowledge of biodiversity trends by collecting, managing and disseminating information on UK habitats and species. The funding will make data from other research and survey activities available through the NBN to key partners and the public.

For further information please contact Sandra Fale on 0117 987 6221

Or access our web site at www.wildlife-countryside.detr.gov.uk

Other useful web sites include:

Countryside Agency
www.countryside.gov.uk

The countryside information system
www.cis-web.org.uk

English Nature
www.english-nature.org.uk

Joint Nature Conservation Committee
www.jncc.gov.uk

National Urban Forestry Unit
www.nufu.org.uk

Information on the Rio Convention on Biodiversity clearing-house mechanism
www.chm.gov.uk

UK Biodiversity Group
www.jncc.gov.uk/ukbg

*Summary of the Department's Aim,
Objectives and Key Achievements during 2000–01*

1

The Department's Role in Joined-Up Government

2

Delivering Better Public Services: Progress

3

Protecting and Improving the Environment

4

The Opportunity of a Decent Home

5

Integrated Transport for Everyone

6

Transport Regulation

7

Countryside and Wildlife

8

Sustainable Planning

9

CHAPTER 9

Sustainable Planning

Highlights and Achievements

- We put planning for brownfield land and better-quality design at the heart of the urban renaissance in the urban white paper. Supporting measures include a statutory direction to place stronger emphasis on brownfield development, and best practice guidance on quality design in the urban environment.
- We rewarded excellence by awarding beacon council status for town-centre regeneration to six local authorities.
- We have consulted on a new approach to development and flood risk, putting more emphasis on the precautionary principle following the severe floods of autumn and winter 2000.
- We are working towards more sustainable national planning policies on:
 - planning for transport, which places greater emphasis on providing a choice of different forms of transport for access to developments;
 - planning and telecommunications, giving local people a bigger say in proposals for mobile phone masts in their area; and
 - sport and recreation, strengthening the approach taken locally to protecting and enhancing open space.
- We are close to reaching agreement on an EC directive which will require assessment of the environmental effects of plans and programmes across a wide range of sectors.

- We implemented a new approach to regional planning across England, giving a greater role for local authorities and other stakeholders in preparing integrated regional planning and transport strategies.
- We introduced new arrangements for planning appeals to streamline the process whilst ensuring that it remained fair, open and impartial.

Objective

9.1 Our objective is to promote a sustainable pattern of physical development and land and property use in cities, towns and the countryside. Our wide-ranging programme for modernising planning supports the Government's aims of a better quality of life for all, economic growth and better public services.

9.2 An effective and efficient planning system is essential for delivering the Government's wider sustainable development objectives (which are set out in Chapter 2) and policy on the provision of homes (Chapter 5), integrated transport (Chapter 6), thriving rural communities (Chapter 8) and rebuilding communities (Chapter 11).

9.3 This chapter explains how we are working to deliver better national planning policies and the research and good practice guidance to underpin them. It sets out what we are doing to improve the planning system nationally, regionally and locally, and the next steps in the programme for modernising planning. It also reports on the work of the Planning Inspectorate, one of the DETR's executive agencies, which handles planning appeals and other planning casework on behalf of Ministers.

PSA Targets

9.4 Following the comprehensive spending review in 1998, our public service agreement (PSA) targets were as follows.

- Seek to ensure that, over the next 10 years, 60 per cent of new homes are built on previously developed land or reuse existing buildings.

Progress: The latest available data for 1998 (published in July 2000) indicates that 57 per cent of housing used recycled land or buildings.

- Improve the effectiveness of the planning system through follow-up to the modernising planning policy statement, including performance indicators under the best value regime.

Progress: The new planning policies, consultation papers, best value planning indicators, procedures for speeding up planning appeals, and future actions described in this chapter support this target.

- The target for the Planning Inspectorate (PINS) is that by 2001–02 it should deal with 80 per cent of appeals by written representations, hearings and inquiries within 16, 22 and 30 weeks respectively.

Progress: For 2000–01 the targets were 17, 23 and 33 weeks respectively (see Figure 9e). The forecast outturn for 2000–01 is 17, 20 and 31 weeks.

Sustainable Development Headline and Other Indicators

9.5 Our work contributes substantially to the Department's aims for achieving sustainable development. Our contribution is reflected in part by the PSA target for the percentage of homes built on previously developed land. We are developing national statistics on town centres and other areas, which will help monitor the contribution of our planning policies to delivering more sustainable

retail development, ensuring the vitality and viability of town centres.

Means of Delivery

9.6 We promote achievement of our objectives by:

- issuing national planning guidance on key areas of planning policy, such as
 - housing;
 - economic development;
 - transport;
 - retail and town centres;
 - the countryside;
 - green belts;
 - the historic environment;
 - sport and recreation;
 - minerals and waste; and
 - how the system works at regional and local levels;
- working with the Government Offices for the Regions to ensure that regional planning guidance, local authorities' development plans and decisions on planning applications are in line with our national policies and EU obligations;
- improving the legislative framework for planning, including the system of development plans and control;
- acting as the focal point within Government for the property industry and liaising with the Local Government Association, the main representative bodies of business and environmental interests, professional groups and other Government departments on policy development;

- representing the UK at international negotiations on planning and environmental assessment; and
- commissioning and disseminating research and statistical information and developing sources of information on land use and land use change.

Programme of Work

BETTER NATIONAL POLICIES

Urban

9.7 Our guidance on planning and housing – planning policy guidance note 3 (PPG3) – is central to the vision for an urban renaissance set out in the urban white paper. We are supporting delivery of the new approach set out in PPG3 by publishing best practice guides. These guides, on assessing urban housing capacity, monitoring and the managed release of sites, provide practical advice to local planning authorities on how to maintain an adequate supply of additional housing and deliver brownfield development. A statutory housing direction has given teeth to the new approach. It ensures that proposals for major greenfield developments do not slip through the net without the Secretary of State having an opportunity to consider whether they are in line with the new policy.

9.8 We have issued a draft revision of planning guidance on sport, recreation and open spaces (PPG17) for consultation. This complements PPG3 by setting out a robust framework for local authorities to protect existing valued open space and provide new recreational space where it is required.

9.9 We awarded beacon council status for town-centre regeneration to six local authorities, rewarding excellence and recognising standards for others to follow.

9.10 Design excellence is also central to the vision for an urban renaissance. We work closely with the Commission for Architecture and the Built Environment, and because of these close ties are now their joint sponsors with the Department for Culture, Media and Sport. With the commission, we published *By Design, Urban Design in The*

Planning System: Towards Better Practice and are working on another best practice guide about delivering well-designed residential environments. The first of these encourages higher-quality design in the urban environment. The latter is integral to the new approach to planning for housing. With the commission and the design professions, we have set out to improve urban design skills and promote a more interdisciplinary approach to training.

9.11 We will carry forward the urban renaissance agenda following from the urban white paper, *Our Towns And Cities: The Future*, and will review our circular 5/94 *Planning Out Crime*.

Rural

9.12 We have taken forward the key policies in the Prime Minister's action plan for farming. Planning Minister Nick Raynsford chaired a national seminar in May 2000 on planning and farm diversification, involving key countryside stakeholders. This led other regional and local forums to bring together key players on rural issues. We are issuing a policy statement on planning and farm diversification, which clarifies guidance on reusing farm buildings. Planning will be vital in implementing a number of commitments in the rural white paper, *Our Countryside: The Future*.

Transport

9.13 We have consulted on a revision to PPG13 which will emphasise the need to offer people a choice between different forms of transport to reach new housing, shopping or leisure developments. It will encourage the use of travel plans, and will require a transport assessment to be prepared appraising the effect of major proposed development on transport. It will encourage those proposing major developments to support access by public transport, walking and cycling.

9.14 We will support implementation of PPG13 by planning for growth in ways that promote public transport, drawing on case studies from around the country. We will issue good practice advice on transport assessments of development proposals.

Telecommunications

9.15 We contributed to the Government's response to the report of the independent expert group on mobile phones, *Mobile Phones and Health*, which was published in May 2000. In July 2000 we followed

this up with a consultation paper on possible changes to the planning arrangements for mobile phone masts and related development, and on a draft revision of PPG8.

Heritage

9.16 Together with the Department for Culture, Media and Sport, in January 2000 we invited English Heritage to review policies on the historic environment. The report, *Power of Place*, was published in December 2000. The departments are now preparing a policy statement on the historic environment.

ENVIRONMENT

Flooding

9.17 Draft guidance on development and flood risk (PPG25) was issued for consultation in April 2000, updating and strengthening 1992 guidance in response to the Easter 1998 floods. Taking account of the consultation responses, and the severe flooding of autumn/winter 2000, we prepared and issued a further version for rapid consultation in February 2001, based on an even stronger application of the precautionary principle, through a new sequential test.

Environmental impact assessment (EIA)

9.18 In October 2000, regulations came into effect to apply the EIA directive to applications made under the Transport and Works Act. More generally, we published revised guidance on the application of the directive in November 2000. We chaired an inter-Governmental group to develop new, simplified procedures to apply the directive to projects for offshore wind farm development, and these procedures should come into effect later this year.

9.19 On minerals, from November 2000 new regulations require that EIA is applied when the conditions attached to existing mineral permissions in England and Wales are reviewed, just as they are for new or extended sites. This will make mineral working more sustainable.

Strategic environmental assessment (SEA)

9.20 We are close to reaching agreement on an EC directive which will create new requirements for the environmental assessment of a range of plans and programmes, including local authority development plans.

Aggregates

9.21 The Chancellor announced in his Budget 2000 that he would introduce an aggregates levy in 2002. We contributed to the Treasury's consultation paper on a sustainability fund to use part of the levy's revenues. In October 2000 we published a consultation paper on issues for reviewing planning policy on aggregates supply in England (mineral planning guidance note 6 – MPG6), with a view to strengthening input at regional level and improving the arrangements for forecasting demand and monitoring provision.

Mineral working

9.22 We are revising our guidance on controlling and mitigating the environmental effects of mineral working (mineral planning guidance note 11 – MPG11). We began consultation in May 2000 on general principles and issues of noise and dust.

Land stability

9.23 New guidance on development on unstable land, subsidence and planning (PPG14, Annex 2) will support local authorities and developers in making safe use of brownfield land subject to natural stability risks or which has previously been worked for minerals. We issued a draft for consultation in November 2000, replacing earlier, more limited guidance in *Information on Mined Ground* (MPG12).

RESEARCH AND GOOD PRACTICE

9.24 The planning research programme (paragraph 9.43) helps to inform national policies better. Extensive research supports PPG3, ranging from the good practice guides on implementation and urban design (paragraphs 9.7 and 9.10) to setting up the national land-use database and investigating how planning and affordable housing policies are being implemented. Research on planning for leisure and tourism, published in March 2001, will contribute to a review of policy in this area.

A BETTER PLANNING SYSTEM

International

9.25 We have arranged to deliver a new INTERREG IIIb¹ programme in the UK. We concluded negotiations on the Council of Europe's guiding principles for sustainable spatial development of the European continent.

National

9.26 Certain aspects of the planning system have been challenged under the Human Rights Act 1998. This incorporates the European Convention on Human Rights into UK law and became operative in England and Wales on 2 October 2000.

9.27 In December 2000 the Divisional Court found that the processes involved in four test cases were not compatible with Article 6(1) of the convention (right to a fair hearing before an independent and impartial tribunal). These cases involved the Secretary of State's ability to call in and determine applications for planning permission, to determine appeals and to confirm compulsory purchase orders made by a departmental agency. However, the court did not find that the Secretary of State had acted unlawfully, as he could not have acted in any other way under the legislation concerned. The Secretary

of State appealed directly to the House of Lords against the decision of the Divisional Court.

9.28 If the decision of the Divisional Court is upheld by the House of Lords, the Government will have to decide how to deal with the incompatibility of the relevant procedures with the convention. In the meantime, the Secretary of State is continuing to proceed on the basis of existing legislation and in accordance with his usual practice.

Regional

9.29 We published the final version of PPG11 on regional planning in October 2000, together with *Good Practice Guidance on the Sustainability Appraisal of Regional Planning Guidance*. We are already implementing the new arrangements for more integrated, participative and transparent planning policy-making in revisions of regional planning guidance (RPG) in all the English regions. The timetable for these regional reviews is shown in Figure 9a. In East Anglia and south-east England the review process was completed in autumn 2000 and spring 2001 respectively.

Figure 9a Reviews of regional planning guidance

Region	Draft RPG advice to Secretary of State	Public examination into RPG	Target for issue of revised RPG
Eastern ¹ (RPG6)	August 1998 (issued for consultation by GO)	February 1999	Completed autumn 2000
North-east (RPG1)	December 1999	June/July 2000	Summer 2001
East Midlands (RPG8)	November 1999	June 2000	Summer 2001
South-east ² (RPG9)	December 1998	May 1999	Completed spring 2001
South-west (RPG10)	August 1999	March/April 2000	Spring 2001
West Midlands (RPG11)	End 2001	Early 2002	Winter 2002-03
Yorkshire and the Humber (RPG12)	October 1999	June/July 2000	Summer 2001
North-west (RPG13)	June/July 2000	February 2001	End 2001

- 1 The entry against Eastern region is for RPG6, covering East Anglia.
- 2 The review of RPG9 covers London, the Government Office for the south-east area and Bedfordshire, Essex and Hertfordshire. RPG for London is being replaced by the Mayor's statutory spatial development strategy (SDS), now being prepared.

1 INTERREG is a European Commission community initiative under the structural funds to encourage transnational co-operation on spatial planning and development. The IIIb programme will run from 2000 to 2006, and have the potential to fund infrastructure projects as well as studies.

Figure 9b Percentage of authorities with adopted plan by 31 December

	December 1997	December 1998	December 1999	December 2000	December 2001 (planned)	After 2001
Percentage of authorities with adopted plan ¹	53	67	79	83	91	100
1 Includes area-wide local plans and unitary development plans.						

Local

Development plans

9.30 Development plans include structure plans, local plans and unitary development plans (UDPs). They provide an essential framework for all decisions on development proposals. It remains an important objective that all areas should have development plans. By the end of 2000, 83 per cent of local authorities had an adopted UDP or local plan in place. We are encouraging local authorities to update their plans regularly.

9.31 Local authorities have much to learn from each other. We launched research this year to identify good practice in the management of the process of preparing and adopting plans. In the urban and rural white papers we have indicated that we will undertake studies into whether local planning will be improved by widening the scope of development plans beyond land use, and whether there is a place for more local 'neighbourhood' plans.

Development control

9.32 We continue to attach high priority to streamlining authorities' handling of planning applications. Our target that authorities should decide 80 per cent of applications within eight weeks is also a national target under best value. In 1999–00, 63 per cent of applications were decided within eight weeks (Figure 9c). This is an increase of 1 per cent over the previous year, and was achieved at a time when the number of applications decided was the highest for eight years. Following

consultation on proposals issued in September 2000, we announced in December 2000 that we would set best value minimum performance standards for handling planning applications for 2001–02. This will help to improve the performance of the poorest authorities.

9.33 We took other initiatives to streamline development control. We issued guidance on improving consultation on planning applications, commissioned research to look at the scope for information technology to speed up the process, and set in hand a review of fees for planning applications. We introduced streamlined arrangements for handling heritage notifications in London, and are reviewing those for handling them elsewhere.

9.34 In August 2000 we improved arrangements for processing planning appeals by written representations, hearings and inquiries. We are monitoring the outcome of that. We announced, in June and August 2000 respectively, what we planned to do following consultation on proposals to improve control of outdoor advertisements and enforcement appeals. We are now preparing the necessary regulations and guidance. In May 2000 we published the results of research on the potential for using mediation techniques in the planning system, and are now considering what further work may be needed.

Figure 9c Planning applications: performance

	1992–93	1993–94	1994–95	1995–96	1996–97	1997–98	1998–99	1999–00
Total determined	439,000	446,000	451,000	431,000	437,000	462,000	466,000	479,000
Percentage determined within eight weeks	63	65	65	65	64	62	62	63

Figure 9d Called-in applications and recovered appeals: targets and performance

	Target	Achieved 1999–00
Called-in applications	80% within 13 weeks	62% within 13 weeks
	100% within 20 weeks	72% within 20 weeks
Recovered appeals	80% within 8 weeks	48% within 8 weeks
	100% within 13 weeks	57% within 13 weeks

9.35 We have set targets for the Department's handling of the small numbers of called-in applications and recovered appeals,² from receipt of the planning inspector's report.

9.36 We have reviewed our procedures for handling these cases, with a view to improving handling times. We are also putting copies of letters calling in applications and final decision letters for both call-ins and recovered appeals on the Department's web site (with effect from October 2000). This should help to make the decisions more transparent.

Commercial property

9.37 We published the findings of research on commercial property leasing in April 2000 and discussed them with the property industry, who agreed an action plan in September 2000 to tackle outstanding problems. These include the need for greater choice in rent reviews and better and more accessible advice for small business tenants, for example through revision of the industry's code of practice on commercial property leases. We have been working with the DTI's Small Business Service to provide electronic delivery of better, user-friendly advice and guidance for small businesses on property matters.

9.38 We have announced proposals to streamline business tenancy legislation (the Landlord and Tenant Act 1954) under the proposed regulatory reform procedure. We continue to benefit from advice from the Property Advisory Group in areas such as e-commerce, electronic communications and work on methods of recovering commercial rent arrears that comply with the Human Rights Act.

Compulsory purchase

9.39 In July 2000 we published the report of an advisory group which had undertaken a fundamental review of the system for the compulsory purchase of land and compensation. The advisory group considered various criticisms that had been made of the way the compulsory purchase order (CPO) system works, including slowness, uncertainty and lack of fair compensation. It concluded that there was a need for a simpler, more effective system which enabled compulsory acquisition to go ahead expeditiously where justified in the public interest, but which incorporated adequate safeguards to protect the rights of those whose property was being acquired.

9.40 The advisory group recommended legislation to consolidate, codify and simplify the law on compulsory acquisition and compensation, with improvements to guidance to local authorities and other interests to improve the operation of the system in the short term. A policy statement setting out the Government's proposals for improvements to the CPO system, and revised guidance to local authorities, will be published in summer 2001. In the meantime, a scoping study for the legislation required to produce new compulsory purchase and compensation codes has been undertaken by the Law Commission. A comprehensive *Compulsory Purchase Procedure Manual* has been prepared as a guide to all those involved in the process. We expect this to be published in June 2001.

² Each year small numbers of planning applications are called in by the Secretary of State for his own decision rather than decided by the local planning authority. Small numbers of planning appeals are also recovered by the Secretary of State for his own decision rather than taken by a planning inspector on his behalf. In 1999–00, 136 applications were called in and 165 appeals were recovered.

PLANNING INSPECTORATE

9.41 The Planning Inspectorate (PINS) is an executive agency of the Department. Together with the National Assembly for Wales, we carried out a five-year review of PINS in 2000–01. The Phase 1 report was published in October 2000. The House of Commons Select Committee on the Environment, Transport and Regional Affairs also looked at PINS and planning inquiries. They published their report in July 2000, and we published our response in October 2000.

9.42 More information about PINS is given in its 1999–00 *Annual Report and Accounts*.

LAND-USE PLANNING AND MINERALS RESEARCH

9.43 We will spend £12.5 million over the period 2001–02 to 2003–04 on research to support our objectives for the planning system. This will guide the development of sustainable and effective planning policy. It will also help us to offer guidance

Figure 9e Planning Inspectorate: targets and performance

Targets and results		1998–99	1999–00	2000–01 forecast
(a) 80 per cent of planning appeals by written representations decided in (weeks)	Target	18 weeks	18 weeks	17 weeks
	Outturn	17 weeks	18 weeks	17 weeks
(b) 80 per cent of planning appeals by hearings decided in (weeks)	Target	24 weeks	24 weeks	23 weeks
	Outturn	27 weeks	22 weeks	20 weeks
(c) 80 per cent of planning appeals by inquiries decided in (weeks)	Target	36 weeks	36 weeks	33 weeks
	Outturn	41 weeks	34 weeks	31 weeks
(a) Provide an inspector for local plan inquiries in 80 per cent of cases on the date requested, provided the objection period has ended and at least six months' notice has been given		Achieved	Achieved	(revised target 90 per cent) Achieved
	(b) Deliver 90 per cent of inspectors' reports to local authorities by the timescales agreed in the service agreements	Achieved	Achieved	Achieved
Unit costs of planning appeals decided by written representation not to exceed £ per case ¹	Target	£839	£839	–
	Outturn	£854	£1,047	–
Generate percentage efficiency improvement in running costs compared to the previous year	Target	3	3	3
	Outturn	Achieved	Achieved	–
Satisfy the advisory panel on standards (and thus the Secretaries of State), annually and following rigorous monitoring, that the inspectorate does high-quality work		Achieved	Achieved	–
Survey customers		Survey public satisfaction of handling of planning appeals by written representation	Survey satisfaction with the inquiry and hearing process for dealing with planning appeals, including the quality of inspectors' reasoning in reaching a recommendation or decision	Survey inspectors' performance in handling development plan enquiries, publish the findings before the end of the financial year, and then act upon them

¹ From 2000–01 no longer a Ministerial target.

Figure 9f Expenditure on planning

£ million

RfR section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
1J Planning research	1.3	} 3.2	3.3	3.7	4.4	4.4
1J Minerals research	1.9					
1J Other ¹	1.0	1.7	3.3	5.1	6.4	6.4
Total	4.2	4.9	6.6	8.8	10.8	10.8

1 Includes support for regional planning, monitoring and data collection, developing a national land-use database, EC spatial planning initiatives, planning publicity and publications, central Government service level agreement with OS and, from 2001-02, support to local government for regional planning guidance/regional transport strategies.

Figure 9g Payments to Ordnance Survey under the national interest mapping service agreement (NIMSA)¹

£ million

RfR section	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
11 Payments to Ordnance Survey under NIMSA	17.0	13.0	13.7	13.7	13.7

1 We will make other payments to Ordnance Survey of £6 million each year in 1999-00 to 2001-02 to pay for voluntary early retirements. We will also make payments of £1 million in 2001-02 and £5 million in both 2002-03 and 2003-04 as trading fund compensation for statutory use of OS data.

on good practice in implementing planning policy, while monitoring and evaluating planning policy and its effects.

National interest mapping services agreement

9.44 We manage this agreement, through which Ordnance Survey provides surveys and maps that are required in the national interest. The agreement includes the enhancement of data structures, data integrity and data management for the national topographic database. It also includes greater accuracy of mapping in rural areas.

For more information please contact David Smith on 020 7944 4391

You can access our web site at www.planning.detr.gov.uk

Other useful web sites

National land-use database
www.nlud.org.uk

Planning Inspectorate
www.open.gov.uk/pi/pihome.htm

Modern Local Government

10

Building Thriving Regions, Cities and Communities

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An Innovative and Efficient Construction Industry

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Better Health and Safety

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Departmental Structure and Responsibilities

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*Investing in the Future:
The Departmental Investment Strategy*

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Office of the Rail Regulator

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Office of Water Services

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Ordnance Survey

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CHAPTER 10

10

Modern Local Government

Highlights and Achievements

- Local government has benefited from a substantial grant increase under the local government finance settlement for 2001–02. Grant to local authorities has increased by 7.2 per cent compared with 2000–01.
- Since December 1997, 148 local government private finance initiative projects have been endorsed for central Government support.
- We organised the first election for London Mayor, which was held in May 2000. The Greater London Authority and its four functional bodies assumed full power on 3 July 2000.
- The new duty of best value applied to local authorities from April 2000. The first best value performance plans were published and audited by the end of June 2000. By the end of March 2001, 600 best value inspections were completed or under way.
- During February 2001 we put in place a new framework for considering workforce matters in local authority contracting.
- The Local Government Act 2000 enables local authorities to introduce a new constitutional agenda, transforming their political management, establishing a new approach to standards of conduct and giving local authorities broad powers to promote the well-being of their communities.
- We have identified 76 centres of excellence in the first two years of the beacon council scheme.
- Council tax increases averaged 6.1 per cent in 2000–01, compared with 6.8 per cent in 1999–00. The Government chose not to use its reserve capping powers in 2000–01.
- In September 2000 the Deputy Prime Minister, along with Ministers and local government leaders from some 40 countries, held in London the first Local Government Conference to promote democratic local government throughout the Commonwealth.
- We are piloting local public service agreements – a new way of working creatively with local authorities to deliver even higher standards in council services.
- In September 2000 we published *Modernising Local Government Finance: A Green Paper*, which set out options for reforming how grant is distributed, the capital finance regime and local taxation issues.

Objective

10.1 Our objective is to promote a system of elected local government which responds to the needs of local communities. We aim to do this by modernising local government and strengthening local authorities' capacity to raise the quality of life for all in their communities, making their areas inclusive, sustainable, healthy and secure places in which to live and work. Local authorities are responsible for delivering a wide range of Government objectives, including improvements to education, housing and social services. They are also major contributors to the Department's transport, planning, rural and regeneration initiatives.

Figure 10a Local government, England: public expenditure¹

£ million

RfR section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
3A Valuation services	127.3	131.8	137.3	139.3	137.8	138.0
3B Best Value Inspectorate	0.0	5.0	15.7	21.7	20.8	20.8
3B Best value intervention	0.0	0.0	1.4	1.0	1.0	1.0
3C Local government research	0.8	1.1	2.4	1.8	2.3	2.3
3C Local government publicity ²	1.2	3.5	2.2	0.6	0.7	0.7
3C Local government mapping costs	0.0	0.4	0.3	0.4	0.4	0.4
3D London governance ³	0.3	12.1	9.7	13.9	7.2	5.0
3E Revenue support grants	19,505.5	19,901.5	19,469.6	21,122.0	38,392.8	40,731.8
3E Private finance initiative special grant	15.4	37.3	88.5	122.1	0.0	0.0
3E Reorganisation: transitional grant	11.5	0.4	0.0	0.0	0.0	0.0
3E Central support protection grant	51.6	34.1	0.0	1.4	0.0	0.0
3E SSA reduction grant: police funding review	43.5	33.5	14.1	1.1	0.0	0.0
3E Standard spending assessment reduction grant	58.1	34.1	4.0	0.7	0.0	0.0
3F Non-domestic rates payments	12,524.0	13,612.0	15,400.0	15,137.0	0.0	0.0
NDR collection costs allowance	78.6	82.5	83.5	83.6	83.6	83.6
NDR payments: City of London offset	6.5	6.5	6.5	6.5	0.0	0.0
3G General GLA grant	0.0	0.0	22.3	23.4	28.5	29.5
3H Neighbourhood renewal fund	0.0	0.0	0.0	200.0	300.0	400.0
3H Emergency financial assistance to local authorities	0.4	0.3	0.5	0.0	0.0	0.0
3H Grants to beacon councils	0.0	0.0	0.7	1.7	1.7	1.7
3H 'Invest to Save' special grant	0.0	0.0	9.1	4.2	4.2	4.2
3H Local government PSA grant	0.0	0.0	0.0	20.0	130.0	250.0
London referendum costs	1.5	0.0	0.0	0.0	0.0	0.0
GLA election 2000 – returning officers' expenses	0.0	7.8	2.0	0.0	0.0	0.0
3H Local government online	0.0	0.0	0.0	25.0	135.0	190.0
Other spending outside DEL						
3K 'Invest to Save' special grant	0.0	0.0	0.9	0.4	0.4	0.4
3L Local Government Commission	2.6	2.6	2.5	2.6	2.8	2.8
3L Local Government Standards Board	0.0	0.0	4.0	7.5	7.9	8.0
Commutation SCAs ^{4,5}	8.2	8.0	9.0	8.0	8.0	8.0
Unsupported SCAs for local PSAs	0.0	0.0	0.0	50.0	0.0	0.0
Transitional costs of reorganisation SCAs	103.7	60.0	35.0	0.0	0.0	0.0
Local authority capital challenge fund	246.5	206.6	0.0	0.0	0.0	0.0
Total⁶	32,787.2	34,181.1	35,321.2	36,948.1	39,265.1	41,878.2
<i>Of which</i>						
Central Government's own expenditure						
Voted in Estimates RfR 3	129.6	153.9	169.0	178.7	170.2	168.2
Not voted in Estimates	78.6	90.3	85.5	83.6	83.6	83.6
Central Government's support to LAs						
Voted in Estimates RfR 3	32,295.1	33,742.2	35,098.8	36,502.7	38,940.8	41,500.8
Not voted in Estimates	358.4	274.6	44.0	83.0	143.0	198.0

1 Includes provision for central Government support for expenditure by local authorities, with the exception of specific grants and most capital expenditure. Details are provided in the relevant policy sections of this report and the reports of other Government departments.

2 Includes publicity on Greater London Authority and May 2000 elections.

3 Costs of preparing for the Greater London Authority and associated bodies.

4 These cover short-term budgetary losses to local authorities arising from the commutation of annual loan charges/grants on 1 October 1992.

5 Supplementary credit approvals in respect of costs incurred by certain London boroughs and the City of London as a result of the Department's decision that housing revenue account subsidy is not payable on certain debt ('deemed debt') inherited from the former Greater London Council.

6 Excludes non-domestic rates outturn payments to local authorities. These feature in RfR 3, but fall outside the departmental expenditure limit and annually managed expenditure.

PSA Targets

10

10.2 We have achieved many targets over the last year – details of these targets are given in Chapter 3. The Local Government Act 2000 received Royal Assent in July 2000. This important piece of legislation allows local authorities to adopt new constitutions, including directly elected mayors where people want them, and introduces a new ethical framework to local government. We expect councils to have submitted proposals for new constitutions to the Secretary of State by June 2001, and to have adopted their new constitutions by June 2002. We have decided the annual top-sliced funding for the Local Government Association's Improvement and Development Agency (IDeA) and the Employers' Organisation for local government in accordance with the timetable agreed in consultation with the LGA. The beacon council scheme is now well established, with 76 centres of excellence now identified. The introduction of the single capital pot combined with greater certainty on three-year capital allocations gives local authorities greater long-term financial stability as well as allowing them to tackle cross-cutting issues more effectively.

10.3 New national performance indicators for best value were in place from April 2000, and all local authorities will report against these by the end of March 2001, and every year from then on. In March 2001 we consulted on new powers to be made under the Local Government Act 1999 to promote partnership working between local authorities and the private and voluntary sectors. We propose to make the necessary order in June 2001.

10.4 We have published *Modernising Local Government Finance: A Green Paper*, which sets out the Government's aims for a good local government finance system. It explains why we are convinced of the need for reform. Decisions on the way forward will be announced in a white paper later in 2001.

Means of Delivery

10.5 We pursue our local government objectives through:

- legislation;
- the finance systems for local government revenue and capital expenditure;
- regular contact with local government representatives; and
- sponsorship of several non-departmental public bodies, including the Audit Commission.

10.6 But these conventional approaches are no longer enough. We also see a growing need for advice and information, particularly on best practice, which we pursue through joint working. For example, we have used the central-local partnership framework, as well as occasional conferences, to promote the local government agenda among key partners. As well as encouraging bodies such as IDeA, we have set up our own modernisation team staffed by senior people with local government experience. Local authorities are also important partners in the regeneration programmes described in Chapter 11.

10.7 We use an increasingly broad range of measures to implement our policy on quality local services. It includes a local government modernisation team within the Department, IDeA, the Audit Commission and the specialist inspectorates, together with a number of informal local authority networks to share good practice.

Programme of Work

LOCAL GOVERNMENT ORGANISATION AND STRUCTURE

10.8 The Local Government Act 2000 provides the legislative framework for introducing a new constitutional agenda. This includes the possibility of directly elected mayors and more frequent elections. We are now working on implementation against an agreed timetable. By December 2002

each council will have a new constitution that is transparent, accountable and efficient.

10.9 The Prime Minister has set targets for electronic public service delivery in central Government. He wants to see 25 per cent of services capable of electronic delivery by 2002, and 100 per cent by 2005. Local government will reflect these targets. The Government has made £350 million available over the next three years to help local authorities make a step change in the provision of services online. This funding is on top of existing local authority investment in IT (currently around £1.5 billion a year).

10.10 In the first year of the beacon council scheme we identified 33 centres of excellence, awarding beacon status under seven themes. In the second year, with an expanded scheme (11 themes), we had 173 applications from 123 councils and awarded beacon status to 43 of them. These councils will spread best practice through open days and other activities. More than 3,000 council officers and members have attended events to spread news of the scheme.

10.11 We have given grants of £14.9 million to IDeA and £2.6 million to the Employers' Organisation for Local Government. The IDeA assists authorities to improve their performance through innovation and modernisation including the training of staff and members and the sharing of best practice. The Employers' Organisation advises and services the employers' sides of 25 national negotiating bodies for local authority staff and provides advice and expertise at national and regional level on pay, pensions and human resources issues.

10.12 We have effective international contacts working to promote good democratic local government. These are both with individual countries and through the European Union, Council of Europe (COE) and other European bodies. We won satisfactory resolutions and declarations in April 2000 at a Ministerial local government conference in Istanbul, and in September 2000 at the Commonwealth Local Government Conference. We have safeguarded the UK's position so far in negotiations on the proposed COE Regional Charter by successfully resisting pressure for a prescriptive legally binding charter. We have played our part in the UK's negotiation on

the EU Charter of Rights. In Kosovo, English local government volunteers appointed to the UN team for the reconstruction programme continue to help build new local administrations.

10.13 To reflect population changes, we have agreed new ward boundaries in 160 district and eight county councils across England since the current programme of reviews started in 1997. We have created 82 new parishes in England under the Local Government and Rating Act 1997.

10.14 The Political Parties, Elections and Referendums Act 2000 provides for the transfer of the Local Government Commission for England to the new Electoral Commission at a future date.

10.15 The Local Government Act 2000 confers broad new powers on local authorities, enabling them to promote or improve the economic, social and environmental well-being of their areas. The Act also imposes a duty on principal councils in England and Wales to prepare comprehensive community strategies. These should identify local needs and priorities. We are encouraging authorities to prepare their community strategies in partnership with stakeholders. Our statutory guidance, *Preparing Community Strategies*, encourages the setting up of a local strategic partnership to take on this role. It emphasises that authorities should build on successful existing partnerships and strategies. Local agenda 21 strategies prepared in line with our guidance would provide a very good starting point.

10.16 Part III of the Act introduces a new ethical framework for local government. There will be statutory codes of conduct for all councillors and standards committees for local authorities. We will also set up a new non-departmental public body, the Standards Board, to investigate written allegations of misconduct. Once the board has completed its investigations, it will convene a tribunal to decide whether there has been a breach of the rules. The tribunal will be able to impose penalties ranging from public censure to disqualification as a councillor for up to five years. The conditions of employment for local government employees will include a similar code of conduct. Because the new framework provides more effective punishment for councillors' misconduct, we will repeal the existing power to surcharge councillors who authorise illegal expenditure.

QUALITY OF SERVICES

10

10.17 Working with the Local Government Association (LGA), we are introducing local public service agreements (local PSAs). Local PSAs are a new and potentially very valuable tool for improving services, building on best value plans and involving closer co-operation between central and local government. Local PSAs involve councils setting challenging targets to improve the quality of local services, in return for financial incentives and agreed freedoms and flexibilities. Each local PSA includes a mix of national targets reflecting national priorities such as education, and local targets reflecting local priorities.

10.18 Local PSAs will encourage local authorities to develop innovative approaches to improving service delivery. Proposals involving closer co-operation between services and those which address cross-cutting issues are being encouraged. Where Government regulations and restrictions stand in the way of achievement, departments will, if possible, act to ease them to deliver improved outcomes.

10.19 When authorities meet their local PSA targets in 2003–04, they will be eligible for performance awards for the three year period of up to 2.5 per cent of their net budget requirement for 2000–01. We are also providing extra funds so that councils can make one-off investments to help them achieve their local PSA targets, and giving some increased flexibility in borrowing.

10.20 We are currently running a pilot scheme of local PSAs with 20 local authorities. The first local PSAs were signed in February 2001. Subject to successful conclusions of detailed discussions, we hope to conclude agreements with all the pilot authorities before the beginning of the new financial year. Depending on the lessons we learn from the pilot scheme, we hope to extend local PSAs to other upper-tier authorities in England on a voluntary basis. With the LGA, we are also consulting district councils and single-service authorities to work out how they might be involved.

10.21 2000–01 marked the first full year of best value in local government. Best value performance plans were in place by the beginning of the year,

and audited by the end of June 2000 – a pattern to be repeated annually. The Best Value Inspectorate carried out its first inspections in the second half of the year. We expect that by the end of March 2001 it will either have published or will be preparing 600 inspection reports. The Best Value Inspectorate Forum brings together all the inspectorates involved in best value. It met regularly during the year, and resolved on a common approach to inspections and a method for co-ordinating them.

10.22 Our grant of £15.7 million to the Audit Commission enabled it to set up the Best Value Inspectorate. Aggregate external finance to local government in the year included £24.2 million to help meet audit and inspection costs. We will make £21.7 million and £30.3 million available respectively for these purposes in 2001–02.

10.23 We consulted on measures to encourage partnership working between local authorities and the private and voluntary sectors, and propose to prepare the necessary secondary legislation by the end of June 2001. In the meantime, a number of local authorities set up new strategic partnerships with private companies to deliver real service improvements. These included:

- Liverpool City Council and British Telecom;
- Norfolk County Council and Capita;
- Lincolnshire County Council and Hyder;
- Blackburn with Darwen Unitary Council and Capita;
- Middlesbrough Unitary Council and Hyder.

10.24 We expect more local authorities to set up such partnerships as a result of new legislation and the additional resources in the 2000 spending review, including funds under the 'Invest to Save' initiative. Thirty-nine local authorities benefited from Invest to Save Budget funding in 2000–01, securing £17.6 million.

10.25 Together with the LGA, we set up an independent task force chaired by Sir Ian Byatt to review the state of commissioning and procurement in local government. This is expected to recommend practical ways in which local

government might take full advantage of important economic and technological developments, thus reducing costs and releasing resources for better front-line services. The task force is due to report by the end of May 2001.

10.26 We introduced new legislation in December 2000 to allow local authorities when tendering contracts to consider how potential suppliers deal with important workforce matters, such as training.

GOVERNMENT FOR LONDON

Greater London Authority (GLA)

10.27 Following Ken Livingstone's election as London Mayor in May 2000, the new arrangements for governing London are now fully in place. The GLA and the four functional bodies all became operational on 3 July 2000.

10.28 Transport for London (TfL) has prepared an integrated transport strategy with the Mayor, and takes over the Underground network in 2001. More information about transport in London is given in Chapter 6.

10.29 The London Development Agency (LDA) has prepared an economic strategy for the capital. The Mayor directly controls both TfL and the LDA, appoints the members of the London Fire and Emergency Planning Authority (LFEPA) and sets the budget for the Metropolitan Police Authority (MPA).

10.30 The 25 elected assembly members have already used their scrutiny powers to look at the Mayor's plans for congestion charging and affordable housing.

Financial arrangements

10.31 The Mayor and the assembly have set budgets for the GLA and the four functional bodies for 2001–02.

10.32 The 2001–02 budget for the GLA will be met mostly by the GLA general grant of £23.4 million.

10.33 TfL's spending will be met from a combination of the GLA transport grant, fares and other income. More details on TfL's spending are given in Chapter 6.

10.34 We have earmarked £50 million to cover the expected set-up costs of the GLA, TfL and the LDA. This provision includes the costs of the first elections to the GLA, fitting out the GLA's new headquarters and providing the authority with temporary accommodation until the new building is ready.

LOCAL TAXATION

Non-domestic rates

10.35 Businesses contribute to the cost of local authority services through non-domestic rates, known as 'business rates'. Rate income is paid into the national rate pool and we then distribute it back to local authorities in proportion to their populations.

10.36 Rates are paid at a uniform proportion (known as a 'poundage' or 'multiplier') on the rateable value of non-domestic property. The Government has set a poundage for 2001–02 of 43.0 pence per pound of rateable value. This is an increase of 3.3 per cent, in line with inflation.

10.37 The Valuation Office Agency carries out a revaluation every five years to make sure that the rateable values of properties are reasonably in line with their rental values on the open market. The last revaluation was in April 2000. A transitional relief scheme, which will run for five years, is phasing in significant changes to rates bills resulting from that revaluation. Under the scheme, the maximum increase in the bill for a small property for 2001–02 will be 5 per cent, and for a large property 15 per cent in real terms. The maximum decreases in real terms will be 5 per cent for small properties and 2.5 per cent for large properties.

10.38 Following the 2000 revaluation, we carried out a review to look at ways of improving the process for future revaluations. We announced the result of that review and consulted on a number of possible changes in *Modernising Local Government Finance: A Green Paper*. We asked for views on:

- advancing the revaluation process to give earlier notice to ratepayers of the effects of revaluation on their bills;

- changing the current five-yearly revaluation cycle;
- the future of transitional relief schemes; and
- protecting the tax yield from losses arising from appeals against rateable values.

10.39 In *Modernising Local Government Finance: A Green Paper* we also consulted on proposals to allow local authorities to levy a supplementary rate as a way of strengthening their relationship with business. Only an authority that has agreed a partnership with local businesses would be able to levy the rate. Local authorities would spend the extra income on projects agreed by the businesses. The annual increase in the supplementary rate would not exceed 1 per cent of the national rate paid by the businesses affected. The maximum supplement would be 5 per cent. The green paper also included proposals for rate relief for small businesses, and invited views on whether we should extend the scheme of rural rate relief, currently available to sole village shops and post offices, to certain other types of village businesses.

Council tax

10.40 Residents contribute to the cost of local authority services through the council tax. The amount a person pays depends on the valuation band of their home, the number of adults living there and whether they qualify for any discounts or exemptions.

10.41 Local authorities are maintaining their collection of council tax, with an average 95.6 per cent collection rate in England. Figure 10b shows the proportion of council tax collected in 1994–95

to 1999–00 as a percentage of the net collectable amount.

10.42 The Government continues to keep the fairness of the council tax under review. In April 2000 we extended the scheme of council tax reductions for people with disabilities to residents of Band A homes, and limited to one year the time limit on the period of exemption from council tax for homes that need major repairs or are undergoing major structural alterations. We hope that the latter will encourage people to repair and reuse properties within a reasonable period of time. In *Modernising Local Government Finance: A Green Paper* we invited views on whether there should be a statutory revaluation cycle for council tax, and in the white paper *Our Countryside: The Future* we said that we would consult on our proposal to give local authorities discretion to charge the full council tax on second homes rather than the 50 per cent discount that they are required to apply at the moment.

The Valuation Office Agency

10.43 We meet the Valuation Office Agency's (VOA) costs in compiling and maintaining non-domestic rating and council tax valuation lists in England, although we do not influence the independent process of valuations. These costs are shown in Figure 10c, and include the cost of the rating revaluation (see paragraph 10.37).

10.44 In April 2000 we brought in changes to improve the efficiency of the valuation and appeals systems. The VOA has introduced timetables saying when it will consider appeals against rating valuations. For the first time, the VOA is giving ratepayers an early indication of when it is likely to

Figure 10b Council tax and community charge collection

	Community charge (in total)	Council tax					
		1994–95	1995–96	1996–97	1997–98	1998–99	1999–00
Receipts in year (£ billion) ¹		7.2	7.8	8.4	9.6	10.1	10.1
Percentage of net debit in year ²		93	95	95	96	96	96
Estimated arrears at 31 March 2000 (£ billion)	0.2 ³						1.2 ⁴

1 Receipts in year represent receipts of council tax payments from council taxpayers in respect of that year only.

2 Net debit is the sum of the council tax bills issued for that year.

3 This figure represents the total amount of community charge outstanding from the years 1990–91 to 1992–93.

4 This figure represents the total amount of council tax outstanding from the years 1994–95 to 1999–00.

Figure 10c Valuation services

£ million

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Valuation Office rating services repayment	101.6 ¹	106.0 ¹	111.4	110.0	109.6	109.6
Valuation Office council tax costs	16.2	15.9	15.6	16.7	17.0	17.3
Valuation tribunals	10.9	10.5	10.6	11.6	11.5	11.5
Total	128.7	132.4	137.6	138.4	138.1	138.4

1 Includes costs incurred in the review of formula rating, and the preparation for the non-domestic rating revaluation in 2000.

Figure 10d Valuation Office Agency performance measures

	1998-99 target	1998-99 outturn	1999-00 plans	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Non-domestic rating list cases¹								
Cases received (thousands)	406	401	445	416	818	516	447	447
Cases cleared (thousands)	477	491	505	485	619	563	556	511
Cost per case (£)	184	184	172	173	161	179	180	176
Council tax valuation list cases¹								
Cases received (thousands) ²	530	512	500	522	509	509	509	509
Cases cleared (thousands) ³	537	472	505	478	509	509	509	509
Cost per case (£)	34	33	32	32	30	32	32	33

1 Includes appeals and local authority reports.

2 Cases received in 2000-01 reflect the number of appeals made following revaluation 2000 and include a number of duplicate appeals, estimated at up to 25,000 cases, that may be withdrawn.

3 Excludes cases logged pending sale of property or other relevant transactions.

consider their cases, as well as the opportunity to make representations if they believe the timetable is unreasonable. The VOA has published programmes covering each local authority area and valuation tribunal office; these are included on the VOA's web site at www.voa.gov.uk and will be updated annually.

10.45 In September 2000 the Inland Revenue published the report of its five-yearly review of the VOA. This recommended that the agency should lead the modernisation of the rating valuation system to move it away from the current culture of using appeals to arrive at acceptable valuations.

10.46 At the end of December 2000, losses on appeal from the 1990 rating list stood at 9 per cent of total rateable value, and losses on appeal from the 1995 rating list stood at 4.7 per cent of total rateable value. Very few appeals from the 2000 rating list have yet been settled, so no figure for losses is yet available.

Valuation tribunals

10.47 When a proposal for changes to a council tax valuation or a non-domestic rating list is not agreed by the VOA or is not resolved within certain time limits, it goes to a valuation tribunal (VT) as an appeal. We meet the cost of this service (see Figure 10c). The VTs' results and plans are shown in Figure 10e.

10.48 We are well advanced with implementing recommendations from the financial management and policy review of the service, published in March 1999.

- The valuation tribunal management board (VTMB) has existed for two years. It is providing direction and guidance while encouraging best practice and customer-friendly policies throughout the service.
- The VTMB has set up five forums to consider all administrative matters. These have advanced

Figure 10e Valuation tribunals' performance measures

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Rating appeals						
Received (thousands)	164	182	680 ²	295	200	190
Cleared (thousands)	245	235	265	295	295	250
Outstanding (thousands)	175	121	535	535	440	380
Council tax appeals						
Received (thousands)	54	41	36	38	38	38
Cleared (thousands)	63	46	36	40	38	38
Outstanding (thousands)	12	7	7	5	5	5
All appeals¹						
Cleared per officer per week	28	29	33	39	40	36
Cost per appeal cleared (£)	35	37	35	35	35	40

1 Variations in clearances per officer and unit costs reflect changes in annual workload, costs (including development costs of new computer systems) and the effects of office rationalisation.

2 The large number of rating appeals received in 2000-01 were the result of the non-domestic revaluation on 1 April 2000.

plans to introduce new staffing arrangements in 2001-02.

- The 14 administrative units are now well established in most areas.
- They are giving more flexible, efficient and cost-effective support to local VTs.
- The service has developed new computer systems linked to the Valuation Office Agency. VTs have e-mail connections and a web site for the benefit of customers at www.valuation-tribunals.gov.uk.
- In the light of these advances, we propose formalising these administrative arrangements by setting up an executive non-departmental public body (set out in *Modernising Local Government Finance: A Green Paper*).

LOCAL GOVERNMENT REVENUE FINANCE

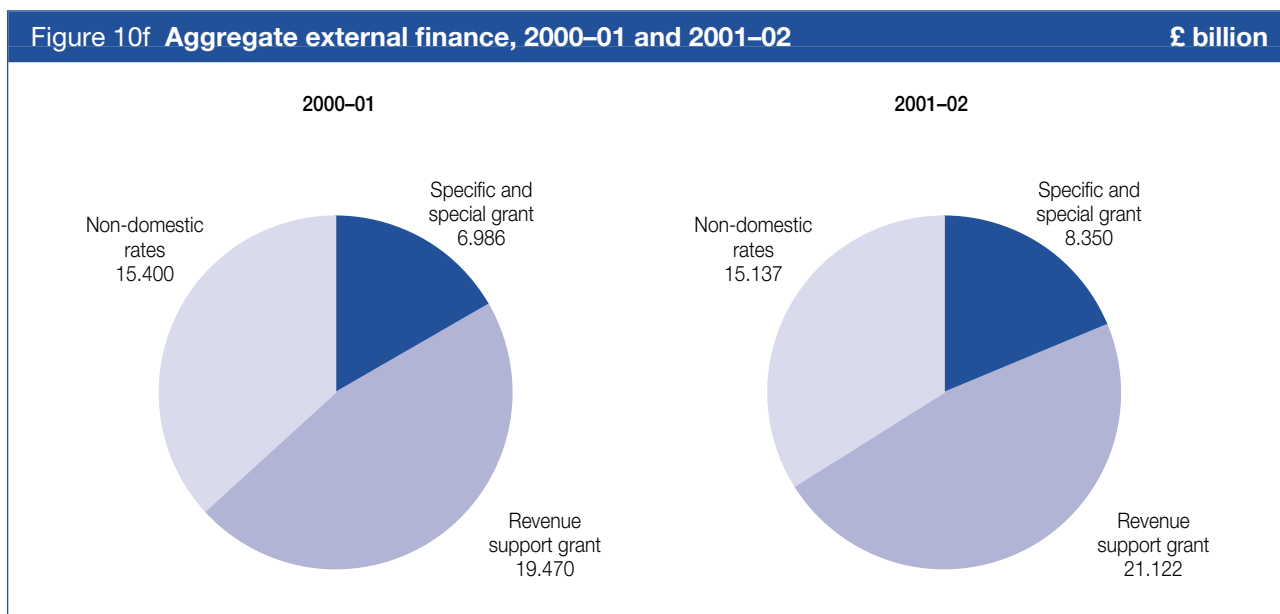
10.49 Local authorities need predictable and stable levels of grant finance so they can plan ahead effectively. We have kept the method of grant distribution stable, except for a small adjustment to the education standard spending assessment (SSA) for children under five years old following the transfer of funding for nursery education for four

year olds. The incorporation of the latest data gave rise to a wide variation in grant increase, so we have introduced floor and ceiling limits. No authority with education and social service responsibilities will receive less than a 3.2 per cent increase on the support they received in 2000-01, adjusted for changes in function or financing of a service. (None will get an increase of more than 6.5 per cent.) For district councils, we have ensured that no authority receives less than in 2000-01.

10.50 The Government contributes grant to help meet the cost of local services. In particular, we pay:

- revenue support grant (RSG);
- redistributed non-domestic rates; and
- certain specific, special and transitional grants.

10.51 Other Government departments pay specific and special grants in relation to their own service areas. All together, these grants are known as aggregate external finance (AEF). Figure 10f shows a breakdown of AEF for 2000-01 and 2001-02. Adjusting the previous year's totals to reflect changes in responsibilities since 2000-01, AEF will be £44.609 billion in 2001-02 compared with £41.625 billion in 2000-01. This is an increase of £2.984 billion (7.2 per cent).



10.52 We pay RSG so that, subject to the rules on floors and ceilings described in paragraph 10.49, councils can set the council tax for a property in any given band at broadly the same level throughout England if every authority budgets in line with its standard spending assessment (SSA).

10.53 The total of SSAs, together with specific and special grants, represents the total amount of local government spending that the Government is prepared to support through grants. This is known as total standard spending (TSS). Adjusting the previous year's totals to reflect changes in responsibilities since 2000–01, TSS will be £57.133 billion in 2001–02 compared with £53.4 billion in 2000–01. That is an increase of £3.7 billion (7.0 per cent). These figures do not show actual spending by local authorities. In 2000–01, English local authorities budgeted to spend £56.9 billion in revenue expenditure, some £2.9 billion more than TSS.

10.54 For the second time since the introduction of the council tax, the Government did not announce capping limits in advance. Local authorities were able to make up their own minds about their budgets, taking account of their circumstances and the views of local people. The vast majority of authorities in England acted sensibly, and for the second consecutive year the Government chose not to use its reserve powers.

10.55 The Government believes that, where local decisions lead to steep increases in council tax and thus council tax benefit, the costs of extra benefit should increasingly be met locally rather than nationally. The council tax benefit subsidy limitation CTBSL scheme limits subsidy where an authority increases its council tax above a guideline. The guideline for 2001–02 is the same as last year; a 4.5 per cent increase in council tax or such higher increase as is necessary to give the council an increase in its budget requirement equal to its full cash SSA increase. As in 2000–01, the scheme will operate cumulatively. The starting point for applying this year's guideline for each authority will be its 2000–01 council tax at guideline after adjusting for the effects of the transitional measures for authorities which were making a 'negative subsidy' transfer in 1999–00 from their housing revenue account under section 80(2) of the Local Government and Housing Act 1989 and for changed functions of councils or responsibilities for funding certain services which affect the coverage of SSAs. In 2000–01, 192 authorities (44 per cent) made increases that exceeded the guideline and had to contribute to benefit costs.

10.56 We are in the final year of a three-year review of the revenue grant distribution system. *Modernising Local Government Finance: A Green Paper* consulted on options for introducing a fairer and more transparent revenue grant distribution system in future years. The Government's decisions will be announced in a white paper later on this year.

LOCAL GOVERNMENT CAPITAL FINANCE

10.57 The local authority capital finance system is described in Chapter 7 of the *Department of the Environment Annual Report 1997*. Figure 10g gives details of local authority capital expenditure and financing in England. An overview of local authority capital spending and developments, including the capital resources available to authorities for 2001–02 to 2003–04, is available on the departmental web site at <http://www.local.detr.gov.uk/finance/capital/data/lainvest>.

Single capital pot

10.58 We have consulted local government on the introduction of a cross-service mechanism (covering housing, education, health, transport and environmental, protective and cultural services (capital)) for allocating the bulk of central Government capital support to local authorities from 2002–03. This is called the single capital pot. We will base allocations partly on a needs-related

formula and partly on a competitive assessment of councils' service and corporate strategies and how well they deliver them. We will base assessments on a council's corporate capital strategy and asset management plan. Local authorities have participated in a dry run and have submitted draft capital strategies and asset management plans. The new system will help to provide greater long-term stability of resources, as well as allowing councils to tackle cross-cutting issues more effectively.

Capital finance review

10.59 We have looked at alternatives to the way we control council borrowing. We have published proposals in *Modernising Local Government Finance: A Green Paper* for replacing centrally determined credit approvals with a system based on what local authorities can afford, consistent with the Government's aims for national fiscal and economic policy. We are also considering replacing the statutory provision for debt repayment by a less formal code of practice that would nevertheless still be prudent and sound.

Figure 10g Local authority capital expenditure and financing in England

£ million

Gross capital expenditure	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
DETR programmes			
Housing ¹	2,249	2,170	2,668
Urban and regeneration ²	628	588	764
Transport	994	1,029	1,262
Other services ³	916	1,119	1,202
Non-DETR programmes⁴	2,097	2,279	2,610
Total	6,884	7,185	8,506
Financed by			
Credit ⁵	2,334	2,306	3,312
Capital grants	1,416	1,406	1,468
Capital receipts	1,141	1,597	} 3,726
Revenue	1,255	1,043	
Other ⁶	738	833	

1 See Chapter 5.

2 This includes expenditure which attracts grants under the following programmes: New Deal for Communities, single regeneration budget (SRB), challenge fund schemes, English Partnerships, city challenge, housing action trusts, derelict land grant (DLG) and estate action.

3 Includes non-DETR environmental, cultural and protective services (EPCS) block expenditure. For an explanation of the EPCS block, see paragraph 10.56.

4 Including voluntary aided schools and grant maintained schools.

5 As reported by local authorities, so differs from figures in the *Public Expenditure Statistical Analysis 2001–02*.

6 Includes contributions from NDPBs, the National Lottery and developers, and use of provision for credit liabilities by debt-free authorities.

Figure 10h The environmental, protective and cultural services block: components of gross capital expenditure¹ £ million

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
DETR programmes			
Town and country planning ²	339	410	440
General local administration	294	362	389
Refuse disposal	36	44	47
Parks and open spaces	76	94	101
Other local services ³	171	209	225
Total DETR programmes	916	1,119	1,202
Non-DETR programmes			
Libraries, museums, art galleries	142	175	200
Other non-DETR services ⁴	0	1	1
Total EPCS block	1,058	1,295	1,403

1 Excludes regeneration programmes, described in Chapter 11. Includes expenditure on projects which attract European regional development fund grants.
 2 Includes planning implementation, economic development and environmental improvement work.
 3 Includes environmental health, clean air expenditure and industrial and corporation estates.
 4 Includes smallholdings (Ministry of Agriculture, Fisheries and Food), careers and sheltered employment (Department for Education and Employment) and consumer protection (Department of Trade and Industry).

Environmental, protective and cultural services

10.60 Figure 10h shows the main components of this block of capital expenditure, in which DETR has a major interest. Nearly all central Government support for capital for the environmental, protective and cultural services block is through credit approvals, as shown in Figure 10i.

Private finance initiative

10.61 We continue to work with the Office of Government Commerce, other departments, and the LGA's public-private partnerships programme (4Ps)

to develop the policy and projects for the local government private finance initiative (PFI). During 2000 we endorsed social housing, waste management, street lighting and road maintenance projects. We contributed to a number of projects covering the objectives of more than one department, including community facilities in schools. Up to the end of December 2000 we had endorsed 56 projects, as well as 5 jointly sponsored projects from a total for all departments of 148 projects.

10.62 During the three-year spending period 2001–02 to 2003–04 we will provide over £1.5

Figure 10i The environmental, protective and cultural services block: credit approvals and capital grants £ million

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Credit approvals ¹	12.6	16.6	0.0	0.0	0.0	0.0
Total	12.6	16.6	0.0	0.0	0.0	0.0
Environmental protection						
Credit approvals ²	17.2	15.2	24.2	24.1	24.1	24.1
Capital grants ²	0.1	0.2	0.4	0.4	25.4	25.4

1 Supplementary credit approvals in respect of new town roads. Programme ended in 1999–00.
 2 Included in the environment protection expenditure shown in Chapter 4, Figure 4a.

billion in PFI credits from a total central Government support of more than £4 billion. This is a significant increase on the previous level of departmental support, which provided more than £0.8 billion during the four years from 1997–98 to 2000–01. By 2003–04 support will be nearly three times that in 2000–01, while total central Government support will have doubled.

For further information please contact Everton Absalom on 020 7944 4018

Or visit our web site at www.local-regions.detr.gov.uk

LOCAL GOVERNMENT PENSIONS

10.63 We work to provide a secure, modernised statutory pension scheme for local government employees in England and Wales. In 2000–01 we:

- introduced as a basis for protecting employees' pension rights and to assist the delivery of best value, new regulations, supplemented by guidance and regional seminars, which allow employees of best value contractors ongoing access to the local government pension scheme;
- prepared a departmental action plan in response to the recommendations made by the *Review of Ill-Health Retirements in the Public Sector* published by HM Treasury in July 2000 and established a joint task force with local government and trade unions to impement the 35 recommendations;
- introduced new regulations to allow pension-sharing on divorce; and
- issued a discussion paper on improved levels of employer and contributor representation within the scheme's investment and fund management provisions, and their prudential effectiveness.

10.64 In 2000 we received 203 appeal cases under the dispute resolution procedure and determined 191, compared with 161 received and 134 determined in 1999.

Modern Local Government

10

Building Thriving Regions, Cities and Communities

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An Innovative and Efficient Construction Industry

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Better Health and Safety

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Departmental Structure and Responsibilities

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*Investing in the Future:
The Departmental Investment Strategy*

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Office of the Rail Regulator

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Office of Water Services

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Ordnance Survey

18

CHAPTER 11

Building Thriving Regions, Cities and Communities

11

Highlights and Achievements

- We strengthened the role of the regional development agencies (RDAs) by increasing their funding to £1.2 billion for 2000–01. This will rise year on year to £1.7 billion by 2003–04.
- Following the spending review 2000, we are introducing a single budget for the RDAs from April 2002, which will allow them to make best use of their resources.
- We established the London Development Agency in July 2000.
- Under round six of the single regeneration budget, 189 successful bids were announced, of which 27 were major schemes in the most deprived local authority areas.
- We gave the go-ahead for 22 round two New Deal for Communities (NDC) partnerships to prepare strategies for the intensive regeneration of their neighbourhoods.
- We published the urban white paper *Our Towns and Cities: The Future – Delivering the Urban Renaissance* in November. It draws together a range of policies and initiatives to create attractive and well-kept towns and cities which are more environmentally sustainable.
- We launched the neighbourhood wardens' unit and approved 50 warden schemes, with a further 42 deferred for further development. We issued guidance on implementation plans and induction training for wardens.
- We launched the first round of the neighbourhood management programme, aimed at identifying 15 community based partnerships which will prepare strategies for their neighbourhoods.
- We announced a rolling programme of 12 new urban regeneration companies (URCs), to be set up over the next three years to build on the success of the three pilot URCs. The number of URCs in any one region will be limited.
- Three millennium communities have now been launched: on the Greenwich peninsula, at Allerton Bywater and most recently on the Cardroom Estate in east Manchester. They provide practical examples of good design to encourage higher standards. A further four millennium communities will be launched by summer 2001.
- To help take forward plans for the Thames Gateway, we have established a 'strategic partnership' for the area led by DETR Ministers.

Objective

11.1 Our objective is to enhance sustainable economic development and social cohesion through integrated regional and local action, including the promotion of an urban renaissance.

11.2 Our regeneration programmes also contribute to the achievement of several other departmental objectives on the environment, housing and rural development. These are described in Chapters 4, 5 and 8 respectively.

11.3 This chapter reports on how the Government delivers its objectives for regional economic development and regeneration. There are three broad strands of work:

- delivering programmes and projects;
- co-ordinating activity; and
- promoting policies and programmes and wider good practice.

Our work covers:

- sponsorship of the RDAs, including administration of the single regeneration and land and property budgets;
- New Deal for Communities;
- European regional development fund; and
- sponsorship of English Partnerships.

PSA Targets

11.4 Following the comprehensive spending review in 1998, our public service agreement (PSA) targets up to 31 March 2002 were as follows.

- In partnership with others, deliver over 50 major new single regeneration budget (SRB) projects, with at least one in each of the most deprived local authority areas, and 40 New Deal for Communities projects, combating social exclusion through focused and intensive neighbourhood renewal, and support the Local Government Association's new commitment for regeneration initiatives in 22 pathfinder areas.

Progress: Under rounds 5 and 6 of the SRB, major new SRB funding has been approved for 56 of the most deprived local authority district areas, which were in the top 50 of any one of the four measures of deprivation in the 1998 index of local deprivation. We have also set up 39 partnerships under the New Deal for Communities programme to tackle deprivation in some of England's poorest neighbourhoods.

- In 1999, establish new targets for the proportion of regeneration projects meeting their output goals.

Progress: Met. A target of 95 per cent has been set.

Headline and Other Key Indicators for Sustainable Development

11.5 Core 'state of the region' indicators, including headline indicators of sustainable development we are monitoring include:

- GDP per head and GDP per head relative to the EU average
- Percentage of new homes built on previously developed land
- Skills: percentage of 19 year olds with level 2 qualifications and percentage of adults with level 3 qualifications

The core indicators will be revised during 2001–02.

Means of Delivery

11.6 DETR is the lead sponsor of the RDAs, with the Government Offices for the Regions responsible for day-to-day sponsorship issues. DETR, DTI and DfEE are jointly responsible for advising and assisting RDAs on implementing their regional strategies.

11.7 At the local level, regeneration programmes work in partnership with all interested groups. This ensures that they are actively involved and maximises income from the private sector. At the national level, Government departments and public agencies work closely together, bringing an integrated approach to policies and priorities for regeneration programmes. They also aim to see that regeneration programmes complement and add value to other schemes.

Figure 11a Summary of regeneration expenditure

£ million

RfR Section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
1AJ/AR Regional development agencies (net) ¹	12.8	584.4	917.3	1,254.8	1,359.9	1,506.6
1I/R New Deal for Communities	0.2	4.7	60.3	281.0	409.0	479.0
1M/N/						
S/T European regional development fund	231.1	233.3	268.3	293.3	210.1	254.0
1I/AK English Partnerships ²						
– Urban Regeneration Agency	156.3	-365.9	17.7	43.2	38.2	38.2
– Commission for the New Towns	32.9	-62.7	-110.9	-63.8	-63.8	-63.8
1I Coalfields Trust and fund	0.0	1.6	26.1	15.0	20.0	15.0
1I/AK Housing action trusts	121.8	108.3	129.9	133.2	163.2	112.2
1AK Estate action	96.7	56.8	68.4	39.4	13.0	5.0
1I Groundwork	6.7	7.5	7.7	8.0	9.3	10.6
1I Special grants programme	1.1	1.4	1.6	2.0	2.0	2.0
1I/R Single regeneration budget ³	558.9	169.5	-0.1	0.0	0.0	0.0
1I Publicity and programme support	0.3	0.4	0.4	0.4	0.4	0.4
1I Other	-	-	-	10.0	10.0	10.0
1I Closed programmes ⁴	19.3	4.6	4.1	0.0	0.0	0.0
Total regeneration	1,238.0	743.3	1,390.6	2,016.5	2,171.3	2,369.2
Central Government's own expenditure						
Voted in Estimates (RfR 1)	197.0	135.6	92.7	193.9	325.8	371.1
Non-voted	286.1	244.2	779.8	1,217.3	1,238.4	1,334.1
Central Government support to local authorities						
Voted in Estimates (RfR 1)	615.7	216.4	518.1	605.3	607.2	664.1
Non-voted	139.2	147.1	0.0	0.0	0.0	0.0

- Includes expenditure by the new London Development Agency from July 2000. Expenditure sponsored by other Government departments and their corresponding contributions will not appear in this table but in those departments' own reports. Expenditure up to and including 2001-02 covers a number of programmes, including land and property budgets, rural development programme, single regeneration budget and inward investment. From April 2002, RDA programmes will be brought together into a single programme.
- On 1 April 1999 we transferred the regional role of English Partnerships to the RDAs, except London which transferred on 3 July 2000. English Partnerships includes spending on coalfield regeneration, on the Greenwich millennium site from 1996-97 to 1999-00, on the derelict land grant up to 1998-99, and on the partnership investment programme from 1999-00 to 2000-01.
- Relates to expenditure by the Government Offices prior to transfer of the programme to the RDAs and the London Development Agency.
- Closed programmes includes the urban programme, safer cities, business start-up scheme, local initiative fund, compacts, teacher placement service, education business partnerships, TEC challenge, programme development fund, regional enterprise grant section 11 (part), ethnic minority business initiative, GEST 19, city action teams, Manchester regeneration (Olympics), coalfield areas fund, local investment fund, urban development grant, Dearne Valley College, inner-city task forces, Manchester city centre and city challenge (but excluding city challenge expenditure by the Housing Corporation).

Programme of Work

REGIONAL DEVELOPMENT AGENCIES (RDAs)

11.8 The London Development Agency (LDA) started life in July 2000 as a functional body of the Greater London Authority (GLA). It is responsible for formulating and delivering the Mayor of London's economic and regeneration strategy for the capital. Unlike the other regional development agencies, the LDA is accountable to the GLA, not the Secretary of State.

11.9 All RDAs, including the LDA, have begun implementing their regional strategies through action plans and sustainable development appraisals. They cover:

- economic development and regeneration;
- business efficiency;
- investment and competitiveness;
- employment and the development of skills; and
- sustainable development.

11.10 The nine RDAs are emerging as the strategic leaders of economic development and regeneration in the English regions. In 1999–00 they have:

- helped to create or safeguard over 35,000 jobs;
- invested £25 million in improving workforce skills;
- provided £400 million for improving prosperity in the neediest parts of the country; and
- given £20 million to rural areas to attract new business and jobs.

11.11 RDAs have brought a wide range of benefits to their communities.

- **One NorthEast** – is currently responsible for around 3,000 social, urban and rural regeneration projects. These will help to create

and safeguard over 11,000 jobs in the region, with a capital expenditure of £340 million.

- **North West Development Agency** – helped attract £390 million of private sector investment to the region, including £143 million from foreign-owned companies and inward investment projects, which will create and safeguard 4,700 jobs.
- **Yorkshire Forward** – has helped create or safeguard over 4,000 jobs through 24 inward investment projects. It has launched a pioneering toolkit for community involvement, 'active partners'. This allows regeneration partners to use benchmarking to evaluate their progress towards genuine community involvement.
- **East Midlands Development Agency** – has helped in creating or safeguarding almost 3,000 jobs through 16 inward investment projects. The agency has redeveloped 607 hectares of derelict land and 250,000 square metres of commercial buildings in 264 projects.
- **Advantage West Midlands** – played a crucial part in the Marconi deal, which will create over 2,000 jobs in Coventry. The agency has set up two new regional venture capital funds worth over £100 million, and has funded some 66 regeneration schemes, including the £42 million Fort development.
- **South East of England Development Agency** – was involved in creating or safeguarding 3,200 jobs through its inward investment activities (up 52 per cent over the previous year). Foreign investment into the region has continued to grow, with 33 new investments in 1999–00, up 70 per cent on the previous year.
- **South West of England Development Agency** – approved 69 new land and property projects and the reclamation and redevelopment of 207 hectares, of which 113 hectares were derelict land. Its 37 inward investment projects have attracted capital investment of more than £100 million.

- **East of England Development Agency** – supported 36 schemes through the single regeneration budget, which has created or safeguarded 1,725 jobs. It has also helped create a further 450 new jobs and bring 26 hectares of vacant or derelict land back into use through its land and property programme.
- **London Development Agency** – supported 46 schemes representing a diversity of communities and sectors that will share a £300 million allocation over the next seven years. Among the schemes awarded funding are the redevelopment of Wembley Stadium, employment training in east London, youth programmes in Harlesden and a transport interchange for Vauxhall Cross.

and commerce, infrastructure, housing, leisure, recreation and green space, and help to attract inward investment. RDAs focus their land regeneration schemes on brownfield land.

- The redundant building grant scheme, which covers grants for the conversion or refurbishment of redundant buildings to bring them back into use. There are grants for private sector firms, including sole traders, partnerships, limited companies, co-operatives and individuals.
- The competitiveness development, innovative clusters and skills development funds, funded by DTI and DfEE.

11.13 Details of RDA expenditure and staffing are given in Figure 11b.

REGENERATION PROGRAMMES ADMINISTERED BY THE RDAs

11.12 RDAs are responsible for administering various regeneration programmes, including the following.

- The single regeneration budget, which provides resources for regeneration initiatives in England carried out by local partnerships.
- The land and property budget, consisting of the RDAs' physical regeneration programmes. These tackle the need for land for industry

Single regeneration budget and future activities

11.14 The SRB has funded regeneration schemes in England, developed and implemented by local partnerships. We reshaped the SRB for the three-year spending period from 1999–00 to 2001–02, giving more emphasis to tackling social exclusion and reducing the gap between deprived areas and the rest of the country, so that:

- 80 per cent of new SRB funding would go to comprehensive schemes in the most deprived areas, defined by the index of local deprivation; and

Figure 11b Expenditure by RDAs and staff-in-post figures

Region	Staff in post 1 April 2000	1999–00 outturn (£ million)	2000–01 estimated outturn (£ million)	2001–02 plans' (£ million)
One NorthEast	232	92.280	107.478	149.615
North West	198	141.337	148.629	257.467
Yorkshire Forward	171	121.298	150.976	211.583
East Midlands	115	66.660	58.538	81.571
Advantage West Midlands	139	103.773	113.086	149.294
East of England	77	29.734	37.316	56.762
South East	98	63.718	71.685	94.721
South West	162	42.916	55.933	66.591
London	N/A	N/A	260.154	278.172

1 From 2001–02 expenditure on the partnership investment programme, currently managed by English Partnerships with assistance from regional development agencies, is included.

- 20 per cent of new SRB funding would tackle pockets of need elsewhere, including rural, coastal and former coalfield areas.

11.15 There have been six SRB rounds. Under round six, announced in summer 2000, 189 schemes were approved (including 46 approved by the Mayor of London); 27 of these were major schemes in the most deprived local authority areas, which contributes towards our PSA target described in paragraph 11.4.

11.16 The schemes have around £1.2 billion to spend over their lifetime of up to seven years. They are expected to:

- improve people's employability, educational achievements and skill levels;
- promote sustainable regeneration;
- support the growth of local economies; and
- help to reduce crime and drug abuse.

11.17 We expect successful bids from the six rounds of the SRB to involve expenditure of more than £23.2 billion over their lifetime. This will include more than £5.6 billion from the SRB, £9 billion of other public sector support and European funds and estimated private sector investment of £8.6 billion. Figure 11c gives results for 1999–00 from schemes approved under rounds one to five of the SRB, together with their lifetime forecast outputs. Forecast outputs may change as we agree and update delivery plans with partnerships each year.

11.18 The SRB will become part of the RDAs' single budget from April 2002 (see paragraph 11.21). Funding will be provided under the single budget to cover SRB commitments made under rounds one to six. In 2001–02, where resources are available, the RDAs will be able to support some new schemes where these contribute to the delivery of their regional strategies.

Figure 11c Summary of actual and forecast outputs for SRB schemes¹

	Achieved round 1 1995–96	Achieved rounds 1 and 2 1996–97	Achieved rounds 1, 2 and 3 1997–98	Achieved rounds 1, 2, 3 and 4 1998–99	Achieved rounds 1, 2 3, 4 and 5 1999–00	Forecast rounds 1, 2, 3, 4 and 5 lifetime ²
Jobs created or safeguarded	39,320	78,380	107,530	183,200	103,925	696,000
Pupils benefiting from projects	531,900	687,860	968,760	1,486,540	1,195,668	5,371,000
People trained obtaining qualifications	23,850	55,420	98,360	135,670	147,359	775,000
Residents of target areas finding jobs (because of targeted assistance)	21,270	33,910	40,960	107,710	62,942	409,000
New business start-ups	10,460	16,360	19,480	11,680	9,946	87,600
Area of new or improved business and commercial floorspace (square metres)	323,110	821,450	1,323,590	1,365,630	1,448,003	10,097,000
Homes completed or improved	6,960	20,530	36,090	60,680	55,983	308,000
People benefiting from community safety initiatives	1,062,120	1,561,440	2,420,950	2,887,160	4,145,511	12,700,000
Homes and buildings with improved security	16,780	40,140	61,250	84,790	98,158	393,000
Hectares of land improved or reclaimed for open space	320	650	770	1,550	5,600	7,100
Hectares of land improved, reclaimed or serviced for development	180	270	450	640	533	4,400
Buildings improved or brought back into use	420	1,660	3,910	7,260	3,912	18,440
Voluntary organisations or community groups supported	5,410	13,010	20,500	27,660	35,442	136,000
Private sector leverage	£263m	£577m	£911m	£846m	£898m	£6.7bn

1 Actual and forecast outputs are total outputs from SRB schemes – that is, they include outputs from all funding sources.

2 Each round may cover a period of up to seven years.

Land and property budget

11.19 The land and property budget provides the main sources of Government funding for physical regeneration. It provides funding to reclaim, regenerate and decontaminate previously developed land and buildings. This programme supports the Department's PSA target on the reuse of brownfield land. As outlined in the urban and rural white papers, priority is given to brownfield land reclamation and urban renaissance. A decision in December 1999 by the European Commission, in respect of the partnership investment programme and state aids issues, has put new emphasis on the need for the major activities of the land and property programme to be pursued through direct development, rather than in partnership with the private sector. Direct development requires much greater funding at the start of projects. In recognition of this new situation, DETR has been awarded significant additional funds (£150 million more) for this programme in 2001–02, as well as £60 million extra in 2000–01. Further additional funds will be available in later years, but will form part of the allocations under the 'single budget' arrangements.

11.20 The land and property programme is mainly delivered through the RDAs, though English Partnerships also have a role, particularly in respect of regenerating coalfield communities.

SINGLE BUDGET

11.21 The RDAs deliver a number of important programmes sponsored by DETR, DTI and DfEE. The Government concluded in the spending review 2000 that if RDAs had extra budgetary flexibility, they could deliver much more with their resources. As a first step for 2001–02, RDAs are being allowed to switch more money between programmes and also to spend on a wider range of activities under a new strategic programme. From April 2002 RDAs' programmes will be brought together into a single budget that will give them much greater flexibility in ensuring that delivery of their regional strategies is in line with national priorities. In return for this increased flexibility, the RDAs will be required to deliver on various output and outcome targets, set collectively by departments.

REGENERATION PROGRAMMES OUTSIDE RDAs

Neighbourhood renewal

11.22 The 2000 spending review confirmed the Government's commitment, through the neighbourhood renewal strategy, to narrow the gap between deprived areas and the rest of the country. Key Government departments have been set targets for improving quality of life in deprived neighbourhoods, up to the average of the rest, through core spending programmes – health, education, employment and crime, along with social housing.

11.23 The framework consultation document on the national strategy on neighbourhood renewal in April 2000 set out ideas on how to achieve this and in January 2001 an action plan to implement the strategy was published (see also Chapter 2).

11.24 The targets for core spending programmes have been backed up by substantial increases in resources for public services. Departments responsible for them will be required to ensure that adequate shares of the new resources for health, education and other services reach the most deprived communities.

Neighbourhood renewal fund

11.25 In the meantime, councils in the most deprived areas are to benefit from a neighbourhood renewal fund. The neighbourhood renewal fund (NRF), worth £900 million over three years, will provide extra non-ring-fenced resources from April 2001 for 88 local authorities in the most deprived areas. The fund, alongside Government departments' main spending programmes, will make a significant contribution to neighbourhood renewal (see also Chapter 2).

11.26 The additional resources being provided to local authorities by the neighbourhood renewal fund will help them to target the services they provide on their most deprived neighbourhoods and therefore improve the outcomes that are achieved in these areas. A commitment to set up a local strategic partnership, bringing together public service providers with the community and business sectors, is one of the conditions for receiving NRF funding.

New Deal for Communities

11.27 As part of the Government's strategy to reduce social exclusion, we are tackling the deprivation faced by people in some of the poorest neighbourhoods in England. We identified 17 community-based partnerships in the pathfinder round of the New Deal for Communities (NDC), launched in 1998. These partnerships are now implementing 10-year strategies for change. We have identified a further 22 partnerships under a second round of the programme. They are now busy developing their own long-term strategies, which they are due to submit to Ministers in spring 2001.

11.28 The strategies focus on four key areas:

- unemployment;
- crime;
- educational underachievement; and
- poor health.

However, each partnership's strategy varies according to its circumstances.

11.29 During 2001 and beyond, NDC initiatives will concentrate on three themes:

- improving neighbourhood management, so that local services meet the needs and expectations of residents and local businesses;
- supporting communities, so that they can get involved in and take greater control of the issues that directly affect them; and
- bringing together evidence about what works through a skills and knowledge programme.

Neighbourhood management

11.30 We launched the neighbourhood management pathfinder round in January 2001. It will test new approaches to improving services by making them more responsive to local needs. It will encourage deprived communities and local service providers to work together to improve and 'join up' local services.

11.31 In January 2001, 83 eligible areas around the country were invited to prepare bids to take part in the pathfinder round. Fifteen of these areas will be selected, in April/May 2001, to run neighbourhood management schemes for up to seven years.

Neighbourhood wardens' unit

11.32 We established the neighbourhood wardens' unit (NWU) to implement the recommendations in the policy action team 6 report *Neighbourhood Wardens*. The first grants programme was oversubscribed and we approved 50 schemes. We deferred a further 42 and they resubmitted proposals in December. The NWU issued guidance notes on the grant programme, published a training guide for new wardens and established a programme of technical support to help the schemes develop.

11.33 We held a national conference for all warden schemes in November 2000, drawing on experiences from Holland, Belgium and the USA.

English Partnerships

11.34 English Partnerships (EP) works with central and local government, the RDAs and other partners to bring about sustainable economic regeneration and development in the English regions. It aims to:

- develop its assets and dispose of its liabilities, including those inherited from the former new town and urban development corporations;
- create new partnerships in regeneration and development;
- improve the environment; and
- identify new sources of funding.

11.35 EP is currently responsible for running the partnership investment programme on behalf of the RDAs. The RDAs will take this over on 1 April 2001. Its other principal activities are managing the national coalfields portfolio, developing the Greenwich peninsula, managing the Dome legacy competition, and developing the programme of millennium communities. EP also administers the land stabilisation programme, which it launched in March 1999 on behalf of the Department (see paragraphs 11.42 and 11.43).

11.36 Details of EP's achievements and outputs are summarised in Figure 11d. Recent highlights include:

- completion of remediation, landscaping and building of infrastructure across the Greenwich peninsula; and
- the first residents moved into the Greenwich millennium village in December 2000, while the village school opened in February 2001.

Coalfield areas

11.37 At the request of the Deputy Prime Minister, the RDAs and the coalfields communities campaign organised six regional conferences, one in each of the main coalfield regions of England, in the autumn of 2000.

11.38 Ministers from across Whitehall took part in these conferences, reporting further progress on the implementation of the coalfields task force's recommendations. They reaffirmed the Government's long-term commitment to coalfield areas. The conferences also considered the case studies associated with the *Regeneration of Former Coalfield Areas – Interim Evaluation* published in

September 2000. This investigated conditions in the former coalfield areas of England and assessed how effective regeneration activities have been so far. We commissioned the research after the publication of the coalfields task force's report, and two years into English Partnerships' coalfields programme.

11.39 The report looked at:

- a 'baseline' of conditions which could be examined for comparison at a final evaluation;
- the interim effectiveness and cost-effectiveness of regeneration activity; and
- transferable lessons on partnership working and other aspects of regeneration.

11.40 The network space programme is delivering new managed workspace for small businesses in English coalfield areas. Two developments have been completed – High Carr in Staffordshire and Jarrow in the north-east. The programme continues with work on three other phase one developments. The programme is expected to provide about 47,000

Figure 11d English Partnerships: achievements¹

	1999–00 outturn	2000–01 targets	2001–02 provisional targets
Estimated lifetime outputs from projects approved in the year¹			
Jobs created or safeguarded	21,016	20,300	4,700
Land reclaimed and/or serviced (hectares)	998	940	1,300
Private sector investment (£ million)	604	460	180
Housing units facilitated	4,450	7,000	1,100
Commercial or industrial floorspace developed (thousand square metres)	787	690	240
Land disposals (hectares) ²	228	200	190
Estimated outputs in-year from all approved projects¹			
Jobs created or safeguarded	17,929	28,300	4,200
Land reclaimed and/or serviced (hectares)	1,115	1,060	670
Private sector investment (£ million)	703	590	160
Housing units facilitated	2,858	3,800	1,000
Commercial or industrial floor space developed (thousand square metres)	677	940	280
Land disposals (hectares) ²	252	240	220
<p>1 Estimated outputs relate to regeneration projects except for land reclaimed and/or serviced, which includes servicing of new town land. They have been prepared on the basis that the partnership investment programme transfers to the regional development agencies and London Development Agency on 1 April 2001.</p> <p>2 Land disposals relate to new town and UDC assets.</p>			

square metres of small workspace units providing the potential for creating over 1,200 jobs.

11.41 The coalfields regeneration trust approved grants of over £26 million to 313 projects, to support communities from the coalfield areas of England, Scotland and Wales.

Land stabilisation programme

11.42 Some areas are hazardous as a result of abandoned non-coal mines. This programme provides funding to local councils and national park authorities to stabilise these areas. English

Partnerships administers the programme on our behalf and offers grants for investigations, surveys, stabilisation works, and monitoring before and after treatment.

11.43 The first two remediation projects in Shropshire and Reading began in the autumn of 2000. We have also approved a further seven grants for detailed investigation. EP still receives and processes applications under the programme.

Figure 11e European Regional Development Fund: expenditure by region, 1999–00

	Coverage (% persons)	Expenditure (£ million)	Expenditure (£ per person covered)	Expenditure (£ per person in region)
North-west (including Merseyside)	67	145.7	32	21
North-east	99	50.4	20	19
South-west	22	30.0	28	6
South-east	2	9.8	61	1
West Midlands	57	61.8	20	12
East Midlands	23	28.9	30	7
London	8	19.1	34	3
Yorkshire and the Humber	52	57.9	22	11
East of England	4	6.9	33	1
England	30	410.5	28	8

Figure 11f European Regional Development Fund: 2000–01 estimated provision by department¹ £ million

Voted in Estimates (RfR 1)	DETR	DTI	DfEE	DCMS	MAFF	Total
Central Government's own expenditure						
Current grants	23.5	108.9	24.9	0.0	0.0	157.3
Capital grants	38.7	0.0	1.0	6.0	0.0	45.7
Central Government's support to local authorities						
Local authority current and parish council capital	24.8	20.6	0.9	0.0	0.0	46.3
Local authority capital	144.5	0.0	0.2	25.0	1.4	171.1
Total	231.5	129.5	27.0	31.0	1.4	420.4
Provision instead of or in advance of ERDF receipts²						
Non-local authority	19.0	0.0	0.0	0.0	0.0	0.2
Local authority	35.7	0.0	0.0	0.0	0.0	35.7

1 Each of these departments has a policy interest in the ERDF. The breakdown shows the provisions that have been attributed to them for 2000-01. The provisions are subject to periodic review and may be revised before the end of 2000-01.

2 Figures for provision instead of or in advance of ERDF receipts are notional. All receipts under these lines have been shown against DETR, as other Government departments do not have lines in their Estimates to accommodate them.

Figure 11g European Regional Development Fund results

	Objective 2	Objective 5b
Permanent jobs created	198,714	17,596
Temporary jobs created	69,237	6,889
Small and medium-sized enterprises advised	607,152	55,436
Day visitors to new attractions	69,786,978	5,257,664
Night visitors to new attractions	19,318,845	1,624,238
New/improved business space (square metres)	1,786,895	72,768
Derelict land improved (hectares)	157,287	1,237
Private sector contributions (£000)	49,014	18,785
Private sector leverage (£000)	693,653	18,376

European Regional Development Fund 1994 to 1999 programmes

11.44 The 1994–99 European regional development fund (ERDF) programmes in England were allocated £2.3 billion. Spend in 1999–00 by region is shown in Figure 11e, and provision by each department for 2000–01 is shown in Figure 11f. Merseyside is an Objective 1 area, and has substantially higher expenditure per head than elsewhere.

11.45 Figure 11g summarises some of the achievements of ERDF programmes in England from 1994 to March 2000. These programmes will not be complete until the end of 2001.

2000 to 2006 programmes

11.46 The European Commission's regulation on the new structural fund programmes came into force from January 2000. There are three objectives and four community initiatives. The first two objectives concern the European regional development fund.

Objective 1 and 2 areas

11.47 For the period 2000–06 the EC allocated the UK total structural funds of £10 billion (16,683 billion Euros), with £3 billion (5,005 billion Euros) of this covering Objective 1 areas. In England there are three Objective 1 areas, and Figure 11h shows the allocation for each. The regional partnerships in these areas have drawn up single programming documents (SPDs) setting out the objectives and priorities for their new programmes. The EC approved the Objective 1 programmes in July 2000.

Figure 11h ERDF for Objective 1 structural fund programmes in England, 2000–06

	ERDF (millions of Euros)
South Yorkshire	785.6
Cornwall	300.9
Merseyside	893.0
Total	1,979.5

11.48 Objective 2 covers industrial, rural, urban and fishery areas in need of regeneration. We submitted plans for each region in April 2000 which, following negotiations, were approved in March 2001. Objectives 2 and 5b areas under the 1994–99 programmes that lost Objective 2 status in the new map will receive transitional funding of up to £0.5 billion. Figure 11i shows the allocation of funds and the amount of transitional funding in each region.

11.49 RDAs will take on the strategic role for delivering the post-2000 structural programme. These funds will contribute to the aims and objectives of each RDA's wider regional strategy. From January 2001 the RDAs will take over the key strategic roles from the Government Offices for the Regions.

European Community initiatives

11.50 Two of the four new Community initiatives relate to ERDF. These are INTERREG, which deals with transnational co-operation, and URBAN, which covers urban areas. We submitted the programme documents for these to the EC in November 2000. We expect negotiations to be concluded in 2001.

Figure 11i ERDF for Objective 2 structural fund programmes in England, 2000–06 Millions of Euro

	ERDF	Transitional	Total ERDF
North-west	615.07	161.39	776.46
North-east	542.68	38.65	581.33
South-west	140.04	14.67	154.71
South-east	26.63	9.07	35.70
West Midlands	577.64	132.18	709.82
East Midlands	301.63	41.40	343.03
London	237.15	4.33	241.48
Yorkshire and the Humber	391.40	54.64	446.04
East of England	131.63	17.78	149.41
Total	2963.87	474.11	3437.98

Housing action trusts

11.51 Five housing action trusts (HATs) are working to regenerate some of the worst housing estates in England. Over their 10-12-year lifetimes, they provide:

- decent housing;
- training;
- jobs;
- childcare;
- healthcare;
- transport; and
- a safe, healthy environment.

11.52 HATs are independent, with representatives from the local community and local authority on their boards. Key performance figures are shown in Figure 11j.

11.53 The HAT programme is the first publicly funded initiative to apply holistic principles to the regeneration of entire estates, in partnership with the local authority, residents and the private sector. A research report identifying transferable lessons from the HAT programme so far, for the benefit of HATs themselves and for all area-based regeneration initiatives, was published in December 2000.

11.54 Castle Vale HAT was a joint winner of the Secretary of State's award for partnerships in regeneration 2000.

Estate action

11.55 The estate action programme helps local authorities transform unpopular housing estates, but it now only funds schemes approved before 1995. We expect the approved work to come to an end outside London by March 2002, and within London by March 2005. Key performance figures are shown in Figure 11k.

Figure 11j HATs' achievements and forecasts

	Outputs to 31 March 1999	1999–00 outputs	2000–01 forecast outputs	2001–02 forecast outputs
Annual provision (£ million)	90.6	82.6	88.4	133.2
Homes refurbished	358	768	471	299
New homes built	718	973	968	427
Trainees completing courses	2,142	891	810	685
Jobs created or safeguarded	1,330	742	584	522
Private sector investment (£ million)	24.203	30.92	33.6	9.6

Figure 11k Estate action: expenditure and results

	1997–98 actual	1998–99 actual	1999–00 actual	2000–01 forecast
Annual provision (£ million)	174	96	57	68
Continuing schemes	109	60	51	25
Homes refurbished	10,997	6,956	5,000	2,206
New homes built	787	295	397	426
Trainees completing courses	700	764	352	393
Jobs created or safeguarded	3,209	886	382	298
Disposals to the private sector (excluding right to buy)	151	84	21	2

Groundwork

11.56 Groundwork is made up of a national co-ordinating body, Groundwork UK, and over 40 independent trusts operating throughout England, Wales and Northern Ireland. The organisation supports programmes covering:

- improvements to the physical environment;
- education and community involvement; and
- improvements to business environmental performance.

11.57 In 1999–00 Groundwork's total income was £66 million, including nearly £13 million of private sector funding, which helped it to support almost 4,000 projects run by nearly 3,000 private and voluntary sector partners. Key performance measures are provided in Figure 11l.

Environment task force

11.58 The environment task force is one of four options under the New Deal for Young People aimed at tackling unemployment. Participants work

on environmental projects and placements which are in line with the Government's environmental objectives. Between April 1998 and November 2000, more than 39,000 young people had participated in this New Deal option, taking part in more than 12,000 projects.

Urban white paper and urban policy

11.59 The Government's white paper on urban policy, *Our Towns and Cities: The Future – Delivering the Urban Renaissance*, was published in November 2000 – see Chapter 2. The white paper is the Government's long-term commitment to making towns and cities attractive and successful places in which everyone can enjoy a high quality of life. It takes forward a large number of the recommendations made by the urban task force in their report *Towards an Urban Renaissance* published in June 1999.

11.60 The white paper set out the range of policies we are putting in place to ensure the reuse of previously used land and promote regeneration, including a number reported in this chapter. It also described the measures which the Chancellor of the

Figure 11l Groundwork: key performance measures for the UK

Performance measures	1998–99 achieved	1999–00 achieved	2000–01 target	2001–02 forecast	2002–03 forecast	2003–04 forecast
Trees planted (thousands)	669	511	500	500	500	500
Area of land improved (ha)	764	585	600	615	630	650
Km of routeway improved	429	473	440	410	420	420
Adults participating in projects (person days, thousands)	81	134	140	147	154	162
Young people participating in projects (person days, thousands)	161	219	228	239	251	264
Improvements to environmental performance of business/ number of environmental reviews	1,015	1,293	1,345	1,412	1,483	1,557

Exchequer announced in his pre-Budget statement in November 2000, to provide a number of tax incentives worth £1 billion over five years to encourage regeneration.

11.61 An urban policy unit has been established within the Department to co-ordinate with Government departments and other agencies to ensure that the white paper is taken forward effectively.

Urban regeneration companies

11.62 The Government sees great potential in creating urban regeneration companies (URCs) to lead and co-ordinate redevelopment and new investment in declining urban areas, and has supported the launch of three pilot URCs in Liverpool, East Manchester and Sheffield. These were established by local authorities, the RDAs, English Partnerships, the private sector and other key partners. The URCs are working towards a comprehensive, co-ordinated approach to the problems and opportunities in these areas.

11.63 Based on the early success of the pilots, the urban white paper announced a rolling programme to establish up to 12 new companies over the next three years, with a limited number in any one region. We have also issued new criteria for the principles guiding their establishment. We are discussing proposals for new URCs with RDAs and their local and regional partners.

Thames Gateway

11.64 The Thames Gateway area extends east along the Thames from the riverside areas of east London boroughs to south Essex and north Kent. It is a regional and national priority for investment and development. We emphasised how important it is when we issued draft regional planning guidance for the south-east in March 2000 and the final guidance in December. The guidance set out proposed boundary extensions, which would include more of Thurrock, part of Basildon district, the boroughs of Castle Point and Southend-on-Sea and Southend Airport in Rochford district.

11.65 We have also established a strategic partnership which will bring together all the bodies that influence investment decisions and can develop the economy of the Thames Gateway. The partnership met for the first time in October

2000, and is being supported by a new Thames Gateway strategic executive and publicity.

11.66 In 2000–01 we expect to spend £0.4 million publicising regeneration initiatives and the Inner Cities Religious Council.

11.67 We fund the spreading of good practice and the exchange of information to support SRB and other regeneration partnerships. In 2000–01 these included conferences, exhibition displays and seminars, and the production of complementary topic papers. We also produce a quarterly colour newsletter, and make both local and electronic networking possible.

Special grants programme

11.68 The 2000–01 special grants programme supports voluntary organisations in 34 national regeneration and housing projects – all projects that are better carried out by the voluntary sector than by central Government.

For further information please contact Philip Wroe on 020 7944 3822

Our web site is <http://www.regeneration.detr.gov.uk>

Other useful web sites

One NorthEast
www.onenortheast.co.uk

North West Development Agency
www.nwda.co.uk

Yorkshire Forward
www.yorkshire-forward.com

East Midlands Development Agency
www.emda.org.uk

Advantage West Midlands
www.advantage-westmidlands.co.uk

South East England Development Agency
www.seeda.co.uk

South West of England Regional
Development Agency
www.southwestengland.co.uk

East of England Development Agency
www.eeda.org.uk

English Partnerships
www.englishpartnerships.co.uk

Groundwork at
www.groundwork.org.uk

Coalfields Trust at
www.coalfields-regen.org.uk

Castle Vale HAT at
www.cvhat.org.uk

Liverpool HAT at
www.liverpoolhat.org.uk

Stonebridge HAT at
www.stonebridgehat.org.uk

Tower Hamlets HAT at
www.thhat.demon.org.uk

Waltham Forest HAT at
www.wfhat.co.uk

Modern Local Government

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Building Thriving Regions, Cities and Communities

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CHAPTER 12

An Innovative and Efficient Construction Industry

12

Highlights and Achievements

- We developed the *Rethinking Construction* programme of radical reform and improvement in construction by:
 - working with *Rethinking Construction* partners – the movement for innovation (M⁴I), the housing forum, the local government task force and the central Government task force/Government construction clients' panel (GCCP) (on implementation), together with the construction best practice programme (on dissemination) and the Construction Industry Board (on industry strategy) – to encourage the industry and its clients to adopt the principles of *Rethinking Construction* and to highlight best practice available within the industry.
 - launching toolkits and measures for improving industry performance on health, safety, diversity, site conditions, welfare and training;
 - sponsoring a 'client's charter' under which clients will commit to a code of best practice and to measure their own and their suppliers' performance;
 - publishing the first set of national key performance indicators;
 - setting up an advisory group in May 2000 to promote higher standards of building control by local authorities and approved inspectors; and
 - launching the 'knowledge exchange' web site to promote innovation and improvement in the construction industry through the sharing of information.
- We have improved the Building Regulations' fire safety provisions from July 2000.
- We are developing a quality mark scheme which building professionals can join if they meet the criteria. Pilot schemes are under way in Birmingham and Somerset. Once complete, we will extend the scheme nationwide, giving consumers the basic information they need to choose a reliable builder.
- We led trade missions to the Lebanon, Kazakhstan, Iran, Brazil, Chile, Turkey and China to promote UK construction overseas.
- We also led the British earthquake consortium for Turkey (BECT) in response to the Turkish earthquake disaster.
- We launched the report of a structure conduct and performance study of the UK construction materials industry, which sets out a number of key areas for industry improvement.
- We published the second set of national key performance indicators (KPIs) and the first KPIs for the movement for innovation (M⁴I) demonstration projects. A national forum for benchmarking and performance measurement was set up in summer 2000.
- We published *Building A Better Quality Of Life*, a strategy for sustainable construction.
- A summit on safety in the construction industry was attended by 700 representatives of the industry and employers in February 2001.

Objective

12.1 Our objective is to ensure an efficient market in the construction industry, with innovative and successful UK firms that meet the needs of clients and society and are competitive at home and abroad. The construction industry is central to the economy. It is the delivery mechanism for new homes, regional regeneration, modern transport facilities and many other components of public infrastructure. We support innovative and successful UK construction companies; promote health and safety and energy conservation in buildings; and promote better access to buildings for disabled people.

12.2 This chapter describes how we initiated research worth £25.61 million to improve the quality and performance of the UK construction industry, to promote sustainable development and to enhance people's quality of life.

- Establish in 1999 new targets for performance improvements in the construction industry, following the report by Sir John Egan, *Rethinking Construction*.

Progress: In their first year demonstration projects have shown improvements in performance mostly comparable to or exceeding the *Rethinking Construction* targets. Their experience will help to persuade the wider industry to adopt similar challenging targets. Full details of the KPIs are given in the information pack *Key Performance Indicators 1999* (see Bibliography). These indicators are now being widely used throughout the industry to benchmark company and project performance. The 1999 KPI pack contained for the first time a report on industry progress that compared the results for the 1999 with those for 1998. Figure 12a summarises the results.

PSA Targets

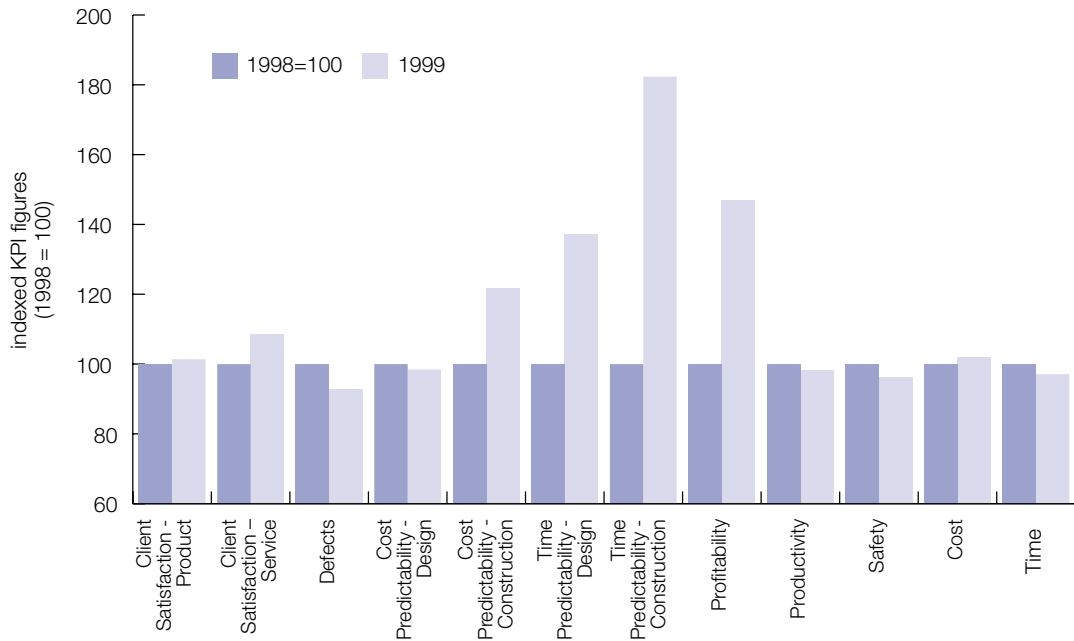
12.3 Following the comprehensive spending review in 1998, we were set the following public service agreement (PSA) target:

Figure 12a Summary of key performance indicators, 1998 and 1999

KPI	Measure	1998	1999
Client satisfaction – product	% scoring 8/10 or better	72%	73%
Client satisfaction – service	% scoring 8/10 or better	58%	63%
Defects ¹	% scoring 8/10 or better	70%	65%
Cost predictability – design	% on target or better	65%	64%
Cost predictability – construction	% on target or better	37%	45%
Time predictability – design	% on target or better	27%	37%
Time predictability – construction	% on target or better	34%	62%
Profitability ¹	profit before tax and interest	3.2%	4.7%
Productivity ¹	value added per employee in £000s	60	59
Safety	reportable accidents per 100,000 employed	997	1037
Cost	change compared with one year ago	(-3%)	-2%
Time ¹	change compared with one year ago	(-1%)	+3%

1 The measures for these KPIs were changed in 1999, thus comparison with 1998 is not strictly valid.

Figure 12b Year-on-year comparisons



Sustainable Development Headline and Other Key Indicators

12.4 We want to promote the adoption of sustainable construction by the industry, as well as contributing to other sustainable development indicators listed in this report. The *Construction Research and Innovation Programme Prospectus 2000* now embeds sustainability in all aspects of the programme, and every project that applies for funding will need to demonstrate how it contributes to this.

12.5 A key performance indicator for the industry was developed by the movement for innovation (M⁴I), to measure sustainability at project level. This complements ongoing work with the Construction Industry Research Information Association (CIRIA) to develop indicators to allow companies and supply chains to assess performance at both business and project levels.

12.6 In April 2000 we published *Building a Better Quality of Life*, a strategy for sustainable construction. This aims to establish a common understanding of the subject, highlighting existing commitments to action and encouraging

construction businesses, clients and suppliers to commit themselves to its principles. The process was assisted by parallel work by an industry focus group chaired by Sir Martin Laing.

12.7 May 2000 saw the launch of ENVEST (environmental estimator), a new software product developed by the Building Research Establishment in consultation with the industry, and financed by the Department. It helps designers to estimate the environmental impacts of different building designs. It is an important product, a useful practical tool and a big step forward.

12.8 We brought together and supported representatives of Government clients in preparing the sustainability action plan, *Achieving Sustainability in Construction Procurement*, published by the Government construction clients' panel in July 2000.

12.9 Following the publication of *Structure, Conduct and Performance of the UK Construction Materials Sector*, an independent report commissioned by the Department, have now agreed with Ministers on the way to progress the themes in the report and sustainability of construction materials will be one of the priority issues to discuss with the industry over the next year.

Means of Delivery

12.10 We continue to support and promote the construction industry.

- We fund research and innovation, much of it in collaboration with the industry. Our budget in 2000–01 was £25.6 million. Collaborative research is funded through Partners in Innovation and LINK (a collaborative project involving academics and the industry). We also commission research exclusively with the Building Research Establishment.
- We produce and publish the main national statistical series on construction output, orders and employment; on industry sector prices and costs; and on outputs from the building material sector. We also publish *Construction Monitor*. All these publications are readily available in both paper and electronic formats.
- We publish guidance, regulations and legislation.
- We engage in national and international promotion, including Ministerial trade missions, in consultation with the Construction Industry Board. We help the Foreign and Commonwealth Office's (FCO) commercial staff in promoting the UK construction sector in overseas markets.
- We develop and promote, along with industry partners, performance measurement and benchmarking.
- We fund and support the construction best practice programme (CBPP), and from last year the IT best practice programme, to disseminate best practice and encourage the take-up of innovation.

Programme of Work

INNOVATION, RESEARCH AND BEST PRACTICE

12.11 Following consultation with the industry, we have allocated resources within our research and innovation programme to reflect changing priorities. Sustainability is an important component of all elements of the programme, which also emphasises the themes for industry improvement highlighted in *Rethinking Construction*.

12.12 We arrange independent assessment and impact evaluations of the construction research programme, and have engaged industry contractors to help us manage projects. The assessors measure the added value of the research project and the contractors' performance. We will continue to conduct impact evaluations and research into indicators to help develop our project management and achieve better value for money.

12.13 There is a need to ensure the regulatory framework is informed of emerging risks, and kept up to date with data and statistics. Work in this area has included BRE studies into the evaluation of fire models, collecting data which will give system designers and regulators increased confidence in the use of models to assess building fire safety.

12.14 We continued to provide funding and management support to the construction best practice programme (CBPP) as one of the *Rethinking Construction* initiatives. In a recent survey of users, over half of the respondents said that the programme had encouraged the application of best practice in their organisations.

Figure 12c **Construction: public expenditure**

£ million

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Construction research, publicity and sponsorship	28.3	25.4	25.6	29.6	27.1	27.1

MARKET ANALYSIS AND STATISTICS

12.15 We provide Government and the industry with the information they need to plan national economic policy and future business. We collect, analyse and publish statistics on output, orders, prices and building materials, and bring these together with a wide range of economic and statistical advice.

12.16 In May 2000 we completed a fundamental re-engineering of the system by which the main national statistics on construction are collected and presented. All these IT-based series are now freely and immediately available on the Department's web site; as is *Annual Construction Statistics*, published in autumn 2000.

12.17 We have worked with industry representatives to establish a new set of pan-industry key performance indicators, and co-operated in the formation of a national construction benchmarking forum. Much of the relevant information is available on the internet.

12.18 We have contributed to better understanding of the UK construction market by participating in the biannual publication of state of the industry reports and supporting economic analysis of key market sectors. The latest sectoral study, on building materials, was published in October 2000.

BUILDING REGULATIONS: BETTER BUILDING FOR PEOPLE AND THE ENVIRONMENT

12.19 Building Regulations specify minimum standards of design and building work for domestic, commercial and industrial buildings. Their requirements are designed to ensure the health and safety of people in and around buildings; to provide for energy conservation; and to provide access and facilities for disabled people.

12.20 In April 2000 we published the *Building Regulations Advisory Committee Annual Report 1999*. This was followed in September by the new edition of the Building Regulations and the Building (Approved Inspectors etc) Regulations, which included a new requirement for energy ratings, calculated according to the Government's standard

procedure, to be posted in new homes. Other parts of the Building Regulations are under review and we have consulted on amendments to the Building Regulations dealing with:

- energy efficiency (Part L) in June 2000 – the consultation closed at the end of September, and we expect to make amendments in mid-2001;
- drainage and solid waste disposal (Part H) in July 2000 – the consultation closed at the end of October, and we expect to make amendments in mid-2001; and
- sound insulation (Part E) in January 2001 – the consultation will close in April 2001.

12.21 We have a programme of revising and developing new advice on technical issues, including:

- consulting on amending the legal status of the approved documents which provide guidance on Building Regulations compliance, to encourage greater innovation in construction;
- working with the District Surveyors' Association and others to develop a best value performance indicator (BVPI) for local authority building control services, with a view to its inclusion in the 2002–03 suite of BVPIs;
- reviewing the regulations dealing with access facilities for disabled people to improve the 1992 provisions; and
- launching pilot schemes on self-certification of compliance with the Building Regulations.

12.22 We are working with the Building Regulations Advisory Committee on how the building regulations system can help deliver quality and sustainability objectives within the construction industry.

INDUSTRY PARTNERSHIP AND PROMOTION

12.23 We continue to promote improvements in performance amongst suppliers and clients of construction, encouraging them to develop together a less adversarial and more team-based approach to

design, planning and construction; and to promote greater respect and improved service both for consumers and clients, as well as for people who work in construction. There are many encouraging signs of an increasing appetite for a major change of culture in the future in the industry.

12.24 The construction best practice programme (CBPP) is having a positive effect on the industry by spreading best practice and encouraging innovation. One part of the programme has been looking at effective use of information technology.

12.25 The CBPP joined with the M+I and four other initiatives to create the 'knowledge exchange'; a joint internet presence for the organisations working to implement the agenda for change set out in *Rethinking Construction*.

12.26 To publicise the principles of *Rethinking Construction* more widely we also:

- supported four major construction conferences for local government, housing and the wider industry, and plan a further series of regional workshops;
- published initial findings from 235 demonstration projects worth £4 billion, which show innovation, share achievements and lessons and measure performance;
- published the first set of national performance measures quantifying changes in performance since the previous year against *Rethinking Construction* targets;
- sponsored development of a client's charter to drive forward continuing improvement in client and industry performance;
- launched a trial *Respect for People* report, including toolkits and performance measures that will help industry improve its performance on health, safety, diversity, site conditions and welfare, and training, recruitment and retention.

12.27 We also support an extensive research and innovation programme to help enhance the performance and sustainability of the industry and create safer and healthier buildings.

12.28 The cowboy builders working group completed its final report in August 1999 and recommended a national, accessible list of quality-mark builders. To achieve the quality mark, builders would have to:

- be technically competent;
- be financially sound;
- follow a code of practice; and
- provide a good standard of warranty.

12.29 We now have two pilot schemes in Birmingham and Somerset, which will help us to test and develop the scheme and decide how we introduce it across the country.

THE BUILDING MATERIALS INDUSTRY: PROMOTING BEST PRACTICE

12.30 We have supported the industry in becoming more environmentally friendly and sustainable in its manufacturing methods and its use of products and raw material. We have encouraged the industry to deliver a timely and appropriate response across a broad range of environmental issues.

12.31 We offer advice and support for a wide range of bodies, and have helped both the Roofing Industry Alliance and the timber frame construction sector in developing a hallmark and a quality assurance scheme respectively during the past year.

12.32 We recently launched a comprehensive structure, conduct and performance study on the building materials sector in order to understand the driving forces behind the changes that are currently taking place. Our intention is for the study to form the basis of a dialogue with industry on the priority issues we need to address in order to ensure the industry maintains its reputation as a leading player in both the domestic and global construction materials markets.

EXPORT PROMOTION: SUPPORTING THE CONSTRUCTION INDUSTRY IN OVERSEAS MARKETS

12.33 We support the UK construction industry by raising awareness of market opportunities overseas. We promote the UK industry's capabilities and provide practical help for exporters in tackling barriers to trade. We organised Ministerial-led trade missions to the Lebanon, Kazakhstan, Iran, Brazil, Chile, Turkey and China.

12.34 We are supporting a major initiative by UK companies to secure participation in the post-earthquake reconstruction in Turkey.

12.35 We also fostered intra-industry networking on export issues through the construction exports consultative group. We organised numerous inward missions by hosting official and private sector groups wishing to learn about UK capability and practice.

12.36 Through an industry briefing course, we helped Trade Partners UK commercial officers overseas to promote the UK construction sector in overseas markets.

For further information please contact Gennie Perombelon on 020 7944 3708

Or access our web site at
www.construction.detr.gov.uk

Modern Local Government

10

Building Thriving Regions, Cities and Communities

11

An Innovative and Efficient Construction Industry

12

Better Health and Safety

13

Departmental Structure and Responsibilities

14

*Investing in the Future:
The Departmental Investment Strategy*

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Office of the Rail Regulator

16

Office of Water Services

17

Ordnance Survey

18

CHAPTER 13

Better Health and Safety

Highlights and Achievements

Health and safety at work

- We published a *Revitalising Health and Safety Strategy Statement* in June 2000 to raise health and safety standards in the changing world of work.
- The fatal injury rate is expected to fall to 0.8 per 100,000 workers for 1999–00, compared with 0.9 in 1998–99: 218 people are expected to suffer a fatal injury in 1999–00, which is a reduction from 253 in 1998–99. This is the lowest figure since 1986.
- The number of major injuries and the major injury rate for all workers is expected to be slightly lower in 1999–00 than in 1998–99. The major injury rate for employees is expected to be 120.1 per 100,000, slightly less than in 1998–99. The rate for the self-employed is expected to fall by 6 per cent to 19.1 per 100,000.
- The number of workers fatally injured in agriculture is expected to have fallen in 1999–00 to 36, compared with 46 in 1998–99. This is the lowest number since 1986. Fatal injuries in manufacturing are expected to fall substantially, from 69 in 1998–99 to 40 in 1999–00.
- The Health and Safety Executive (HSE) made 185,496 regulatory contacts during 1999–00. It carried out 35,000 investigations of accidents and complaints, exceeding its target of 31,000. This allowed the HSE to investigate 6.8 per cent of reported incidents, compared to 5.7 per cent in 1998–99.

- HSE inspectors issued 9 per cent more improvement notices than in the previous year. They brought 2,253 prosecutions in 1999–00, an increase of 28 per cent over the previous year. Significantly, 71 per cent of prosecutions resulted in conviction, and there was a record fine of £1.5 million following the Southall train crash.

Roads

- In 1999 there were 3,423 road deaths (2 more than in 1998), while serious injuries fell by 4 per cent.

Railways

- The year 2000–01 saw the continuing implementation by the industry of the package of safety improvements agreed at the Deputy Prime Minister's rail safety summit in November 1999. These included:
 - faster introduction of the train protection and warning system;
 - improved driver training;
 - action to reduce the number of signals passed at danger (SPADs); and
 - the establishment of a national confidential incident reporting system for railway staff.
- Lord Cullen's public inquiry into the tragic accident at Ladbroke Grove and rail safety management, culture and regulation heard evidence as did Lord Cullen and Professor Uff's joint inquiry into train protection systems.
- Regulations were made separating Railtrack's industry-wide safety responsibilities from their commercial operations. HSE is now responsible for assessing train operators' safety cases, instead

of Railtrack. This ended the cascade regulatory system. A new rail safety company – Railway Safety – replaced Railtrack’s safety and standards directorate.

Aviation

- We funded Civil Aviation Authority (CAA) experts to assist in seven audits under the mandatory safety audit programme set up by the International Civil Aviation Organization to raise standards worldwide.
- Some 200 inspections of foreign aircraft suspected of non-compliance with international standards were conducted, by the CAA on our behalf.

Marine

- The reopened investigation into the loss of the bulk carrier MV Derbyshire was completed, and Sir Anthony Colman’s report was published in November 2000.
- The formal inquiry into the Marchioness and Bowbelle collision took place in October and November 2000.
- The UK Search and Rescue Strategic Committee and other related groups were formed.

Environment

- In 2.8 million tests on drinking water conducted in 1999, 99.82 per cent met the required standards. This is a further improvement in compliance with drinking water quality standards.

Objective

13.1 Our objective is to improve health and safety by reducing risks from work activity, travel and the environment. Good health and safety makes good sense. It also makes good economics. The costs of ill health and injury to Government, to the community and to the individual are unacceptable. At work, when travelling and in the general environment, better health and safety not only enhances the quality of life and well-being of the individual, the family and society, but also saves money. We are working within Government and with businesses, voluntary organisations, local government, education bodies and the wider community to promote good health and safety

practices and to encourage a safer and more productive environment.

13.2 This objective cuts across all areas of the Department’s activity, including our own management practices.

PSA Targets

13.3 Following the 1998 comprehensive spending review, these are our public service agreement (PSA) targets and those for the Health and Safety Commission and Executive.

- To establish in 1999 new targets for reducing road casualties from accidents in the period up to 2010.

Progress: We published new targets in the Government’s road safety strategy *Tomorrow’s Roads: Safer for Everyone* in March 2000. These become our PSA targets from April 2001, as part of the 2000 spending review.

- Increase by 2001–02 the number of annual regulatory contacts by the HSE to at least 200,000, and the number of investigations to at least 35,000.

Progress: by the middle of the financial year 2000–01, the HSE had made 76,200 regulatory contacts and 16,700 investigations.

- HSE to produce efficiency gains of 3 per cent of running costs each year from 1999–00 to 2001–02.

Progress: HSE achieved 3.9 per cent efficiency gains in 1999–00 and is on course to meet the 2000–01 target of 3 per cent efficiency gains.

- HSE to maintain the level of staff payroll spend devoted to central services at no more than 8 per cent for each year from 1999–00 to 2001–02.

Progress: HSE achieved a 7.7 per cent overhead figure for 1999–00 and is on course to meet the 2000–01 target for limiting the proportion it spends on central services to 8 per cent.

Sustainable Development Headline and Other Key Indicators

- **Road deaths and serious injuries:** Annual number of deaths and serious injuries on public roads in GB (as published in *Road Accidents Great Britain*).

Progress: Road deaths and serious injuries in 1999 were more than 40 per cent below the average for the years 1981–85.

- cut the incidence rate of deaths and major injuries by 10 per cent by 2010;
- reduce the incidence rate of work-related ill health by 20 per cent by 2010;
- cut the rate of working days lost per 100,000 workers due to health and safety failure by 30 per cent by 2010; and
- achieve half of this improvement by 2004.

13.6 The last target 'to achieve half the improvements by 2004' is also included in the public service agreement.

Health and Safety at Work

MEANS OF DELIVERY

13.4 The Health and Safety at Work, etc Act 1974 established the Health and Safety Commission (HSC) and Health and Safety Executive (HSE). The HSC's primary job is to make arrangements to secure the health, safety and welfare of people at work and the general public. The HSC looks at how business is conducted, proposes new laws and standards, carries out research and provides information and advice. The HSE advises and helps the HSC. It also has day-to-day responsibility for:

- enforcing health and safety law;
- investigating accidents;
- licensing and approving standards in particularly hazardous areas; and
- commissioning research.

PROGRAMME OF WORK

Revitalising health and safety at work

13.5 *Revitalising Health and Safety*, published in June 2000, sets out how the Government and HSC will work together and with stakeholders to revitalise health and safety. At the heart of the strategy are national targets to:

13.7 The targets are backed up by a 10-point strategy setting the direction for health and safety over the next 10 years. The strategy highlights the importance of better working environments to deliver a more competitive economy, and motivating employers to improve their health and safety performance. The statement also sets out a 44-point action plan which draws on many of the ideas generated by the consultation in 1999. We have set up an interdepartmental steering group to oversee implementation and report progress to Ministers. The Department, the HSC and the HSE published a joint project plan in November. Developments and achievements are reported on the HSE's web site at <http://www.hse.gov.uk>.

13.8 The Government must lead by example, managing health and safety within the civil service well and applying best practice in procurement works. The Department and HSC have set up a high-level forum in conjunction with the Cabinet Office, with representatives from both employers and trade unions.

13.9 In support of *Revitalising Health and Safety*, the HSC and HSE launched a new long-term occupational health strategy for Great Britain, *Securing Health Together*, in July 2000. The strategy sets targets to:

- reduce ill health for both workers and the public;
- cut the number of working days lost to work-related ill health; and

- foster a culture of rehabilitation at work.

These will contribute significantly to achieving the overall revitalising health and safety targets.

13.10 In autumn 2000, HSC and HSE published *Strategic Plan Update 2000–01*, updating their long-term *Strategic Plan for 1999–02*. It reports progress under each of their five themes, and takes account of HSC's earlier consultation on future issues. It gives full delivery targets, including those relating to *Revitalising Health and Safety and Securing Health Together*. The HSE will be publishing a new strategic plan in spring 2001.

13.11 In construction we expect the number of workers fatally injured to have risen to 78 in 1999–00, compared to 65 in the previous year. In February 2001 HSC/E organised a summit of key construction stakeholders to secure commitment to measures to improve health and safety significantly in the construction industry.

13.12 A top priority over the past 12 months has been to respond to public anxiety about

catastrophic risk, especially in the nuclear and rail industries. This will continue to be of key importance. The rail accidents at Ladbroke Grove and Hatfield are having significant repercussions on the way the industry approaches safety, the regulatory regime and the enforcement of compliance. In the nuclear sector we will continue to monitor closely any proposed changes by the licensees of nuclear installations to ensure that there are no adverse effects on health and safety.

13.13 Figure 13a contains a selection from HSE's output and performance analysis. Figure 13b shows the numbers of fatal injuries to workers over the last 10 years. While these rates reflect the health and safety system as a whole, they can only suggest the effect of the work done by HSC and HSE. Figure 13c gives enforcement figures and Figure 13d sets out a selection of the outcomes and targets that support the HSC/E's strategic themes.

13.14 More information about the work of the HSC and HSE is given in the *Health and Safety Commission Annual Report and the Health and Safety Executive Accounts 1999–00*.

Figure 13a Selection from HSE's output and performance analysis

	1999–00 outturn	2000–01 plans	2001–02 plans
Aim 1 – Modernise and simplify legal framework by:			
introducing sets of regulations, approved codes of practice, consultative documents and new guidance documents (number);	58	79	64
introducing regulations etc on time (percentage).	97	90	90
Aim 2 – Secure compliance with the law by:			
making regulatory contacts, including inspections and investigations, with employers and duty holders (number);	185,500	193,000	200,000
investigating incidents/complaints (number);	33,550	34,100	35,000
considering and processing safety cases/reports and nuclear licence actions (number);	691	650	715
processing safety cases/reports and nuclear licence actions on time (percentage).	92	90	86
Aim 3 – Provide information and advice by:¹			
answering public enquiries in 10 days (percentage);	96		
satisfying customers (percentage).	81		
Aim 4 – Promote risk assessment and technological understanding by:			
implementing risk and technical policy projects (number);	113	120	120
completing risk and technical policy projects on time (percentage).	86	74	76
Aim 5 – Operate statutory schemes by:			
providing regulatory services, such as issuing statutory certificates (number);	3,770	3,700	3,900
providing regulatory services on time, such as issuing statutory certificates (percentage).	91	93	93

1 Targets for Service First results are not set.

Figure 13b Fatal injuries to workers, 1990–91 to 1999–00

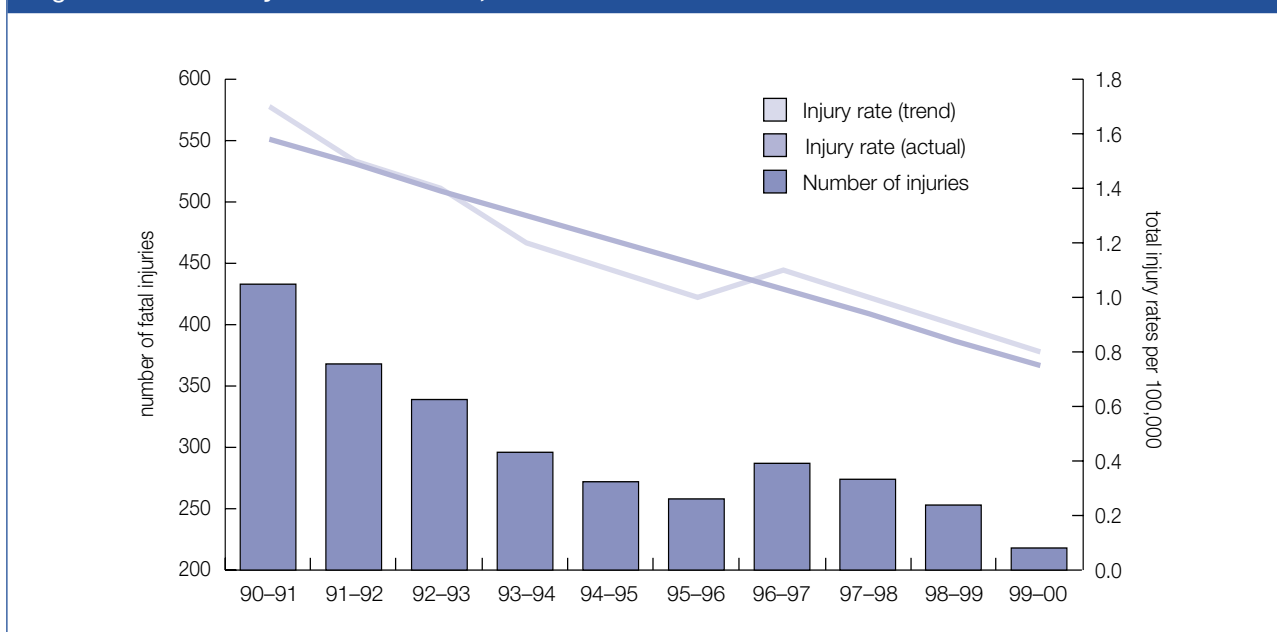


Figure 13c Enforcement statistics for HSE

	1997–98 outturn	1998–99 outturn	1999–00 provisional outturn
Offences prosecuted	1,627	1,759	2,253
Enforcement notices issued	8,911	10,900	11,304
Percentage of prosecutions resulting in convictions	79	86	71
Average level of fines (excluding fines above £100,000)	£3,805	£3,442	£4,597

Payments under the Pneumoconiosis, etc (Workers’ Compensation) Act 1979

13.15 The Act compensates sufferers from certain dust-related diseases, and also the dependants of sufferers who have died. The programme is demand-led, and we pay any valid claim. Current trends and projections indicate a continuing increase in asbestos-related diseases until approximately 2020. Details about the scheme are available on our web site at <http://www.environment.detr.gov.uk/pneumo>.

Travel Safety

MEANS OF DELIVERY

13.16 We ensure transport safety through regulation, licensing and accident investigation, and through research to identify ways to improve safety for all forms of transport.

13.17 Our research into road safety issues helps us to develop effective policy measures. Our national road safety advertising campaigns raise public awareness of road risks, such as speeding or drinking and driving. They aim to change people’s attitudes and behaviour for the better. We work very closely with the Home Office and the police on road traffic enforcement. The development of new vehicle safety standards involves us in discussions with the United Nations Economic Commission for Europe (UNECE), the European Commission, its member states and industry representatives. The driver, vehicle and operator group (DVO) contributes to road safety by enforcing regulations on testing, inspection and licensing and vehicle standards (see paragraphs 13.33 and 13.34 and Chapter 7).

13.18 Her Majesty’s Railways Inspectorate is part of the HSE. It oversees safety standards for railways and investigates accidents. The Maritime and Coastguard Agency (MCA) registers UK ships and inspects them, along with foreign-registered

Figure 13d Selection of the HSC/E key programmes

Key programmes	Outcome target	Progress in 1999–00
Preventing and managing musculoskeletal disorders.	Reduce by 30 per cent by 2010 the number of working days lost due to back pain (and begin at least 10 pilot back pain projects in 1999–00).	Nineteen pilot projects begun. Initiative launched with Department of Health.
Improving access to occupational health support.	Increase the use of occupational health support by 10 per cent by 2003.	Work under way to develop high-priority pilot projects. Guidance for employers published in spring 2000.
Reducing injuries and ill health caused by falls from heights, slips and trips.	Reduce by 30 per cent the number of fatal injuries in agriculture resulting from falls from roofs by March 2001.	Reduction in deaths from 10 in 1998–99 to seven in 1999–00.
Reducing injuries resulting from transport incidents in the workplace and work-related road traffic incidents.	Reduce by at least 10 per cent by 2001–02 the number of workplace transport-related fatal and serious injuries in sectors enforced by the field operations directorate	Seven transport-related deaths in 1999–00 compared with 12 in 1997–98.
Gas safety review.	Reduce the number of carbon monoxide (CO) deaths by 10 per cent over a 10-year average.	Deaths caused by CO poisoning down from 37 in 1998–99 to 26 in 1999–00.
Improving the health, safety and welfare of young children.	Reduce the number of fatal injuries to children in agriculture to below the 10-year average of five each year by April 2000 (and in the longer term no child deaths as a result of agricultural activities).	Four child deaths in 1999–00 (an average of 4.5 per year over the last four years).
Securing more effective employee participation in health and safety.	Increase the proportion of workplaces with effective consultation arrangements.	Discussion document issued. Research published on workforce involvement in chemical industry. Award scheme developed.

13

Figure 13e Pneumoconiosis etc Act 1979 payments

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Number of claims paid	651	799	959	1,151	1,440	
Expenditure (£000)	8,243	10,623	12,483	11,183	13,683	7,683

shipping using UK waters, to ensure they maintain standards, including those for safety. The Marine Accident Investigation Branch and the Air Accidents Investigation Branch are part of the Department. They identify what safety lessons can be learnt, and report direct to the Deputy Prime Minister. The Civil Aviation Authority sets and monitors safety standards for UK aircraft, aircraft products, personnel, air operators, aerodromes and air traffic services.

PROGRAMME OF WORK

Transport safety review

13.19 We established the transport safety review to consider the organisation of transport safety regulation and accident investigation. This follows recommendations by the Environment, Transport and Regional Affairs Select Committee. Last year's *Annual Report* noted that we were considering how we could best relate this work to that on rail safety,

including Lord Cullen's inquiry into the Ladbroke Grove crash.

13.20 Ministers concluded that it would be wrong to pre-empt Lord Cullen's work by taking a view on potentially fundamental changes to the organisation of transport safety before the inquiry reports. We sent a description of the transport safety review's work to date to the Select Committee and to the inquiry in June. It included the results of consultation and analysis undertaken by the review group.

Roads

13.21 We are committed to improving road safety and reducing the number of people killed and seriously injured in road accidents by 40 per cent, against the average for 1994–98, by 2010 and, within that, reducing the number of child deaths and serious injuries by 50 per cent. We have started to implement the measures set out in our strategy document, *Tomorrow's Roads: Safer for Everyone*, that will help us to deliver these targets. Brief details about individual items are given in quarterly progress reports that are available on the Department's web site at <http://www.detr.gov.uk>.

13.22 We have set up a national road safety advisory panel, which includes representatives from the Association of Chief Police Officers, the Child Accident Prevention Trust and the Pedestrians Association, as well as from other government departments and agencies. This will monitor progress towards our casualty reduction targets to make sure both that we doing enough to achieve them and that they remain challenging.

13.23 Children will benefit from a broad range of our policies and initiatives as well as from targeted programmes: for example, we are making special efforts to reduce child pedestrian casualties in deprived areas through the promotion of kerbside training. We are offering grants to local authorities so that they can employ co-ordinators to recruit local volunteers who will be instructed on how to train children in very small groups.

13.24 To improve driving standards we have introduced measures to raise the standards of driving instruction, together with a voluntary log-book scheme that will encourage learner car drivers to have a more structured approach to their initial

training. We have also been working towards public consultation on other ways of improve training and testing. We set up a special working group under the chairmanship of Richard Dykes, group managing director of the Post Office, to look at work-related road safety. Having reached some initial conclusions, the group issued a consultation paper in March 2001, and a conference is being held in April.

13.25 Successful trials in eight police authority areas, involving increased funding for safety cameras and the processing of penalty notices taken from local fine revenue, have reinforced the deterrent value of cameras and increased their road safety benefits. We have now taken powers in the Vehicle Crime Act 2001 so that this approach can be adopted nationally.

13.26 We have continued to work closely with the Home Office and the police in regard to other enforcement and penalty issues. The Home Office issued a consultation paper in December 2000 as part of a comprehensive and co-ordinated review of penalties for road traffic offences. When final proposals have been developed they will most likely be implemented through the proposed Safety Bill.

13.27 Local highway authorities help us implement our policies through their responsibility for maintaining and improving the local road network. Their five-year local transport plans include road safety strategies and targets. Local authorities must devise cost-effective strategies to ensure they make their contribution to the national casualty reductions targets. They should monitor scheme effectiveness and the progress they make towards targets. The road safety best value performance indicators, which will be published for the first time this year, will ensure that the level of performance is measured and known locally, allowing comparison of performance with other authorities. On the basis of the bids they made and the resources we were able to allocate in the local transport plan settlement, we estimate that authorities in England will be able to carry out 8,200 local safety schemes over the next five years. We are preparing a good practice guide that will draw on the success of the safe city project that we have funded in Gloucester, and will be launching this at a conference in June 2001.

13.28 We have continued our highly effective national advertising campaigns to raise awareness

and change attitudes and behaviour. Recent research has found, for example, 90 per cent spontaneous awareness of our drink-drive campaigns, and that over 70 per cent of children knew the Green Cross Code promoted by our hedgehog cartoon characters. We let local road safety officers know our advertising programme for the year ahead so that they can plan complementary activities in their areas.

Highways Agency

13.29 England's trunk roads and motorways are among the safest in the world, despite carrying 30 per cent of all traffic on less than 4 per cent of the total road network. Traffic levels will continue to grow for the foreseeable future, but despite this we are determined to reduce the number of casualties on the trunk road network. By 1999, deaths on trunk roads had fallen by 22 per cent to 702, while the number of seriously injured had reduced by 33 per cent to 4,714 compared to the average for 1981–85. During the same period, slight casualties increased by 50 per cent, due mainly to a 104 per cent increase in traffic.

13.30 There is a large safety element in all of the work undertaken by the agency, and the reduction in the numbers killed and seriously injured was in part due to better maintenance, road improvements, small schemes specifically designed to address road safety, and road safety initiatives by others. In 2000–01 the agency spent some £82 million on projects to improve road safety. Around 250 small specific safety schemes, such as new road layouts or junction improvements, accounted for £58 million. Another £24 million was spent on technological improvements to network communication, such as enhanced variable message incident warning signs. Together, these improvements are likely to save more than 150 people from being killed or seriously injured in the first year alone.

13.31 The agency has budgeted to spend £340 million on road-safety-related improvements by the end of March 2004. It expects these improvements to further reduce the annual number of deaths and serious injuries on trunk roads by more than 400 from April 2004.

13.32 More information on the Highways Agency's work on road safety is given in its *Annual Report*, *Business Plan* and in *Making the Network Safer*, its

strategic safety plan, which was published in February 2000.

Driver, vehicle and operator (DVO) group

13.33 The DVO group consists of:

- the Driver and Vehicle Licensing Agency (DVLA);
- the Vehicle Inspectorate (VI);
- the Driving Standards Agency (DSA);
- the Vehicle Certification Agency (VCA); and
- the Traffic Area Network (TAN).

13.34 They contribute to safety by:

- enforcing driver and vehicle licensing requirements (DVLA);
- raising levels of driver training and testing (DSA);
- testing the safety of cars, lorries and buses (VI);
- applying safety standards to approval of new vehicle designs (VCA); and
- licensing operators of large goods vehicles and passenger-carrying vehicles (TAN).

13.35 Details of this work are set out in Chapter 7.

Railways

13.36 Safety on the railways is regulated under the Health and Safety at Work, etc Act 1974. The HSC and the HSE, which includes Her Majesty's Railways Inspectorate (HMRI), are the sole regulatory bodies for railway safety.

13.37 The tragic death of 31 people as a result of the Ladbroke Grove train crash overshadowed the improvements in rail safety reported in HMRI's *Annual Report 1999–00*, published in December 2000. The report revealed that overall rail safety continues to improve gradually year on year. For the period April 1999 to March 2000 collisions were down by 27, from 121 to 94 – the lowest on record. Derailments at 90 represented an all-time low. Significant incidents were down by seven from 104

to 97 – the second lowest annual total ever. Passengers fatally injured by falling from moving slam-door trains were down from five last year to two – equalling an all-time low. Vandalism was still to blame for over half of all train incidents.

13.38 Rail safety this year has been dominated by the incident on 17 October 2000 when a Great North Eastern Railway train from King's Cross to Leeds was derailed near Hatfield. Four passengers died and 34 were injured. The HSE undertook a formal investigation into the causes of the crash, and published an interim report on 23 January 2001 setting out what happened on the day. HSE's investigation team is continuing its work into the underlying causes of the incident and will make recommendations in due course. Significant issues of broader relevance from HSE's Hatfield investigation will be forwarded to Lord Cullen so that he can consider, within his current inquiry into the Ladbroke Grove crash and the whole rail safety regime, what wider implications the latest crash may have for the railway safety regime. (The collision between a car and two trains at Great Heck near Selby occurred on 28 February 2001 shortly before publication).

13.39 Following the Hatfield derailment, Railtrack checked and tested large sections of track across the rail network for gauge corner cracking, and many emergency speed restrictions were imposed. The industry agreed a national track recovery programme which set out a detailed programme for re-railing some 450 miles of track.

13.40 The industry has taken some practical steps since the Ladbroke Grove train crash to improve rail safety. It has been implementing the package of safety improvements that it agreed at the Deputy Prime Minister's rail safety summit in November 1999. These include:

- faster introduction of the train protection and warning system;
- improved driver training;
- action to reduce the number of signals passed at danger (SPADs); and
- the establishment of a national confidential incident reporting system for railway staff.

13.41 Since the Ladbroke Grove crash, SPADs have fallen by about 25 per cent to December 2000. Following Professor Uff's report into the Southall crash, the HSC published an action plan in May 2000 outlining how it would take forward each of the 93 recommendations to improve rail safety.

13.42 On train protection, train operators are installing the train protection and warning system (TPWS). This will provide a basic level of train protection across the whole country, to be followed by the European rail traffic management system, which provides full automatic train protection (ATP) on high-speed lines. Subject to the recommendations of the joint inquiry into train protection systems, this will be extended to other parts of the network. Versions of ATP are already installed on the Chiltern line, Heathrow Express and First Great Western. The Channel Tunnel rail link will include ATP as will the West Coast main line.

13.43 We laid new railway safety regulations before Parliament in October 2000. These transferred responsibility for the assessment of train operators' safety cases (their plans and procedures) from Railtrack to the HSE from January 2001. At the same time, a new company called Railway Safety replaced Railtrack's safety and standards directorate. Railway Safety is a non-profit-making company limited by guarantee.

13.44 In taking these steps we have been careful not to pre-empt Lord Cullen's public inquiry. Part 1 of the inquiry into the immediate causes of the crash took place between 10 May and 28 July, with final submissions in September 2000. The joint inquiry with Professor Uff into train protection systems took place in September and October. Part 2 of the inquiry – a thorough investigation of the regulation, management and culture of rail safety – started at the end of October and the public hearings were completed before Christmas.

13.45 The Deputy Prime Minister has made it clear that *Transport 2010: The 10 Year Plan* will deliver any further safety measures arising from Lord Cullen's inquiry or the joint inquiry on train protection systems.

13.46 We have continued a dialogue with the bereaved and survivors of both the Southall and Ladbroke Grove train crashes, so that there is an

open discussion of progress on rail safety and ensure that their voices are heard as plans are developed.

13.47 The Government continued to support the HSC's railway industry advisory committee's (RIAC) campaign to combat trespass and vandalism on the railways. RIAC launched a national partnership campaign to highlight the dangers in April 2000. The campaign initially comprised a short video for broadcast on national television, a longer version for use in schools and five hard-hitting posters. Railtrack developed an extensive schools' resource pack. The campaign and materials were aimed mainly at boys aged eight to 14, the prime perpetrators of trespass and vandalism, but they also give a clear message to all groups.

Aviation

13.48 We advise Ministers on aviation safety, including objectives for the Civil Aviation Authority (CAA), which is responsible for the day-to-day safety regulation of civil aviation. (The other work of the CAA is set out in Chapter 7.) We also work with the CAA to harmonise European aviation safety standards, and are participating in setting up a European aviation safety agency. We promote legislation to give a framework to the CAA's safety responsibilities. We develop and implement measures to strengthen safety monitoring of foreign aircraft. This includes management of the UK ramp checks programme, part of a Europe-wide programme of aircraft inspections. We have continued to support the safety oversight audit programme (SOAP) run by the International Civil Aviation Organization (ICAO); this programme assesses how countries oversee aviation safety, and monitors how they implement action plans to remedy deficiencies. SOAP assessed how the UK oversees safety in summer 2000.

13.49 We contract the CAA to investigate and prosecute breaches of safety legislation, ensure the safety of foreign-registered aircraft and advise the UK's overseas territories on air safety.

13.50 We provide search and rescue services for civil aircraft in distress, as required under the 1944 Convention on International Civil Aviation (the Chicago Convention). The Royal Navy and Royal Air Force carry out search and rescue. We also use civilian helicopters contracted to the Maritime and Coastguard Agency.

13.51 We are looking into the health aspects of air travel. This work is partly concentrated in co-ordinating a Government response to the House of Lords Science and Technology Sub-Committee report on air travel and health. It is also focused on funding, with the Department of Health, the CAA and HSE, a study which will identify the main health issues raised by air travel and assess whether any further research might be needed.

Air Accidents Investigation Branch

13.52 The Farnborough-based Air Accidents Investigation Branch (AAIB) is an independent body within the Department. It investigates accidents and serious incidents that happen in the UK or involve UK-registered aircraft overseas. The Chief Inspector of Air Accidents, Ken Smart, reports directly to the Deputy Prime Minister.

13.53 In 2000 the branch investigated 285 reportable accidents and serious incidents, helped to investigate five military accidents and took part in 23 accident investigations overseas.

13.54 The AAIB publishes all its reports, which are available on the internet at www.open.gov.uk/aaib/aaibhome.htm.

Marine

13.55 The International Maritime Organization (IMO) is the UN's specialist agency responsible for setting safety standards and preventing marine pollution from ships. The Department and its Maritime and Coastguard Agency (MCA) remain active in the IMO. The UK permanent representative to the United Nations chairs the IMO's important marine safety committee.

13.56 We contribute to the ongoing international quality shipping campaign (QSC), which is supported by both national states and the shipping industry. The QSC aims to eliminate substandard shipping, which is not only unsafe and threatens the marine environment, but also competes unfairly with shipping that complies with international safety and environmental regulations. A key message of the QSC is that the best way to improve safety is through:

- more effective and uniform compliance with global regulations;

- avoiding over-regulation; and
- more emphasis on preventing human error, which causes the large majority of shipping accidents.

13.57 Several IMO and EU initiatives aim to improve maritime safety and protect the marine environment. They include measures to improve the performance of flag and port states and accelerated phasing out of single-hull tankers.

The MV Derbyshire

13.58 The formal investigation into the loss of the bulk carrier MV Derbyshire with the loss of 44 lives in 1980 was reopened in the High Court. Judge Sir Anthony Colman began the hearings in April 2000, and his final report was published in November 2000. The main recommendations will be fed into the bulk-carrier safety working group of the International Maritime Organization so that they may be taken up internationally. A presentation on the loss of the Derbyshire was given to the marine safety committee of the IMO in November 2000.

The Thames safety inquiry

13.59 The inquiry into safety on the Thames was conducted by Lord Justice Clarke, whose final report was published in February 2000. Its purpose was to review the adequacy and effectiveness of the responsibilities of Government departments, the Port of London Authority and other persons or bodies for improving safety on the Thames. The inquiry gave rise to 44 recommendations, most of which have been acted upon by the Government.

13.60 One of these recommendations was the introduction of alcohol controls for mariners. In December 1999 the DETR published its consultation paper on possible legislation to combat alcohol abuse at sea, seeking opinions on how best to introduce such controls. It sought responses by the end of March 2000. Work on the legislative proposals is continuing.

13.61 Another recommendation of the inquiry was that the Government should conduct a formal assessment of the risks associated with search and rescue on the tidal Thames. This has led to Ministers deciding that responsibility for the co-ordination of search and rescue (SAR) on the Thames should be transferred to the

MCA, operating from a new co-ordination centre co-located with a Port of London Authority control centre. The new arrangements should be in place by 2002. The MCA has ordered five Eurocraft slide rafts to assist with SAR all of which are now in position at Putney, Charlton, Wapping and Lambeth; the fifth raft will be a spare.

13.62 The RNLi will provide three fast rescue lifeboats for the tidal river Thames.

The MV Marchioness/MV Bowbelle

13.63 As part of the inquiry into safety on the Thames, Lord Justice Clarke was asked to advise on whether there was a case for a further investigation or inquiry into the loss of the Marchioness in 1989 and the surrounding circumstances. He recommended that there should be a formal investigation into the loss of the Marchioness, which he completed by the end of November. This was followed by a non-statutory inquiry into the identification of victims after a disaster, which concluded in December. Both reports were published in March 2001.

Inland water safety

13.64 When the Deputy Prime Minister announced the Government's response to Lord Justice Clarke's recommendations on Thames safety, he acknowledged the importance of safety, whether on estuaries, inland waterways or rivers, and asked the Department to study the matter. We have begun by mapping the roles and responsibilities of everyone involved in the safety regime for inland waters.

Port marine safety

13.65 *Modern Ports: A UK Policy* contains many safety-related initiatives resulting from the launch of the port marine safety code in March 2000. This code set national standards for those in charge of port safety. It was developed in partnership with the industry to improve safety for those who use or work in ports, their ships, passengers and cargoes, and the environment. It promotes good practice and encourages better training throughout the ports industry by providing a yardstick against which to measure the performance of those entrusted with the legal powers and duties for running our harbours safely. The Government will continue to work with the industry to ensure that the code is implemented effectively. Work is also well underway to develop accredited national qualifications for port marine

professionals. Competence standards for marine pilots were published in July 2000 and standards for other disciplines are in preparation.

UK Search and Rescue Strategic Committee and related groups

13.66 In 1999 the members of the joint advisory board on search and rescue helicopters (DETR, MCA, MOD, and fire, police and ambulance services) began to discuss restructuring the board and widening its scope to cover search and rescue (SAR) for both inland waterways, maritime and aeronautical areas controlled by the UK. The restructuring was also discussed at Ministerial level between DETR, Home Office and MOD. The Royal National Lifeboat Institution (RNLI) was invited to join the new groups, and in 2000, the UK Search and Rescue Strategic Committee (UKSARSC) and the UKSAR UK operators' group were established. The strategic committee looks at the wider issues of SAR in the UK, whereas the operators' group considers the practical aspects of SAR. Both the strategic committee and the operators' group have been developing a new SAR framework for the UK that covers both inland, maritime and aeronautical operations.

The FV Gaul

13.67 The reopened formal inquiry into the loss of the Gaul was announced by the Deputy Prime Minister in August 1999. He also ordered an expedition to be mounted to exhume and take DNA samples from bodies that had been washed ashore in north Russia after the loss of the trawler. The expedition was undertaken by Mr Roger Clarke, assisted by a forensic pathologist and a forensic scientist. The report was published in 2000; unfortunately, the DNA samples taken from the bodies examined did not match any of the samples taken from relatives of the crew. Plans are being considered for a second visit to the Gaul wreck. The start of the inquiry has been postponed pending a decision on the second survey.

Maritime and Coastguard Agency

13.68 The Maritime and Coastguard Agency (MCA) implements the Department's policies for improving marine safety and pollution control by:

- developing, promoting and enforcing high standards of marine safety;
- minimising loss of life amongst seafarers and coastal users;
- responding to maritime emergencies 24 hours a day; and
- minimising the risk of marine pollution from ships and, where pollution occurs, minimising its effect on UK interests.

13.69 In 1999 the rate of accidents involving UK-registered merchant ships decreased slightly. The death rate of crew on merchant ships has reduced over the past three years, and the rate for passengers in 1999 was zero. There has also been a decrease in the accident rate for UK-registered fishing vessels, and the death rate of crew of fishing vessels has dropped. However, this rate is not expected to be sustained in 2000–01.

13.70 Further information and statistics can be found in the MCA's *Annual Report and Accounts 1999–00*.

Marine Accident Investigation Branch

13.71 The Southampton-based Marine Accident Investigation Branch (MAIB) is an independent body within the Department. It is responsible for investigating accidents to and on board UK vessels worldwide, and to any vessels operating in UK territorial waters. Its Chief Inspector of Marine Accidents, Rear Admiral John Lang, reports directly to the Deputy Prime Minister on accident investigation matters.

13.72 During 2000, 1,646 accidents and incidents of all types were reported, of which MAIB carried out full investigations on 48 and took follow-up action on a further 546.

13.73 For the first time, in 2000 MAIB produced and published its accident reports free of charge. Thirty-nine accident investigation reports have been published, along with four safety bulletins containing recommendations made in the immediate aftermath of an accident. Three editions of the MAIB *Safety Digest*, outlining lessons learned from accidents, were also issued to the maritime community free of charge. Further information is included in MAIB's *Annual Report*, published in June 2000 and available on our web site at www.maib.detr.gov.uk.

Transport security

13.74 Our transport security division develops protective security regimes for the transport industries. It monitors implementation of and, if necessary, enforces compliance with the regulations. It also advises and supports the industry, having its own programme of research into relevant security techniques. It contributes to our overall aim of making travel as safe as possible by preventing 'acts of unlawful interference' with transport systems. That means dealing mainly with terrorism, but also with attack by criminals and people with mental health problems.

13.75 In particular, we:

- refine techniques and procedures through research;
- try out new ideas and equipment in the field;
- identify any loopholes in defences through tests and reviews; and
- try to get full industry compliance with the regulations, through inspections, surveys and follow-up action.

13.76 More information is given in the Director of Transport Security's *1999–00 Annual Report* to the Secretary of State.

Environmental Health and Safety

MEANS OF DELIVERY

13.77 Many of our policies have an important effect on public health. For example, good housing (see Chapter 5), clean air and water (see Chapter 4) and safe transport all benefit public health. We work closely with the Department of Health in helping to promote the public health message. We are currently researching how the public health community sees our work, to give us a better understanding of our effectiveness.

PROGRAMME OF WORK

13.78 We are working with the World Health Organization (WHO), and the United Nations Economic Commission for Europe to take forward initiatives agreed at the June 1999 London Ministerial conference on environment and health in Europe. The UK is the first country to volunteer to lead one of the key action areas for implementing the charter on transport, environment and health. Adopted at the London conference, the charter deals with the integration of environmental and health concerns into transport decision-making.

Drinking water quality

13.79 We remain vigilant in protecting people from unsafe drinking water. We improve quality compliance through audit and enforcement action by the Drinking Water Inspectorate (DWI).

13.80 The waterborne cryptosporidium regulations introduced a treatment standard in 1998. The new regulations required water companies to assess the risk of cryptosporidium. Where they identified significant risk, water companies were required to install continuous sampling equipment, to check that treatment is working. It is a criminal offence for a water company to breach the cryptosporidium standard. Most water companies finished installing monitoring equipment in March 2001. The first results in April 2000 showed the value of these regulations. Consumers are getting the best protection from cryptosporidium, as mandatory testing ensures that water companies act promptly to minimise health risks.

13.81 Compliance with drinking water quality standards continues to improve. In 1999, 99.82 per cent of 2.8 million samples met the standards. The number of samples failing to meet the standards is now one-tenth of the 1992 total. Figures 13f and 13g show the trend over 1992–99.

13.82 More information about the work of the Drinking Water Inspectorate is given in its *1999 Drinking Water Annual Report*.

Figure 13f Percentage of tests complying with water quality standards, 1992–99

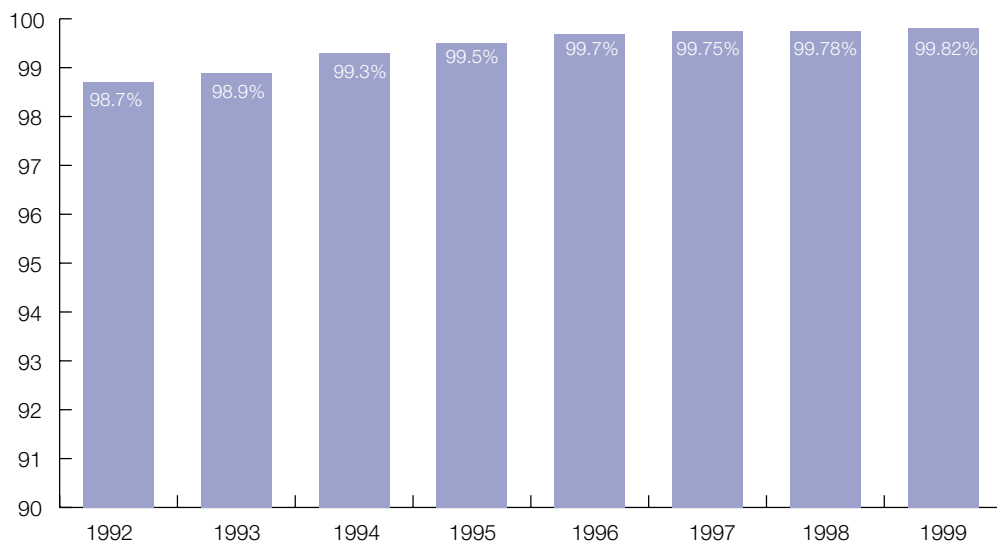
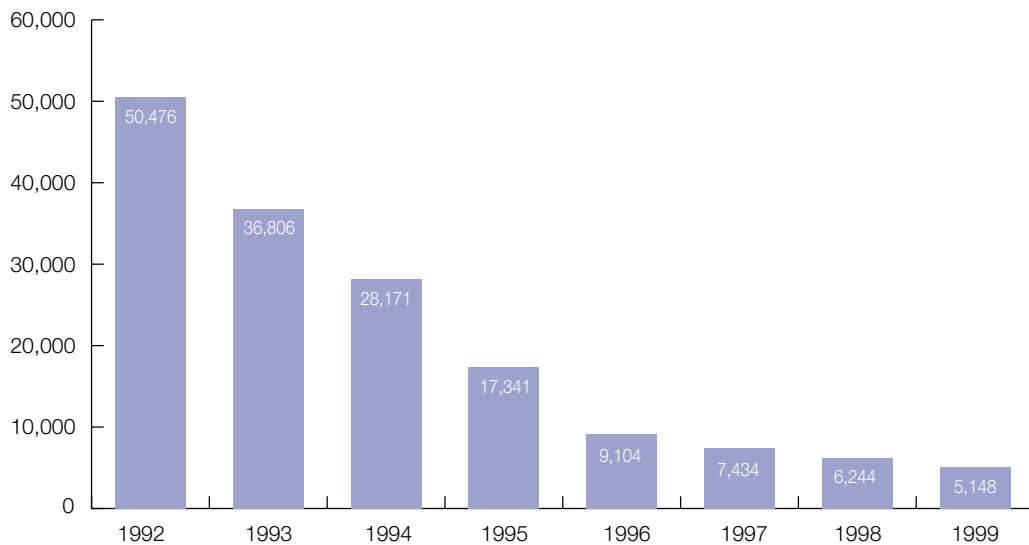


Figure 13g Number of tests failing to meet the water quality standards, 1992–99



13

RADON

13.83 Radon is a naturally occurring radioactive gas that forms in the ground and accumulates in buildings to a significant extent in certain parts of the country. Long-term exposure to high levels of radon increases the risk of developing lung cancer.

13.84 Following the success of pilot studies, which explored ways of encouraging householders with a high radon measurement to take effective action, we are now embarking on a new programme in partnership with 31 local authorities which all have

areas within their districts with notable levels of radon. In order to assist these authorities, and others with a radon problem, we have produced a good practice guide in conjunction with private sector consultants, based on the lessons learned and experience gained in the pilot studies.

For more information on revitalising health and safety please contact Lorna McGuinness, HSE, on 020 7717 6621; e-mail lorna.mcguinness@hse.gsi.gov.uk

or David Robertson, DETR, on 020 7944 4877;
e-mail david_robertson@detr.gsi.gov.uk.

For more information on radon please contact
Sylvia Phillip-Shillingford on 020 7944 6266;
e-mail sylvia_phillip-shillingford@detr.gsi.gov.uk

You can visit our web site at:
[www.environment.detr.gov.uk/radioactivity/ radon](http://www.environment.detr.gov.uk/radioactivity/radon)

Other useful web sites include

Air Accidents Investigation Bureau
www.open.gov.uk/aaib/aaibhome.htm

Marine Accident Investigation Branch
www.maib.detr.gov.uk

Modern Local Government

10

Building Thriving Regions, Cities and Communities

11

An Innovative and Efficient Construction Industry

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Departmental Structure and Responsibilities

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*Investing in the Future:
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Office of the Rail Regulator

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CHAPTER 14

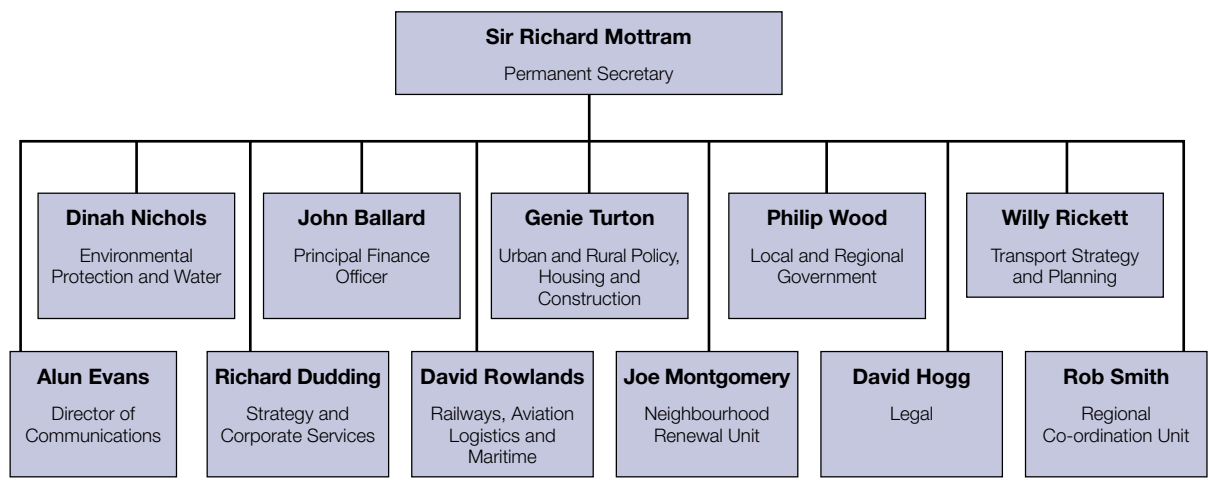
Departmental Structure and Responsibilities

14.1 This chapter sets out the structure of the Department below Ministerial level (see Chapter 2), and our links with non-departmental public bodies (NDPBs), Government Offices for the Regions and local government. Our overall objectives are detailed in paragraph 1.2.

THE DETR BOARD AND STRUCTURE

14.2 The DETR Board comprises the Permanent Secretary, the Directors General (each heading a policy or functional group), the Principal Finance Officer and the Director of Communications. In addition, it is planned shortly to appoint two external members to the Board. Figure 14a includes all staff who report directly to the Permanent

Figure 14a Departmental Board structure



The chief executives of the DETR's nine agencies are:

Maurice Storey Maritime and Coastguard Agency	Tim Matthews Highways Agency	Gary Austin Driving Standards Agency
Maurice Newey Vehicle Inspectorate	Marcus Buck Queen Elizabeth II Conference Centre	Derek Harvey Vehicle Certification Agency
Chris Shepley Planning Inspectorate	Clive Bennett Driving and Vehicle Licensing Agency	Janet Butler (acting from March 2001) The Rent Service

Each agency has a link to a Board member, and the Permanent Secretary also chairs the agency management board, whose members include all agency chief executives and the chief executive of the Health and Safety Executive, which considers issues of particular interest to the executive agencies.

Secretary, but does not include Government Offices for the Regions (see Figure 14b).

DELIVERING POLICY OBJECTIVES

14.3 We achieve most of our objectives by working through others rather than by direct delivery. Regulation, economic instruments and voluntary measures play a key role, alongside public expenditure and attracting private finance through partnerships with the private sector. We describe here the way in which we work with our executive agencies, the Government Offices for the Regions, local authorities, sponsored bodies and the private sector.

EXECUTIVE AGENCIES

14.4 The executive agencies deliver many of our services. They are part of the Department, but have extended managerial freedoms within a framework of objectives, targets and resources agreed with Ministers. Figure 14a lists our nine agencies; their work is covered more fully in the relevant chapters

of this report, except that of the Queen Elizabeth II Conference Centre, which is outlined below.

Queen Elizabeth II Conference Centre

14.5 The Queen Elizabeth II Conference Centre provides conference facilities for national and international meetings, for Government and the private sector. It is an executive agency of DETR, operating as a trading fund. The centre has 52 permanent staff. More information can be found in its *Annual Report and Accounts 1999–00* and on its web site at <http://www.qeiicc.co.uk>. As required under Cabinet Office guidelines governing the operation of executive agencies, the centre is currently the subject of a five-yearly review.

GOVERNMENT OFFICES FOR THE REGIONS

14.6 The nine Government Offices for the Regions (GOs) were established in April 1994 (see Figure 14b). They work with regional partners and local people to maximise competitiveness, prosperity and quality of life in each region, and promote sustainable development, regeneration of deprived communities and social inclusion. They

Figure 14b Government Offices for the Regions

Government Office	Regional director	Area of responsibility
North East	Bob Dobbie	Northumbria, Tyne and Wear, Durham and Cleveland
North West	Keith Barnes	Cumbria, Lancashire, Greater Manchester and Cheshire, and the metropolitan districts of Liverpool, Knowsley, Sefton, St Helens and the Wirral
Yorkshire and the Humber	Felicity Everiss	North Yorkshire, West Yorkshire, South Yorkshire and the Humber
West Midlands	Graham Garbutt	Metropolitan districts of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton and the counties of Staffordshire, Shropshire, Hereford and Worcester, and Warwickshire
East Midlands	Dennis Morrison	Derbyshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire and Rutland
East of England	Alan Riddell	Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk
South West	Jane Henderson	Unitary authorities of Bristol, Bath and North East Somerset, North Somerset and South Gloucestershire, Bournemouth and Poole, Swindon and the counties of Cornwall and the Isles of Scilly, Devon, Dorset, Gloucestershire, Somerset and Wiltshire
South East	David Saunders	Buckinghamshire, Oxfordshire, Berkshire, Hampshire, the Isle of Wight, Surrey, West Sussex, East Sussex and Kent
London	Liz Meek	Greater London

work closely with the regional development agencies (RDAs) at regional and local levels.

14.7 In April 2000 we established the Regional Co-ordination Unit (RCU) as a new corporate centre for the GOs. During 2000–01 the unit has increasingly taken over the central co-ordination and management of the GOs for the three main sponsor departments (DETR, the Department of Trade and Industry and the Department for Education and Employment). This process will be completed by April 2001, by which time the unit will be the key reference point within Government for managing the GOs and setting their objectives, and a key communication channel for the GOs to get their views across in Whitehall.

14.8 The unit has also been carrying forward proposals for expanded departmental representation in the GOs. By April 2001 the Ministry of Agriculture, Fisheries and Food will establish a presence within the GOs responsible for carrying forward the Ministry's strategic, policy and representational activities in the regions. The unit is in discussion with other departments, including in particular the Home Office and the Department for Culture, Media and Sport, about how their regional activities might be integrated more formally within the GO management structure. The unit is also helping to involve GOs more directly in policy-making in Whitehall, and involving them in its own work on the better co-ordination of area-based initiatives (see Chapter 2).

LOCAL AUTHORITIES

14.9 We are responsible for the structure of local government in England and for the legal and financial framework within which English local authorities operate. We also provide overall external financial support to authorities (see Chapter 10). We have a direct interest in the work of local authorities in delivering housing, transport, social and environmental services.

NON-DEPARTMENTAL PUBLIC BODIES

14.10 We sponsor 29 executive non-departmental public bodies (NDPBs). Figure 14c gives their staff numbers at 1 April 2000, and their gross and departmental support expenditure for 2000–01 to 2001–02.

Figure 14c Executive non-departmental public bodies

	Staff in post 1 April 2000	Estimated expenditure 2000–01 (£ million)	Estimated departmental support 2000–01 (£ million)	Planned gross expenditure 2001–02 (£ million)	Planned departmental support 2001–02 (£ million)
Audit Commission ¹	1,649	165.00	15.75	165.00	21.70
Countryside Agency	430	63.50	55.38	85.47	74.60
English Nature	627	53.10	50.00	62.60	58.01
English Partnerships					
Commission for the New Towns	246	-110.92	–	-63.84	–
Urban Regeneration Agency	189	17.71	198.09	43.20	94.00
Environment Agency	10,033	649,719.00	107,300.00	662,349.00	102,510.00
General lighthouse authorities²					
Northern Lighthouse Board	220	20,910.00	–	19,173.00	–
Trinity House Lighthouse Service	428	30,447.00	–	31,456.00	–
Health and Safety Commission/Executive ³	3,936.5	246.57	193.42	248.90	189.58
Housing action trusts (HATs)					
Castle Vale	113	47.72	20.00	42.43	26.00
Liverpool	109	25.18	18.40	27.88	20.30
Stonebridge	74	21.67	14.80	35.33	26.50
Tower Hamlets	17	21.98	24.00	14.81	7.50
Waltham Forest	14	13.32	15.00	12.80	12.50
Housing Corporation	583	1,009.59	1,010.85	995.17	995.17
Joint Nature Conservation Committee ⁴	54	4.60	4.10	4.30	4.00
Local Government Commission for England	36	2.64	2.64	2.77	2.77
Standards Board England	0	1.10	1.10	7.50	7.50
National Forest Company	15	3.60	3.55	3.70	3.55
Regional development agencies⁵					
One NorthEast	232	107.50	107.50	149.60	149.60
North West Development Agency	198	148.60	148.60	257.47	257.47
Yorkshire Forward	171	151.60	151.60	211.58	211.58
Advantage West Midlands	139	127.50	127.50	149.29	149.29
East Midlands Development Agency	115	66.60	66.60	81.57	81.57
East of England Development Agency	77	37.40	37.40	56.76	56.76
South West of England Development Agency	162	61.30	61.30	94.72	94.72
South East of England Development Agency	98	75.00	75.00	66.59	66.59
Strategic Rail Authority ^{6,7}	2,811	294.00	282.00	1,360.00	1,137.00

- 1 The Audit Commission's estimated and gross expenditure is calculated for its financial year, which begins on 1 November. Departmental support is only provided in respect of the commission's best value function that is operated over a different financial year (1 April to 31 March).
- 2 The general lighthouse authorities are fully funded by light dues (collected from shipping at UK and Republic of Ireland ports) and investment income.
- 3 The Health and Safety Executive has Crown status and its staff are civil servants. Their administrative costs count as departmental running costs, although they are subject to a separate running cost limit. Grant-in-aid is paid to the Health and Safety Commission (see Appendix B). The commission and the executive are separate NDPBs.
- 4 The Joint Nature Conservation Committee is funded by English Nature (57.5 per cent), Scottish National Heritage (30 per cent) and the Countryside Council for Wales (12.5 per cent).
- 5 The individual spend of the RDAs (including the London Development Agency) is set out in Figure 11b in Chapter 11.
- 6 The SRA staff numbers are posts as at 1 February 2001, the date on which the authority assumed its full powers. They include 2,366 in the British Transport police and 47 in the Rail Passenger Council and Committees.
- 7 The SRA 2000–01 figures cover only expenditure and support since 1 February 2001, the date on which the authority assumed its full powers. In 2001–02, the authority will also be funded by the Scottish Executive.

Our Resources

FINANCIAL RESOURCES

14.11 Figure 14d gives the current and proposed administrative resources for DETR(C) to meet its policy objectives, with the equivalent expenditure for previous years. It includes our contribution to the costs of running the Government Offices for the Regions. We also include the remaining costs associated with the privatisation of the Property Services Agency.

PUBLIC-PRIVATE PARTNERSHIPS AND THE PRIVATE FINANCE INITIATIVE

14.12 Public-private partnerships (PPPs), including the private finance initiative (PFI), are a cornerstone of the Government's modernisation programme. In April 2000 the Treasury published *Public-Private Partnerships, The Government's Approach* (www.hm-treasury.gov.uk/docs/2000/ppp.html) setting out the range of PPPs. We have signed deals worth more than £7.5 billion with the private sector, using PPPs to generate new investment and bringing in private sector skills to help deliver public services.

14.13 During 2000 we signed a contract for the new A13 Thames Gateway, which will relieve congestion and improve traffic flows in east London. This is the ninth national road to be delivered through the PFI. We have helped London

Underground to develop its public-private partnerships, which will bring in more than £8 billion of much-needed investment for the Underground's infrastructure. These contracts, as well as a PPP to manage and develop London Underground's property estate, are expected to be signed in mid-2001. The Highways Agency is expected to sign a PFI contract for a new traffic control centre early in 2001 which will provide improved information on traffic flows for road users. Table C1 in Appendix C gives more information about projected expenditure on PFI projects.

14.14 Local government PFI projects help to deliver the Government's objectives. Since December 1997 the Government has endorsed 148 local government projects and supported directly 35 projects (see Chapter 10).

WIDER MARKETS

14.15 During 2000 we issued comprehensive guidance on how to develop projects which fully utilise the Department's assets, in accordance with the Treasury report *Selling Government Services into Wider Markets*. Wider markets activities are already generating income of around £1 million a year across the Department, helping us to keep down running costs and allowing more resources to be allocated to the delivery of services. New wider markets projects which began in 2000 include leasing spare capacity in the DVLA's mailing facility for commercial dispatches, and the sale of decision letters by the Planning Inspectorate.

Figure 14d DETR Central administration costs¹

£ million

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans
Gross administration costs ²	268.9	272.1	285.7	344.2	423.6
Other current and capital	20.6	19.5	28.6	34.8	50.2
Less receipts	-17.6	-15.6	-16.6	-16.5	-16.5
Total net expenditure	271.9	276.0	297.7	362.5	457.3

1 These figures do not include the Health and Safety Commission/Executive (HSC/E).
2 Gross administration costs excludes departmental administration cost reserve.

RESEARCH

14.16 With our agencies, we procure around £120 million of research annually. Research strategy (within the context of our science and innovation strategy and set out in our web site) is driven by policy objectives and aims to:

- monitor and evaluate the effects of existing policies and earlier decisions;
- ensure that new policies and decisions taken at home and in international forums are evidence-based;
- encourage innovation in the private sector to meet policy objectives;
- help the industries which it supports, such as construction, to make best use of new technologies and innovations;
- develop the research programmes in accordance with Whitehall science policy and in an open and consultative manner fully consistent with *Guidelines 2000: Scientific Advice and Policy Making*; and
- deliver, with other partners, a coherent UK vision of the future challenges within our policy responsibilities.

14.17 Research managers within policy divisions and directorates plan and procure their own research programmes. Directors are responsible for ensuring that the *Guidelines 2000: Scientific Advice and Policy Making* are fully applied in their area.

14.18 Our chief scientist exercises a quality assurance role for research management, co-ordinates cross-cutting science issues and represents our science and technology interests in Whitehall. A new cross-cutting responsive programme – ‘new horizons’ – which is funded centrally, supports promising work. This includes more strategic and forward-looking research relevant to the Department’s policy objectives.

Statistics

14.19 We are the largest employer of professional statisticians outside the Office for National

Statistics (ONS). We have been working with the ONS on a new programme, ‘national statistics’, to ensure the quality and integrity of official statistics, which was launched in June. A national statistician, Len Cook, has been appointed to be responsible for all the outputs of the service. He is also the director of the ONS. There is also an independent advisory commission.

14.20 As part of the new arrangements we are running quality reviews of all major outputs. We have completed the first of these, covering the national travel survey – see Chapter 6.

PROGRESS TOWARDS RESOURCE ACCOUNTING AND BUDGETING

14.21 Preparation has continued in 2000 towards introducing full resource accounting and budgeting in April 2001. The consolidated accounts for 1999–00 were subject, for the first time, to a full NAO audit. The accounts, signed by the Accounting Officer, were submitted to the NAO in January 2001. We will lay the accounts before Parliament shortly. The accounts were qualified because of the NAO’s ongoing concern about the accounting treatment adopted by the Highways Agency for certain design, build, finance and operate (DBFO) road schemes.

14.22 The Environment, Transport and the Regions Select Committee has agreed that the Department’s resource estimate for 2001–02 should comprise four requests for resources (RfRs), one each for local government, transport, and administration, and one for housing, regeneration and the environment. This structure allows us to use our resources flexibly whilst maintaining parliamentary scrutiny of the estimates. (The four-RfR structure was used as the basis for shadow resource estimates for 2000–01, a Treasury requirement which helps to indicate whether departments are ready to implement full resource accounting and budgeting from 2001–02).

14.23 The Department has also, with the rest of Whitehall, participated in the two-yearly spending review. This was conducted on a resource basis for the first time, and has established new resource spending plans for the period 2001–04).

ACCOMMODATION

14.24 The Department has set up a unit to prepare a DETR-wide estates strategy and procurement plan. The unit is led by a property expert on secondment from British Telecom.

PUBLICITY STRATEGY

14.25 We need action from individuals, local authorities and special interest groups to achieve our policy objectives. Our directorate of communication (DoC) provides explanation, consultation and advice on those objectives. The public information campaigns about road safety and energy and the environment are two examples. This year we launched a long-term road safety publicity strategy under the brand *Think!*. This enables us to integrate specific issues such as speeding, child safety and drink-driving into a common call to action to achieve greater care by all on the roads.

14.26 This year we exhibited at the International Motor Show for the first time. The Highways Agency, Driving Standards Agency, Vehicle Inspectorate, Driver and Vehicle Licensing Agency and the Vehicle Certification Agency all had space on the stand. There were an estimated 700,000 visitors over the 13 days the show was open.

14.27 The *Are you doing your bit?* campaign was refined to work harder on targeted messages to encourage people to take the small actions that can yield real benefits to the environment. The campaign continued to stimulate a lot of activity at local level, as well as third-party support for its aims and objectives.

14.28 We publish a wide range of publications, from research and statistical reports to white papers, such as those on urban and rural policy – *Our Towns and Cities: The Future* and *Our Countryside: The Future*.

14.29 Our electronic publishing operation is part of our commitment to providing easily accessible information. The DETR web site is being developed further as part of a major new media review. We are consistently listed in the top-10 public sector sites and we attracted 60 million hits during the year.

14.30 Advertising and publications are part of integrated campaigns. We use the full range of media, including video and audio tapes, exhibitions and promotions. DoC plans and co-ordinates these projects through small teams of information specialists and support units. We contract out most production, and achieve maximum output for minimum overhead through specification, procurement, project management and evaluation through independent researchers. The Permanent Secretary requires all publicity to be run through DoC to achieve the most effective co-ordination, value for money and adherence to rules of propriety.

14.31 In addition to DoC's extensive range of paid publicity work, it runs one of Whitehall's busiest media centres. Its services include news conferences, briefings, news releases and regional tours, as well as answering media enquiries. It received more than 300,000 telephone enquiries in the year.

14.32 DoC is also responsible for internal communications, which includes the staff magazine, a weekly information bulletin, seminars and an electronic news service on screens around our buildings. It also promotes the use of plain English in DETR publications through a small editorial unit, which offers guidance and advice to help officials reach the required standards.

Figure 14e Publicity and advertising £ million

Medium	
Advertising	16.85
Publications	3.82
Electronic publishing	0.52
Other (video, exhibitions, etc)	3.97
Total	25.16

RECRUITMENT

14.33 Recruitment is carried out on the basis of fair and open competition, and selection is on merit and in accordance with the guidance laid down in the Civil Service Commissioner's recruitment code. Recruitment and selection procedures are also subject to internal checks. Details of the number

of staff recruited and exemptions to the code are shown in Appendix C (Tables C5 and C6 respectively).

SENIOR CIVIL SERVICE SALARIES

14.34 Figure 14f shows the distribution of the salaries of all senior civil servants in the DETR, including those on fixed-term contracts. Salaries are at 1 April 2000 rates. The figures also include any bonuses paid to the chief executives since 1 April 2000.

Figure 14f Distribution of senior civil service salaries

£000	Staff numbers
40 – 45	2
45 – 50	15
50 – 55	28
55 – 60	43
60 – 65	49
65 – 70	44
70 – 75	14
75 – 80	23
80 – 85	9
85 – 90	3
90 – 95	2
95 – 100	3
100 – 105	5
105 – 110	–
110 – 115	–
115 – 120	–
120 – 125	–
125 – 130	–
130 – 135	–
135 – 140	–
140 – 145	1

PUBLIC ACCOUNTS COMMITTEE RECOMMENDATIONS

14.35 Relevant reports by the Public Accounts Committee are listed in Appendix E, which also gives brief details of follow-up action on the recommendations that have been accepted by the Department and the timetable for completing any remaining actions.

For further information please contact Christopher Angell on 020 7944 6952

For an overview of our work, please access our web site www.detr.gov.uk

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CHAPTER 15

Investing in the Future: The Departmental Investment Strategy

What is the Strategy?

15.1 The *Departmental Investment Strategy* (DIS) for 2001–02 to 2003–04 was published in November. It explains how the planned increases in the Department's capital budget will be spent; how this will bring about real improvements to everyday life; and how the taxpayer will receive value for money. This chapter provides a summary.

15.2 The Department has policy responsibility for maintaining and improving much of the social capital assets in England. The DIS concentrates on these for the most part, although we also have interest in assets elsewhere in the UK. For example, we have responsibility for railways in Great Britain.

15.3 We discharge our responsibility through a mixture of direct investment, support for the capital programmes of local authorities and other public sector bodies, and by inviting and managing private investment.

Investment Priorities

15.4 The Government's spending review 2000 established expenditure plans for the three years between 2001–02 and 2003–04, and the DIS sets out capital investment plans for transport, housing, regeneration, the environment and central and local government for these years. We have published more detail on these policies in the appropriate chapters of this report and in various white papers (see Bibliography).

Figure 15a Total capital allocation for DETR, 2000–01 to 2003–04

£ million

	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Regeneration	1,172	1,311	1,379	1,669
Housing	2,649	3,220	3,621	4,016
Transport	2,332	3,233	4,511	6,176
Environment	162	193	220	245
Central administration and agencies	47	62	75	92
Countryside and wildlife	12	16	18	17
Health and Safety Executive	11	11	14	14
Local authority capital ¹	10	57	277	327
Total²	5,261	8,103	10,083	12,485

1 Non-aggregated external finance (AEF)
2 This excludes:
a. capital in the Department's reserve; and
b. local government AEF. AEF expenditure is classified as resource expenditure, but is used by local authorities to support their capital programmes.

15.5 Figure 15a sets out the capital funds that we have allocated through our main programmes between 2000–01 and 2003–04.

REGENERATION

15.6 A key investment priority is to support the regeneration of run-down and deprived areas, both urban and rural. Our plans include increased capital expenditure on specific regeneration programmes, from £1.3 billion in 2001–02 to £1.7 billion in 2003–04.

15.7 Funds from several sources will support our overall objective of enhancing economic development and social cohesion throughout England. Resources for investment in locally identified priorities comes from:

- the single regeneration budget;
- the New Deal for Communities;
- the land and property programme;
- the rural development programme; and
- the European regional development fund.

15.8 Many of these programmes are delivered through the regional development agencies (RDAs) and the Government Offices for the Regions (GOs). The Department requires both to have systems for appraising and monitoring investment. All projects are subject to strict appraisal, to ensure that investment is appropriate to the purpose, size and complexity of the project. See Chapter 11 for further information.

HOUSING

15.9 Our priority for housing investment is to deliver a step change in the pace of improvements to poor-quality social housing. Central Government support for capital spending on housing in England will rise from £3.2 billion in 2001–02 to £4 billion in 2003–04.

15.10 Our investment strategy includes the target to ensure all social housing is of a decent standard by 2010. We also want to provide, as a priority, additional social housing or support for low-cost home ownership in areas of high demand. We are making significant extra resources available through the Housing Corporation's approved development programme and the starter home initiative. Access to decent housing is an important element in the Government's wider agenda:

- helping to tackle social exclusion;
- providing an environment that supports good health, educational attainment and employment opportunities; and
- allowing and encouraging families and individuals to enjoy the rights and responsibilities that go with a fair and inclusive society.

15.11 The Department distributes capital resources for housing investment to support these aims through local authorities and, via the Housing Corporation, registered social landlords (RSLs). We base decisions on where investment should be focused on detailed research and analysis, including the English house condition survey. This has traditionally been every five years, but we plan to move it onto a continuous basis. This will help us monitor our key housing PSA and SDA targets more accurately (see Chapter 3). Further information on the housing investment programme is given in Chapter 5.

TRANSPORT

15.12 We need to ensure that transport contributes to the achievement of economic growth and meeting our environmental targets and commitments, is safe and secure and helps to address the problems of social exclusion (see Chapter 6).

15.13 Our investment strategy recognises the need to renew and enhance the transport network. *Transport 2010: The 10 Year Plan* sets out how this is to be achieved. The plan addresses the following changes:

- growing road congestion;
- pollution from transport;

- inadequate public transport; and
- insufficient integration between different forms of transport.

15.14 We envisage a total public and private capital investment of £121 billion over 10 years, with an increase in public expenditure over the period of the spending review of £8 billion compared with 2000–01 plans. We will review the plan periodically to ensure that it remains the most cost-effective means of delivering our transport strategy.

15.15 The *10 Year Plan* is a partnership with the private sector who have a vital role in helping transform the transport system. The *10 Year Plan* envisages that the private sector will contribute £56 billion over the next ten years. Individual projects will be considered case by case. Major considerations include:

- the extent to which risks can be transferred to the private sector;
- the value for money of private sector options compared with public sector alternatives;
- affordability;
- indications of bankability; and
- output specification.

15.16 We work closely with other Government departments including the Government Office of Commerce, Partnerships UK and, on local authority projects, with Public Private Partnerships Programme Ltd (the 4Ps) and the interdepartmental project review group.

ENVIRONMENT

15.17 Our capital investment strategy for environment programmes supports our aim of reducing fuel poverty. The home energy efficiency scheme (HEES) will tackle the problem of fuel poverty among those households most vulnerable to cold-related ill health – the old, the young, the disabled and the chronically sick. We will also increase waste recycling through a mix of private

finance and direct capital support to local authorities (see Chapter 4).

LOCAL GOVERNMENT

15.18 Local authorities deliver a large part of our plans for transport, regeneration and housing investment. We need to ensure they invest properly in their corporate functions too, so that they make best use of the land and property they hold. This includes using information technology effectively. We plan to increase resources to local authorities to enable them to achieve these objectives efficiently (see Chapter 10).

THE DEPARTMENT AND ITS AGENCIES

15.19 Investment in information-age technology is a priority for both the central Department and its agencies, in support of the overall aim of modernising Government. Both the central Department and its agencies have investment plans that will contribute to the Government's target of making all services available electronically by 2005.

BODIES SUPPORTED BY THE DEPARTMENT

15.20 We enable the bodies that we sponsor (executive non-departmental public bodies and public corporations) to modernise their central operations through increased capital investment. This helps them use the programme resources we allocate to them more effectively.

PROCEDURES AND SYSTEMS

15.21 We are committed to the highest standards of propriety and value for money. This applies to both the assets and resources we own and spend directly and those owned and spent by bodies we support or for which we have policy responsibility. With the introduction of resource accounting and budgeting we are as concerned with the resources tied up in existing assets as the potential benefits to be gained from investing in new ones.

15.22 We assess our investment needs by a number of measures, such as:

- the objectives and priorities set by Ministers;
- the policy framework as set out in major white papers and other documents, such as on transport, housing, and rural and urban development;¹
- the results of internal and external research; and
- forecasts of demand for services and other external factors.

15.23 At a high level, the Department's public service and service delivery agreement targets hold it accountable for all its expenditure, including resources for capital investment.

15.24 The Department has many other ways of ensuring it gets the best value from using resources, including its business planning, policy evaluation, finance training and resource management guidance. In these ways we will ensure that our policies achieve what we want them to and that we are doing the right thing.

For further information please contact Christopher Angell on 020 7944 6952

Or access our web site at
www.detr.gov.uk/dis2000/index.htm

¹ *A New Deal for Transport: Better for Everyone; Quality and Choice: A Decent Home for All; Our Towns and Cities: The Future; and Our Countryside: The Future.*

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CHAPTER 16

Office of the Rail Regulator

Achievements

- The periodic review of Railtrack's access charges – arguably the most important piece of work that the Rail Regulator has undertaken – was completed in October 2000. It sets the financial structure for the operation, maintenance, renewal and enhancement of the network for the next five years, and gives Railtrack incentives to improve its delivery, performance and efficiency.
- The Rail Regulator has developed certain changes to Railtrack's network licence, the conditions of which are enforceable by him. These changes include a requirement to put in place a comprehensive asset register, the requirement to establish a separate company for safety standards, introduction of a system of reporters providing the regulator with independent information on Railtrack's activities, effective controls on the disposal of key assets, and a duty to deal with customers in a professional manner.
- Over the course of 2000 the Rail Regulator consulted widely on his proposals for improving the model clauses contained within the legally binding access agreements between passenger and freight train operators and Railtrack. These improvements increase the clarity and strength of access agreements. They will empower operators, protect investment and align commercial obligations with the public interest.
- In November 2000 the regulator asked Railtrack to produce adequate train-operator-specific recovery plans following discussions with the operators and Railtrack. In January 2001, the regulator took enforcement action requiring Railtrack to produce robust and fully risk-assessed train-operator-specific plans in support

of the national rail recovery plan. The Rail Regulator made the provisional enforcement order following a formal complaint made by the Association of Train Operating Companies (ATOC) in December 2000.

Objectives

16.1 A summary of the ORR's aim is:

- to create a better railway for passengers and freight and better value for public funding authorities through independent, fair and effective regulation.

16.2 ORR's objectives are to:

- utilise and develop the regulatory and commercial environment in a way which protects and promotes the interests of passengers and third parties (such as companies who use freight services and railway funders);
- encourage the development of competitive markets within the railway industry, to deliver benefits to passengers and freight users;
- create and maintain a regulatory and financial framework based on effective incentives and solutions to improve railway performance; and
- simplify the regulatory and contractual system.

Means of Delivery

16.3 The Rail Regulator, Tom Winsor, is an independent statutory officer appointed under the Railways Act 1993. He also holds the office of International Rail Regulator, acting as the licensing authority for international rail services in Great

Britain. The Rail Regulator's duties and functions are set out in the Railways Act 1993 and the Transport Act 2000. They include the following:

- to protect the interests of railway service users;
- to protect the use of the railway network;
- to promote the efficiency and economy of those providing railway services;
- to promote competition in the provision of railway services for the benefit of the users of railway services; and
- to contribute to the development of an integrated system of transport of passengers and goods.

16.4 Although independent, ORR works closely with public funding authorities, user representatives and other relevant decision-making bodies to achieve an improved railway. The newly enacted Transport Act 2000 established the Strategic Rail Authority, which holds responsibility for franchising and consumer protection. The Act also gives the Rail Regulator additional powers, such as the power to require the provision, improvement and development of railway facilities.

16.5 The Transport Act 2000 has reinstated the duty for the Rail Regulator to have regard to any general guidance given to him by the Secretary of State.

16.6 ORR's operational plan for 2001–04 will be published soon, setting out its work programme and priorities for the next three years. The plan will be developed in full consultation with the industry and other interested parties.

Programme of Work

16.7 As part of its programme to improve services for freight and passenger customers, ORR will:

- ensure that the key contractual arrangements associated with the periodic review of Railtrack's access charges are effectively implemented;

- hold Railtrack to account for the delivery of the operation, maintenance and renewal of the sustained railway network to the condition and capability which is consistent with the periodic review;
- implement as necessary railway safety measures resulting from recent reviews;
- monitor Railtrack's compliance with its network licence which will include the proposed modifications and, where necessary, take enforcement action to safeguard the public interest;
- give guidance to potential operators on the commercial and regulatory regime; and
- develop and implement improved model clauses for access contracts between passenger and freight operators and Railtrack.

16.8 Once in place, all these measures will provide a framework for sound, strong and timely investment by Railtrack and the train operators, will allow a wider understanding of a simplified contractual matrix and will make Railtrack, as the monopoly infrastructure owner, more accountable to the public interest.

Cash Plans and Staffing

16.9 ORR's expenditure includes pay, accommodation, consultancy costs and other goods and services. Figure 16a sets out details of expenditure for the period 1998–99 to 2003–2004. Estimated outturn for the current year is in line with the planned figure shown in last year's *Annual Report* (Cm 4204). Costs are recoverable through fees charged to holders of licences.

16.10 ORR's regulatory objectives can be achieved by creating and maintaining a skilled, motivated and resourced team, within an office environment that encourages efficiency and effective working.

16.11 Staff numbers have continued to increase during the year towards the planned full complement. The numbers of staff expected to be employed during 2000–01 are shown in Figure 16b. These figures include both the senior civil service and the Rail Regulator.

Figure 16a ORR expenditure, 1998–99 to 2003–04

£ million

	1998–99 outturn	1999–00 outturn	2000–01' estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Running costs	8	3	–	–	–	–
Capital	1	1	–	–	–	–
Total	9	4	–	–	–	–

1 Net expenditure from 2000–01 onwards is expected to be under £0.5 million per year.

Figure 16b ORR staffing, 1995–96 to 2003–04

	1995–96 outturn	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01' estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
CSFTes ¹	104	110	126	132	132	132	132	132	132
Overtime	0	1	1	1	1	1	1	1	1
Casuals	7	5	2	3	3	3	3	3	3
Total	111	116	129	136	136	136	136	136	136

1 Civil service full-time equivalents. The hours of part-time staff are recorded and converted into the full-time equivalent.

16.12 The ORR's Annual Report 1999–00 contains further details about its work.

For more information please contact Dominic Lake on 020 7282 2102; e-mail dominic.lake@orr.gsi.gov.uk

Or visit ORR's web site at www.rail-reg.gov.uk.

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CHAPTER 17

Office of Water Services

Achievements and Programme of Work

17.1 You can find details of the Office of Water Services' (Ofwat's) achievements in its Annual Report, published in May 2000. Its forthcoming programme of work is set out in *Forward Programme 2000–01*, published in April 2000.

Objectives

17.2 Ofwat ensures that the water and sewerage companies carry out and finance their functions properly. Ofwat also protects customers, promotes economy and efficiency, and facilitates competition.

PSA Targets

17.3 Ofwat was set the following public service agreement (PSA) targets following the 1998 comprehensive spending review.

- To publish, by 30 November 1999, price limits for the appointed water companies.

Progress: Ofwat met this target with the publication in November 1999 of *Final Determinations: Future Water and Sewerage Charges 2000–05*. The companies have been more efficient than ever, and these savings have enabled us to deliver major benefits to customers. These include a 12 per cent average reduction in bills and a £15 billion investment programme to improve drinking water quality; protect the environment; maintain the industry's infrastructure; deliver services to customers; and ensure supply meets the essential demand for water.

- To monitor the industries' capital investment each year between 2000 and 2005, and take action that will deliver new environmental and water quality targets set by Ministers.

Progress: Monitoring arrangements are in place.

- To monitor in June each year financial, economic, service quality and engineering performance. To publish this information for the public and industry, and take appropriate regulatory action.

Progress: Ongoing. Comparing company performance in public is one of the Director General of Water Service's most powerful methods for generating incentives to greater efficiency and improved services. Independent reporters have examined and tested the company information, and we have developed and improved our measures. Our five annual reports on company performance (see Bibliography) contain more information.

- To monitor the targets of the Ofwat customer charter each year and act to ensure that they are met.

Progress: Ongoing. Performance against these targets is reported in *Ofwat's Annual Report*.

- To make sure customers are represented through effective communication, involvement and consultation with the 10 regional customer service committees (CSCs), and that their views influence regulatory policy.

Progress: Ongoing. Ofwat continues to work closely with the CSCs and the Ofwat National Customer Council. The CSCs have made a major contribution throughout the year as the

independent voice of the customer, influencing the outcome of the price review and the approval of charges schemes. They have received over 12,000 complaints, obtained compensation and refunds amounting to £0.5 million, and audited the companies' customer services.

Ofwat headquarters dealt with 749 complaints and disputes in the year. We obtained compensation and rebates for customers amounting to £286,340.

A great deal of our new work this year was driven by the Water Industry Act 1999. For the first time, the companies had to obtain the director general's approval for their charges schemes. These new powers further protect customers' interest.

- To process applications for inset appointments in accordance with the new guidance issued in March 1999.

Progress: Ongoing.

- To set new leakage targets, usually each September, to reduce water loss.

Progress: Ongoing. The leakage reduction of 35 per cent – enough to meet the daily needs of 12 million people – since 1994 has been achieved.

Means of Delivery

17.4 Ofwat is a non-Ministerial Government department. It is financed by Parliament through licence fees from the water and sewerage companies, and it is subject to cost controls.

17.5 The Director General of Water Services sets price limits that allow the water and sewerage companies to carry out their functions while encouraging them to achieve greater efficiency. He last set these limits in November 1999. He also enforces company licences, and has the power in certain cases to settle disputes and complaints between customers and companies.

17.6 Customers are represented at a regional level through the 10 statutory CSCs. The director general has also established the independent Ofwat National Customer Council to speak for customers nationally and help protect their interests.

For further information please contact Julia Havard on 0121 625 1450

Or access Ofwat's web site at www.ofwat.gov.uk

Figure 17a Office of Water Services: expenditure¹

£ million

	1998–99 outturn	1999–00 outturn	2000–01 plan	2001–02 plan	2002–03 plans	2003–04 plans
Running costs	9.7	11.6	12.4	12.9		
Capital	0.3	0.3	0.3	0.3		
Total	10.0	11.9	12.7	13.2		

1 Ofwat's funding comes from licence fees paid by the water companies and collected by the director general on behalf of the Secretary of State for the Environment, Transport and the Regions and the Secretary of State for Wales.

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CHAPTER 18

Ordnance Survey

Highlights and achievements

- For the first time in its 209-year history, Ordnance Survey has ended the year in profit. Its *Annual Report and Accounts*, identify a £12.7 million trading surplus on a record turnover of £99.6 million for the 1999-00 financial year.
- Ordnance Survey maintains the authoritative map of Great Britain in a form that allows and encourages others to link their information to ours, easing the exchange of information against a common geographical framework. This is an increasingly important role for Ordnance Survey as we move into the electronic and information age. During the year our strategy has gained very wide support from all our stakeholder groups, not least our customers and partners on whom our success depends.
- The introduction of the National Interest Mapping Services Agreement (NIMSA) in April 1999 has been an explicit recognition that many of the activities for which we are responsible are not commercial.
- During the year we responded to customer concerns by simplifying licensing arrangements and significantly reducing prices for our extensive portfolio of business geographics data products. The results have been encouraging, with a greater take up of our data by new partners and customers.
- We have commenced a bold investment programme which will result in Ordnance Survey becoming an e-business supporting our new vision:

Ordnance Survey and its partners will be the content provider of choice for location based information in the new information economy

Objective

18.1 OS's purpose is to meet the national and customer need for accurate and readily available geospatial data and maps of the whole of Britain in the most effective and efficient way.

Targets

18.2 OS met all of its performance targets for 1999-00. Details are set out in the Figure 18a. New targets set for 2000-01 are also shown.

Means of Delivery

18.3 OS is a government department and has operated as a Trading Fund since April 1999. It reports directly to the Secretary of State for the Environment, Transport and the Regions.

18.4 A management board ensures that OS carries out the work assigned by ministers. The board, which is chaired by the Director General and comprises executive directors and non-executive directors, is appointed by the Secretary of State. It plans and reviews corporate policy and monitors the performance of the business.

Programme of Work

18.5 OS is developing the Digital National Framework for the referencing of geographical information in Great Britain. A significant element of this work involves a major re-engineering of our

Figure 18a Ordnance Survey: performance targets

	1998-99 outturn	1999-00 target	1999-00 outturn	2000-01 target
Overall cost recovery	99%	discontinued	-	-
Revenue target (excluding NIMSA)	N/A	£83.4m	£85m	£82.3m
Return on sales (excluding NIMSA)	N/A	not less than 5%	14.7%	not less than 5%
Small-scale maps despatched within 5 days	92.1%	92%	95.4%	92% within 3 working days
Land-Line tiles despatched	95.3%	discontinued	-	-
	within 5 days			
Amount of major detail existing on the ground available to customers in the national topographic database	98.4%	98.8%	99.3%	99.5%
Increase in annual revenue per member of staff	7.3%	discontinued	-	-
To achieve efficiency savings of 6 per cent over the period April 2000 to March 2004	-	-	-	1.5%
OS web site				To double the number of users

main geographic database to make the information held even more useful.

18.6 We are continuing to commit significant resources to maintain the currency and accuracy of national mapping databases.

18.7 In order to stimulate future performance improvements OS will replace ISO 9001 accreditation with the adoption of the EFQM business excellence model.

18.8 The OS Better Quality Services plan identifies a programme of reviews of all aspects of the Department which will be completed by March 2004. These reviews will consider variations in performance and will utilise benchmarking and other 'challenge' techniques as appropriate.

MODERNISING GOVERNMENT

18.9 OS is working to actively support the Modernising Government agenda. Since the publication of the white paper *Modernising Government*, OS has:

- improved its web site at www.ordnancesurvey.co.uk;

- extended the range of product services available by internet channels;
- put systems in place to enable geographic data to be served to professional customers via the internet;
- developed an information service which can respond electronically to 100 per cent of queries received;
- published a wide range of consultation papers on our web site;
- developed and begun to implement an e-strategy; and
- developed a network of 28 continuously operating global positioning (GPS) reference stations providing data which surveyors can access free over the internet at www.gps.gov.uk

INVEST TO SAVE BUDGET

18.10 In the *DETR Annual Report 1999-00* we reported that the National Geospatial Data Framework (NGDF) initiative had been successful in gaining £0.3 million from the Invest to Save Budget. Ordnance Survey provides the secretariat for NGDF which is an initiative involving private

and public sector organisations. NGDF used the ISB funds to develop a gateway over the internet to enable users to locate geospatial information. This gateway was launched in July 2000 as <http://www.askgiraffe.org.uk/>. Phase one of this reference system, known as the UK standard geographic base, has already been made available. Over 3,500 datasets have been registered from both the public and private sectors. Discussions are currently under way to implement phase two of the project.

EQUAL OPPORTUNITIES AND RECRUITMENT

18.11 OS is an equal opportunities employer. It recruits through fair and open competition, with selection by merit. During 1999–00, there were no exceptions to the Civil Service Commissioner's recruitment code. Agency staff now carry out all short-term work. Details of recruitment and of senior civil service salaries can be found in OS's *Annual Report and Accounts*.

FURTHER INFORMATION

18.12 You can find full information about Ordnance Survey's achievements, aims, objectives and forthcoming programme of work in its *Annual Report and Accounts and Service Delivery Agreement*.

For further information, please phone Ordnance Survey's customer information helpline on 0856 050505 or access its web site at www.ordnancesurvey.co.uk

Main Estimates 2001–02

Appendix A: Public Expenditure Tables

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Appendix B: Grant-in-Aid Tables

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Appendix C: Other Tables

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MAIN ESTIMATES 2001–02

Department of the Environment, Transport and the Regions

INTRODUCTION

1. The Estimate for 2001–02 consists of four requests for resources: 1 – protecting and improving the environment, offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety; 2 – promoting modern, integrated and safe transport and providing customer-focused regulation; 3 – promoting a system of elected government in England responding to the needs of local communities; and 4 – providing for the administration of the Department of the Environment, Transport and the Regions, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives.

2. Details of programmes covered by all four requests for resources and the Department's aim and 10 objectives can be found in the *Department of the Environment, Transport and the Regions Annual Report 2001* (the *Annual Report*), of which this Estimate is an integral part.

3. Detailed analysis of appropriations-in-aid and Consolidated Fund extra receipts can be found in Tables I and II respectively that accompany this Estimate.

4. Symbols are explained in Table III (page 266) that accompanies this Estimate.

Request for resources 1: protecting and improving the environment, offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety

5. Chapter 4 of the *Annual Report* includes provision for energy efficiency and sustainable waste management; environmental technology; environmental publicity and awareness; support for: the Energy Savings Trust; the Carbon Trusts; the waste and resources action programme; Environmental Campaigns Ltd; the Wash Estuary trial bank; the National Environment Technology Centre; Mersey Basin Business Foundation; grants under the environmental action fund; contributions to international organisations (including a contribution of up to £4.5 million to the United Nations Environmental Programme (UNEP)); grants under the Darwin initiative; payments for pollution response services; and support for radon measurement and remedial work programmes (sections A and AC of request for resources 1). Chapter 4 also includes expenditure on environmental research and long-term monitoring; grant-in-aid to the Environment Agency ♥ and the British Waterways Board ♠; grants to local authorities for water supply and sewerage in assisted areas; payments for water supply and sewerage services; and grants towards national security measures (sections B, D, W, AD, AE and AF).

6. Chapter 5 covers expenditure on social housing (local authorities and registered social landlords), rent and leasehold services, private housing renewal, response to homelessness, housing revenue account subsidy and The Rent Service executive agency ♥ (sections F, G, P, Q, U, V, Y, Z, AH and AI). Chapter 8 covers countryside and wildlife programmes (sections E, O, X and AG). Chapter 9 covers planning and minerals research, the Planning Inspectorate executive agency ♥, other planning programmes (sections K, L and AB) and payments to Ordnance Survey including NIMSA (sections J and AA). The costs incurred by the Planning Inspectorate in Wales are met by a transfer to the National Assembly for Wales, which reimburses the agency, and the receipts are included

under appropriations-in-aid. Chapter 11 covers regional and local regeneration programmes and regional policy (sections I, R, AJ and AK) and European regional development fund projects (sections M, N, S, T, AL and AM). Chapter 12 covers support for the UK construction industry (section H). Chapter 13 covers compensation payments to sufferers or their dependants affected by pneumoconiosis and other dust-related diseases and associated costs (section C).

7. Further information is also provided in Tables A4a and A5a of the *Annual Report*.

Request for resources 2: promoting modern, integrated and safe transport and providing customer-focused regulation

8. Chapter 6 of the *Annual Report* covers activities relating to the development of an integrated transport system across Great Britain (sections A, C, D, E, F, G, H, I, J, K, L, N, P, S, T, U, W, X, Z, AA, AB, AE, AF, AG, AJ and AK of request for resources 2) and trans-European network payments for various transport projects (sections AL, AM and AN). Funding is transferred to the Scottish Executive to make payments in respect of the ScotRail franchise and to fund the track access grant (TAG) in Scotland. Chapter 7 covers the Driver and Vehicle Licensing Agency ♥ (sections M, AC and AO) and the Civil Aviation Authority (part of civil aviation services, section C). Chapter 13 covers transport programmes that play a part in promoting health and safety. Sections B, O, Y, AD, AH and AI are also found in this chapter.

9. Advances to agent authorities in respect of maintenance and improvement of the trunk roads network in England will be made as required and charged to the request for resources at the time of issue, with 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 Environment, Transport and the Regions by auditors appointed by the Audit Commission ♥.

10. The advance funding of local authorities to meet the Department's liability to contribute to the pensions of ex-local taxation office staff who

previously worked on driver and vehicle licensing is also covered by the request for resources (section V).

11. Further information is also provided in Tables A4b and A5b of the *Annual Report*.

Request for resources 3: promoting a system of elected government in England responding to the needs of local communities

12. Request for resources 3 provides for the costs of Exchequer grants, contributions, non-domestic rates (NDR) and other payments made in England by the DETR to local authorities and other bodies.

13. Chapter 10 of the *Annual Report* sets out the activities covered by request for resources 3. These include payments in respect of rating and banding work by the Valuation Office Agency, and the costs of valuation tribunals (sections A and I); payments to the Audit Commission in respect of the Best Value Inspectorate and payments in connection with Government intervention arising from inspections by the inspectorate (section B); local government research and publicity programmes (section C); the costs of London governance (sections D and G); payments of revenue support grants (RSG) to receiving authorities in England, specified bodies and the Commission for Local Administration in England ♦ (section E); payments of non-domestic rates (NDR) to receiving authorities in England (sections F and J); other grants and payments (sections H and K); and payments to non-departmental public bodies (section L).

14. Further information is also provided in Tables A4c and A5c of the *Annual Report*.

Request for resources 4: providing for the administration of the DETR, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives

15. Request for resources 4 covers the administrative costs of the Department and the Government Offices for the Regions. Chapter 14 of the *Annual Report* gives details for sections A, B, D, F and G. Further information is provided in Figure 14d and Tables A4d, A5d and A9.

16. Chapter 13 gives details of the Health and Safety Executive and Commission ♥ (HSE and HSC) (sections C and H), which was established in 1974 to help improve the health, safety and welfare of persons at work and protect the public when travelling and against the risks arising from the activities of people at work. Further information about the activities of HSC and HSE can be found in Chapter 13.

17. Further information is also provided in Chapter 14, Figure 14d and in Tables A4d, A5d and A9 of the *Annual Report*.

Non-departmental public bodies (NDPBs)

18. All the requests for resources include provision for payments of grant-in-aid to NDPBs. Most NDPBs are partially funded by receipts. Further information is provided in Appendix B and Table C3 of the *Annual Report*.

Part I

£

RfR 1 – Protecting and improving the environment, offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety	8,750,286,000
RfR 2 – Promoting modern, integrated and safe transport and providing customer-focused regulation	7,123,209,000
RfR 3 – Promoting a system of elected government in England responding to the needs of local communities	36,835,859,000
RfR 4 – Providing for the administration of the DETR, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives	561,460,000
Total net resource requirement	53,270,794,000
Net cash requirement	51,140,815,000

Amounts required in the year ending 31 March 2002 for expenditure by the DETR on:

RfR 1: protecting and improving the environment, offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety: measures to reduce carbon dioxide emissions and improve energy efficiency, security and environmental practice; support to the environmental protection industry, for environmental technology and for measures to promote sustainable development; grants and other financial support to voluntary bodies; support for measures to stimulate sustainable consumption of goods and services; support for Environmental Campaigns Limited, the National Environmental Technology Centre, the Carbon Trust, the Waste and Resources Action Programme; and the Wash Estuary trial bank; support for the aims and implementation of the Convention on Biological Diversity; support for measures which improve local environmental quality; pollution emergency response services; radon measurement and support of remedial works campaigns; grant-in-aid to the Environment Agency and British Waterways Board; compensation for sufferers, or their dependants, of certain dust-related diseases; water supply and sewerage services, including national security; subscriptions and contributions to international organisations; research, development, surveys, monitoring, statistics, advice and consultancies; publicity, promotion, awareness and publications; grants in aid to Countryside Agency and Nature Conservancy Council for England; national parks grant; payments to the Housing Corporation; housing revenue account subsidy; the renewal of private sector housing; home buying and selling; housing transfers; homelessness and rough sleepers; housing management; rent and leasehold services; the national approved letting scheme; The Rent Service Agency; support for the construction industry; regional development agencies; the London Development Agency; refurbishment of gypsy sites, deprived neighbourhoods, including New Deal for Communities; the Urban Regeneration Agency (English Partnerships); regional chambers housing action trusts; Estate Action; Groundwork; coalfields regeneration; European Union agency payments, including those for ports and railways in Wales; minor grants-in-aid, grants and payments in support of housing, construction, regeneration, countryside and wildlife initiatives; payments to

Ordnance Survey (trading fund); planning, including minerals programmes; the Planning Inspectorate executive agency; European regional development fund projects not funded by or in advance of receipts; special payments; administration; and associated non-cash items.

RfR 2: promoting modern, integrated and safe transport and providing customer-focused regulation: ports and shipping services; support for the Maritime and Coastguard Agency; civil and international aviation services; support to nationalised transport industries; transport security and royal travel; payments to the Highways Agency for the management, maintenance and improvement of the trunk road network and motorway system in England, including the acquisition of land, publicity, scheme design and preparation, archaeological surveys and rescue work; compensation; selling into wider markets, including export opportunities; netting off of revenue from speeding offences; payments to private consortia for design, build, finance and operate schemes; 100 per cent grants to local authorities for works on local authority roads required or incurred by the Department and developers' contributions, together with associated administration costs; and research and development in support of the Highways Agency operations; research, development, surveys, monitoring, statistics, advice and consultancies; publicity, payments to local authorities for the routine maintenance of de-trunked roads, promotion, awareness and publications; grants to Railtrack, British Rail and London Transport; Strategic Rail Authority grant; transport grants to local authorities; the Channel Tunnel rail link, the Commission for Integrated Transport; railway industry and National Freight Company pensions funds; National Freight Company travel concessions; rebates of fuel duty to bus operators; vehicle and traffic enforcement; services for roads and local transport; support for other minor transport services; related trans-European network funds; the Vehicle Certification Agency; grants to the Vehicle Inspectorate and the Driving Standards Agency; loans to the Vehicle Inspectorate and the Driving Standards Agency; driver and vehicle licensing and registration, the collection of revenue, compensation and pensions costs relating to pre-DVLC local authority driver and vehicle licensing staff; the development and operation of other systems associated with registration and licensing, the provision by DVLA of anonymised data and other services; support for the haulage industry; Powershift and cleaner vehicles programmes; waterway freight grants; Greater London Authority transport grant; speed and red-light camera enforcement; subscriptions and contributions to international organisations; special payments; administration costs; and associated non-cash items relevant to the above.

RfR 3: promoting a system of elected government in England responding to the needs of local communities: payments for Valuation Office Agency rating and valuation services; payments to the Audit Commission for work in connection with best value inspection; payments to meet the expenses of valuation tribunals; research, development, surveys, monitoring, statistics, advice and consultancies; publicity, promotion, awareness and publications; grant-in-aid to the Local Government Commission and costs of mapping revised administrative and electoral boundaries following the commission's reviews; payments in connection with Government intervention in local authorities; general GLA grant; costs of preparing for the Greater London Authority and related bodies, and payments in connection with the mayoral and assembly elections; payments by the Secretary of State acting under transitional powers under the Greater London Act 1999; payment of revenue support grant and redistributed non-domestic rates to receiving authorities in England; payments to specified bodies and the Commission for Local Administration in England; grant-in-aid to the Standards Board for England; payments of SSA reduction grants and central support protection grant; PSA performance fund payments; payments in respect of the capital element of contracts let under the private finance initiative; emergency financial assistance to local authorities; special grants under section 88(b) of the Local Government Finance Act 1988; grants to beacon councils; repayments of excess contributions made by local authorities in respect of non-domestic rates in 1999-00 and previous years; special payments; and associated non-cash items.

RfR 4: providing for the administration of the DETR, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives: administration, special payments and associated non-cash items, including the Government Offices for the Regions, the Neighbourhood Renewal Unit and the Teenage Pregnancy Unit; research; grant-in-aid to the Health and Safety Commission and Executive; the residual functions of PSA services; and loans to the Queen Elizabeth II Conference Centre executive agency trading fund.

The **Department of the Environment, Transport and the Regions** will account for the above Estimate.

	Net total £	Allocated in vote on account £	Balance to complete £
RfR 1	8,750,266,000	4,153,989,000	4,596,277,000
RfR 2	7,123,209,000	3,234,849,000	3,888,360,000
RfR 3	36,835,859,000	16,523,607,000	20,312,252,000
RfR 4	561,460,000	242,556,000	318,904,000
Total net resource requirement	53,270,794,000	24,160,000,000	29,110,794,000
Net cash requirement	51,140,815,000	23,236,279,000	27,904,536,000

Department of the Environment, Transport and the Regions						Part II Subhead detail 2001–02 £000			
Resources						Capital		2000–01 provision	1999–00 outturn
1 Admin	2 Other current	3 Grants	4 Gross total	5 A-in-A	6 Net total	7 Capital	8 Non- operating A-in-A	9 Net total resources	10 Net total resources
75,480	1,458,577	7,368,264	8,902,231	152,145	8,750,176	4,795	21	7,129,797	6,658,933
RfR 1: protecting and improving the environment, offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety									
Spending in departmental expenditure limits (DEL)									
Central Government spending									
★ A <i>Environmental protection</i>									
–	98,547	19,357	117,904	45	117,859	–	–	75,953	71,101
★ B <i>Environmental research</i>									
–	30,278	–	30,278	260	29,710	363	–	31,826	41,724
★ C <i>Pneumoconiosis compensation</i>									
–	–	11,183	11,183	–	11,183	–	–	12,483	10,623
★ D <i>British Waterways Board</i>									
–	57,890	–	57,890	–	57,890	–	–	63,920	58,673
★ E <i>Countryside and wildlife</i>									
–	4,385	983	5,368	–	5,368	–	–	5,222	3,314
★ F <i>Housing</i>									
2,250	20,117	56,224	78,591	202	78,389	–	21	60,113	41,179
★ G <i>The Rent Service executive agency</i>									
36,226	1,340	–	37,566	–	37,566	1,688	–	39,171	15,365
★ H <i>Construction</i>									
–	29,720	–	29,720	110	29,610	–	–	25,620	25,402
★ I <i>Regeneration and regional policy</i>									
–	24,843	118,000	142,843	74,456	68,387	–	–	59,620	38,744
★ J <i>Ordnance Survey</i>									
–	14,800	–	14,800	–	14,800	–	–	13,000	22,900
★ K <i>Planning</i>									
–	8,844	–	8,844	80	8,764	–	–	6,615	4,931
★ L <i>Planning Inspectorate executive agency</i>									
32,493	1	–	32,494	6,035	26,459	2,744	–	30,141	29,664
★ M <i>European structural funds (net)</i>									
–	168,200	-207,556	-39,336	6,000	-45,336	–	–	-23,345	-47,847
★ N <i>European regional development fund projects not funded by EC receipts</i>									
–	–	1	1	–	1	–	–	8,001	28,442
Support for local authorities									
★ O <i>Countryside and wildlife</i>									
–	–	20,940	20,940	–	20,940	–	–	19,750	20,628
P <i>Housing specified grants</i>									
–	–	230	230	–	230	–	–	700	56
★ Q <i>Other housing</i>									
–	–	46,871	46,871	–	46,871	–	–	14,954	33,421
★ R <i>Regeneration including the London Development Agency</i>									
–	–	217,241	217,241	20,366	196,875	–	–	124,229	58,452
★ S <i>European structural funds (net)</i>									
–	–	–	–	–	–	–	–	-11,734	4,851
★ T <i>European regional development fund projects not funded by EC receipts</i>									
–	–	2	2	–	2	–	–	11,235	11,156

Resources						Part II Subhead detail (continued) 2001–02 £000			
						Capital		2000–01 provision	1999–00 outturn
1 Admin	2 Other current	3 Grants	4 Gross total	5 A-in-A	6 Net total	7 Capital	8 Non- operating A-in-A	9 Net total resources	10 Net total resources
Spending in annually managed expenditure									
Central Government spending									
U Housing revenue account subsidy (housing element)									
–	996,000	–	996,000	–	996,000	–	–	458,000	467,315
<i>Bulk pension transfers</i>									
–	–	–	–	–	–	–	–	20,214	8,420
Support for local authorities									
V Housing revenue account subsidy (rent rebate element)									
–	–	3,348,000	3,348,000	–	3,348,000	–	–	2,516,000	2,636,756
Non-cash items									
W Environmental research									
–	3,412	–	3,412	–	3,412	–	–	734	713
X Countryside and wildlife									
Y Other housing									
–	179	–	179	–	179	–	–	189	55
★ Z The Rent Service executive agency									
1,767	–	–	1,767	–	1,767	–	–	1,345	409
AA Ordnance Survey									
–	1	–	1	–	1	–	–	–	12,000
★ AB Planning Inspectorate executive agency									
2,744	–	–	2,744	–	2,744	–	–	2,568	3,422
Other spending outside departmental expenditure limits									
★ AC Environmental protection									
–	–	145,807	145,807	–	145,807	–	–	121,857	72,256
★ AD Water services (including national security)									
–	–	4,866	4,866	–	4,866	–	–	4,434	4,698
★ AE Environment Agency									
–	–	102,600	102,600	–	102,600	–	–	107,284	100,800
★ AF British Waterways Board									
–	–	1,400	1,400	–	1,400	–	–	2,450	357
AG Countryside and wildlife									
–	–	143,897	143,897	–	143,897	–	–	94,747	97,097
★ AH Housing Corporation									
–	–	1,495,174	1,495,174	–	1,495,174	–	–	1,434,850	1,332,501
★ AI Other housing									
–	–	195,470	195,470	50	195,420	–	–	467,997	263,363
★ AJ Regional development agencies									
–	–	1,134,089	1,134,089	36,868	1,097,221	–	–	787,634	627,248
★ AK Other regeneration, including the London Development Agency									
–	–	468,148	468,148	7,583	460,565	–	–	526,171	418,851
★ AL European structural funds (net)									
–	–	45,336	45,336	–	45,336	–	–	-19,593	57,361
★ AM European regional development fund projects not funded by EC receipts									
–	–	1	1	–	1	–	–	35,440	82,517
<i>BRE privatisation</i>									
–	–	–	–	–	–	–	–	2	15

						Part II Subhead detail (continued) 2001–02 £000			
Resources						Capital		2000–01 provision	1999–00 outturn
1	2	3	4	5	6	7	8	9	10
Admin	Other current	Grants	Gross total	A-in-A	Net total	Capital	Non- operating	Net total	Net total
RfR 2: promoting modern, integrated and safe transport and providing customer-focused regulation									
368,632	4,476,094	2,501,080	7,345,806	222,597	7,123,209	648,181	53,856	6,832,278	7,290,110
Spending in departmental expenditure limits (DEL)									
Central Government spending									
★ A Ports and shipping services									
–	1,997	895	2,892	1,402	1,490	1,330	–	9,671	3,393
★ B Maritime and Coastguard Agency									
44,536	55,108	80	99,724	5,742	93,982	6,000	–	89,233	88,016
★ C Civil aviation services									
–	5,101	29,500	34,601	32,700	1,901	207	–	28,205	12,933
★ D International aviation services									
–	1,178	2,189	3,367	–	3,367	–	–	4,363	4,161
★ E Transport security and royal travel									
–	2,205	9,932	12,137	–	12,137	–	–	9,886	10,614
★ F Highways Agency									
69,200	549,399	5,000	623,599	9,549	614,050	624,119	53,649	612,142	454,276
★ G Research, advice, publicity, statistics and services and consultancies for roads and local transport									
–	71,864	3,067	74,931	126	74,805	12,169	–	76,725	37,849
★ H Railways									
–	7,859	435	8,294	–	8,294	–	–	4,613	157,496
★ I Commission for Integrated Transport									
–	1,500	–	1,500	–	1,500	–	–	1,500	241
★ J Other railways									
–	67	55,440	55,507	–	55,507	–	–	54,823	59,480
OPRAF administration									
–	–	–	–	–	–	–	–	710,707	1,048,660
★ K Water freight grants									
–	–	2,000	2,000	–	2,000	–	–	13,250	17,202
L Bus fuel duty rebates									
–	321,000	–	321,000	–	321,000	–	–	300,000	312,791
★ M Driver and Vehicle Licensing Agency									
248,883	6,091	–	259,974	141,406	113,568	4,124	–	100,189	82,715
★ N Vehicle and traffic enforcement									
–	20,797	–	20,797	16,480	4,317	–	–	4,197	1,552
★ O Vehicle Certification Agency									
4,957	2	–	4,959	5,195	-236	232	–	-222	-160
Docklands Light Railway									
–	–	–	–	–	–	–	–	750	11,088
DLR Royal Mint Street claim									
–	–	–	–	–	–	–	–	15,078	–
Priority routes in London									
–	–	–	–	–	–	–	–	1,550	3,976
Government offices programme expenditure									
–	–	–	–	–	–	–	–	1,658	9,121
London Transport									
–	–	–	–	–	–	–	–	–	–
British Rail grant									
–	–	–	–	–	–	–	–	78,000	69,297
★ P Powershift and cleaner vehicles programme									
–	17,900	–	17,900	–	17,900	–	–	15,910	–

Department of the Environment, Transport and the Regions						Part II Subhead detail (continued) 2001–02 £000				
						Resources		Capital		2000–01 provision
1	2	3	4	5	6	7	8	9	10	
Admin	Other current	Grants	Gross total	A-in-A	Net total	Capital	Non- operating A-in-A	Net total resources	Net total resources	
Q	Driving Standards Agency trading fund									
	–	70	–	70	–	70	–	–	100	–
R	Vehicle Inspectorate trading fund									
	–	100	–	100	–	100	–	–	132	6
Support for local authorities										
★ S	GLA transport grant									
	–	–	721,638	721,638	–	721,638	–	–	299,262	–
★ T	Other transport grants (discretionary)									
	–	–	162,686	162,686	–	162,686	–	–	102,110	194,150
U	Other transport grants (non-discretionary)									
	–	–	32,000	32,000	–	32,000	–	–	227,131	223,943
★ V	Pre-DVLC pensions									
	–	–	–	–	–	–	–	–	1,853	1,439
★ W	Speed and red-light camera enforcement									
	–	–	9,995	9,995	9,994	1	–	–	1	–
Spending in annually managed expenditure										
Non-cash items										
X	Ports and shipping services									
	–	908	–	908	–	908	–	–	901	894
★ Y	Maritime and Coastguard Agency									
	861	4,043	–	4,904	–	4,904	–	–	4,319	4,876
Z	Civil aviation services									
	–	654	–	654	–	654	–	–	661	671
AA	Highways Agency									
	–	2,925,621	–	2,925,621	–	2,925,621	–	–	2,904,279	3,299,927
AB	Research, advice, publicity, statistics and services and consultancies for roads and local transport									
	–	217	–	217	–	217	–	–	216	210
AC	Driver and Vehicle Licensing Agency									
	–	15,261	–	15,261	–	15,261	–	–	13,096	6,016
★ AD	Vehicle Certification Agency									
	195	–	–	195	–	195	–	–	187	201
	Priority routes in London									
	–	–	–	–	–	–	–	–	247	1,646
	National Freight Company pension funds									
	–	–	–	–	–	–	–	–	–	-6,454
	British Rail pension funds									
	–	–	–	–	–	–	–	–	–	-6,454
	National Freight Company travel concessions									
	–	–	–	–	–	–	–	–	–	-1,278
	OPRAF administration									
	–	–	–	–	–	–	–	–	535	–
Other spending outside departmental expenditure limits										
AE	Railways									
	–	–	2,000	2,000	–	2,000	–	–	14,000	5,087
AF	Other railways									
	–	–	216,000	216,000	–	216,000	–	–	42,000	2,154

Department of the Environment, Transport and the Regions						Part II Subhead detail (continued) 2001–02 £000			
Resources						Capital		2000–01 provision	1999–00 outturn
1 Admin	2 Other current	3 Grants	4 Gross total	5 A-in-A	6 Net total	7 Capital	8 Non- operating A-in-A	9 Net total resources	10 Net total resources
★ AG Highways Agency									
–	422,152	–	422,152	–	422,152	–	–	429,588	494,678
<i>Docklands Light Railway</i>									
–	–	–	–	–	–	–	–	7,250	18,113
<i>London Transport</i>									
–	–	–	–	–	–	–	–	316,155	816,480
AH Vehicle Inspectorate trading fund									
–	–	3	3	2	1	–	61	3,001	1,000
AI Driving Standards Agency trading fund									
–	–	2	2	1	1	–	146	1	–
AJ Strategic Rail Authority									
–	–	1,144,392	1,144,392	–	1,144,392	–	–	289,575	–
AK London Underground									
–	–	104,000	104,000	–	104,000	–	–	–	–
AL Trans European network payments for other local transport projects (net)									
–	–	1	1	–	1	–	–	1	–
AM Trans European network payments for rail and other transport industries (net)									
–	–	-176	-176	–	-176	–	–	3	1
AN Trans European network payments for local authority transport projects (net)									
–	–	1	1	–	1	–	–	1	–
AO Goods vehicles VED relief									
–	45,000	–	45,000	–	45,000	–	–	365,000	–
<i>Relating to payments from OPRAF</i>									
–	–	–	–	–	–	–	–	-321,555	–
<i>Sale of shares in National Bus Company</i>									
–	–	–	–	–	–	–	–	–	-151,897

Resources						Part II Subhead detail (continued) 2001–02 £000			
						Capital		2000–01 provision	1999–00 outturn
1 Admin	2 Other current	3 Grants	4 Gross total	5 A-in-A	6 Net total	7 Capital	8 Non- operating A-in-A	9 Net total resources	10 Net total resources
RfR 3: promoting a system of elected government in England responding to the needs of local communities									
–	179,178	36,656,926	36,836,104	245	36,835,859	490	40	35,526,661	34,027,220
Spending in departmental expenditure limits (del)									
Central Government spending									
★ A <i>Valuation services</i>									
–	139,568	–	139,568	245	139,323	490	40	138,790	131,855
★ B <i>Best value intervention subsidies to public corporations and best value intervention costs</i>									
–	22,720	–	22,720	–	22,720	–	–	19,160	5,000
★ C <i>Local government research and publicity and Local Government Commission mapping costs</i>									
–	2,858	–	2,858	–	2,858	–	–	5,089	5,049
★ D <i>London governance</i>									
–	13,874	–	13,874	–	13,874	–	–	9,470	12,072
<i>Secretary of State acting under transitional provisions under Greater London Authority Act 1999 (net)</i>									
–	–	–	–	–	–	–	–	1	–
Support for local authorities									
★ E <i>Revenue support grants</i>									
–	–	21,247,397	21,247,397	–	21,247,397	–	–	19,594,733	20,058,493
★ F <i>Non-domestic rates payments</i>									
–	–	15,137,000	15,137,000	–	15,137,000	–	–	15,400,000	13,612,000
★ G <i>London governance</i>									
–	–	23,400	23,400	–	23,400	–	–	22,000	–
★ H <i>Other grants and payments</i>									
–	–	239,021	239,021	–	239,021	–	–	33,559	346
Spending in annually managed expenditure									
Non-cash items									
I <i>Valuation services</i>									
–	158	–	158	–	158	–	–	151	112
Other spending outside departmental expenditure limits									
J <i>Non-domestic rates outturn adjustments</i>									
–	–	–	–	–	–	–	–	300,000	199,685
★ K <i>Other grants and payments</i>									
L <i>Non-departmental public bodies</i>									
–	–	10,108	10,108	–	10,108	–	–	3,708	2,608

						Part II Subhead detail (continued) 2001–02 £000			
Resources						Capital		2000–01 provision	1999–00 outturn
1	2	3	4	5	6	7	8	9	10
Admin	Other current	Grants	Gross total	A-in-A	Net total	Capital	Non- operating A-in-A	Net total resources	Net total resources
RfR 4: Providing for the administration of the DETR, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives									
493,391	84,797	-293	577,895	16,435	561,460	41,067	435	509,252	413,717
Spending in departmental expenditure limits (DEL)									
Central Government spending									
★ A Central administration									
267,219	5,256	–	272,475	16,435	256,040	28,506	–	228,770	209,608
★ B Government offices administration									
69,948	–	–	69,948	–	69,948	1,061	–	40,760	39,742
★ C Health and Safety Commission									
136,758	43,815	-295	180,278	–	180,278	11,500	435	183,887	166,806
★ D PSA services									
7,000	–	–	7,000	–	7,000	–	–	9,356	11,116
★ E Queen Elizabeth II Conference Centre executive agency									
1,220	–	–	1,220	–	1,220	–	–	1,220	1,218
<i>Queen Elizabeth II Conference Centre executive agency trading fund short-term loans</i>									
–	–	–	–	–	–	–	–	19	–
Spending in annually managed expenditure									
Non-cash items									
★ F Central administration									
11,246	22,936	–	34,182	–	34,182	–	–	30,296	-24,542
G Government offices administration									
–	413	–	413	–	413	–	–	–	–
H Health and Safety Commission									
–	12,377	–	12,377	–	12,377	–	–	15,406	10,019
Other spending outside departmental expenditure limits									
I Queen Elizabeth II Conference Centre executive agency trading fund short-term loans									
–	–	2	2	–	2	–	–	2	–
<i>Privatisation of PSA</i>									
–	–	–	–	–	–	–	–	-464	-324
<i>Health and Safety Commission</i>									
–	–	2	2	–	2	–	–	–	74
Estimate totals									
937,503	6,198,646	46,525,977	53,662,126	391,332	53,270,794	694,533	54,352	49,997,988	45,317,700

Resource to cash reconciliation

	2001–02 £000	2001–01 £000	1999–00 £000
Net total resources	53,270,794	50,000,488	48,389,980
Voted capital items			
Capital	694,533	606,574	572,970
Less non-operating A-in-A	54,352	66,104	70,203
Accruals to cash adjustment	640,181	540,470	502,767
Cost of capital charges	-2,972,662	-2,971,261	-3,308,412
Depreciation	-61,121	-56,991	-35,148
Other non-cash items	-44		-143
Increase (+) / decrease (-) in stock	-542	-476	-416
Increase (+) / decrease (-) in debtors	-425,895	7,192	4,237
Increase (-) / decrease (+) in creditors	661,633	-236,958	2,076
Increase (-) / decrease (+) in provision	28,471	47,458	298,739
Excess cash to CFER	–	–	–
	-2,770,160	-3,211,036	-3,039,067
Net cash required	51,140,815	47,329,922	45,853,680

Part III: Extra receipts payable to the Consolidated Fund**£000**

In addition to appropriations-in-aid the following income relates to the Department and is payable to the Consolidated Fund

	2001–02		2000–01		1999–00	
	Income	Receipts	Income	Receipts	Income	Receipts
Operating income not classified as A-in-A	147,605	1,250	137,705	129,701	84,121	63,576
Non-operating income not classified as A-in-A	–	–	–	21	–	11,003
Other income not classified as A-in-A	67,484	52,734	68,323	54,777	68,479	67,362
Total	215,089	53,984	206,028	184,499	152,600	141,941

Forecast Operating Cost Statement – Main Estimate

	Provision 2001–02		Provision 2000–01		Outturn 1999–00	
	£000	£000	£000	£000	£000	£000
Administration costs						
Request for resources 1						
Staff costs	45,900		46,087		33,289	
Other administration costs	29,580		33,741		21,504	
Request for resources 2		75,480		79,828		54,793
Staff costs	162,025		177,222		161,795	
Other administration costs	206,607		201,623		202,027	
Request for resources 3		368,632		378,845		363,822
Staff costs						
Other administration costs						
Request for resources 4						
Staff costs	297,986		297,168		281,996	
Other administration costs	266,887		211,984		140,795	
		564,873		509,152		422,791
Total gross administration costs		1,008,985		967,825		841,406
Operating income		-240,587		-239,145		-221,586
Net administration costs		768,398		728,680		619,820
Programme costs						
Request for resources 1						
Expenditure	9,114,159		7,459,395		6,734,009	
Income	-557,928		-508,913		-155,305	
Request for resources 2		8,556,231		6,950,482		6,578,704
Expenditure	7,034,673		7,162,649		7,231,023	
Income	-151,928		-582,246		-197,159	
Request for resources 3		6,882,745		6,580,403		7,033,864
Expenditure	36,836,104		35,526,906		34,027,427	
Income	-277		-277		-223	
Request for resources 4		36,835,827		35,526,629		34,027,204
Expenditure	95,938		93,148		72,997	
Income	-14,025		-14,382		-18,153	
National Insurance Fund		81,913		78,766		54,844
Expenditure	0		300		7,800	
Income						
				300		7,800
Net programme costs		52,356,716		49,136,580		47,702,416
Net operating cost		53,125,114		49,865,260		48,322,236
Net resource outturn		53,270,794		50,000,488		48,389,980
Resource budget outturn		49,723,142		46,783,675		45,111,864

Forecast cash flow statement

	2001–02 provision £000	2000–01 provision £000	1999–00 ² outturn £000
Net cash outflow from operating activities (Note i)	-50,499,384	-46,658,051	-45,293,697
Capital expenditure and financial investment (Note ii)	-640,174	-540,274	-486,088
Receipts due to the Consolidated Fund which are outside the scope of the departments operations	52,734	54,777	67,362
Payments of amounts due to the Consolidated Fund	-53,984	-184,499	-141,941
Financing (Note iii)	51,140,808	47,328,047	45,853,496
Increase (+) / decrease (-) in cash in the period	0	0	868
Notes to the cash flow statement			
Note i: Reconciliation of operating cost to operating cash flows			
Net operating cost	53,125,114	49,865,260	48,322,236
Remove non-cash transactions	3,008,571	-2,981,115	-3,059,421
Adjustments for movements in working capital other than cash	379,626	-266,415	10,065
Use of provisions	3,215	321	20,817
Net cash outflow from operating activities	50,499,384	46,658,051	45,293,697
Note ii: Analysis of capital expenditure and financial investment			
Tangible fixed asset additions	693,242	600,125	571,528
Intangible fixed asset additions	1,251	7,859	2,271
Proceeds of disposal of fixed assets ¹	-54,084	-65,836	-76,300
Loans to other bodies	-235	-1,853	-408
Adjustments for movements in working capital on capital expenditure and financial investment	0	-21	-11,003
Net cash outflow for capital expenditure and financial investment	640,174	540,274	486,088
Note iii: Analysis of financing and reconciliation to the cash requirement			
From Consolidated Fund (supply): current year expenditure	51,140,815	47,329,922	45,853,680
From Consolidated Fund (supply): prior year expenditure	0	0	0
From Consolidated Fund (non-supply)	0	-1,700	0
Net payments from the National Insurance Fund	–	–	–
Net payments from the Contingencies Fund	0	0	0
Net loans from the National Loans Fund	-7	-175	-184
Net payments from other funds	–	–	–
Net financing	51,140,808	47,328,047	45,853,496
Increase (-) / decrease (+) in cash	0	0	0
Net cash flows other than financing (net outflow = +)	51,140,808	47,328,047	45,853,496

1 Includes profit/loss on disposal of fixed assets

2 At the time of compiling the figures for 1999–00, the resource accounts had not been certified by the Comptroller and Auditor General.

Forecast cash flow statement – continued

	2001–02 provision £000	2000–01 provision £000	1999–00 ² outturn £000
Adjustments for payments and receipts not related to supply			
Amounts due to the Consolidated Fund – received in a prior year and paid over	0	0	0
Amounts due to the Consolidated Fund – received and not paid over	0	0	0
NLF loans – net loans made to other bodies	7	175	184
NLF loans – interest received from other bodies	–	–	–
NLF loans – interest paid to other NLF	–	–	–
Consolidated Fund Standing Services – payments	0	1,700	0
National Insurance Fund financed activities – payments less receipts	–	–	–
Activities financed from other funds – payments less receipts	–	–	–
Adjustments for payments financed from Contingencies Fund advances accounted for in a different year			
Current year payments accounted for in following year	0	0	0
Prior year payments accounted for in current year	0	0	0
Net cash requirement for the year	51,140,815	47,329,922	45,853,680

1 Includes profit/loss on disposal of fixed assets.

2 At the time of compiling the figures for 1999–00, the resource accounts had not been certified by the Comptroller and Auditor General.

Explanation of Accounting Officer Responsibilities

1. The Treasury has appointed the Permanent Head of the Department of the Environment, Transport and the Regions as Accounting Officer of the Department with responsibility for preparing the Department's accounts and for transmitting them to the Comptroller and Auditor General.

2. In addition, the Treasury has appointed additional accounting officers to be accountable for those parts of the Department's accounts relating to specific requests for resources and the associated assets, liabilities and cash flows. These appointments do not detract from the Head of Department's overall responsibility as accounting officer for the Department's Estimate.

3. The allocation of accounting officer responsibilities in the Department of the Environment, Transport and the Regions is as follows:

Requests for resources 1, 2, and 4: Sir Richard Mottram, Principal Accounting Officer (except Government offices administration) and Permanent Head of the Department

Request for resources 3: Mr Philip Wood, Additional Accounting Officer and Director General of the Local and Regional Government Group of the Department.

Requests for resources 4: Mr Rob Smith, Additional Accounting Officer (Government offices administration) and Director General of the Regional Co-ordination Unit.

4. The responsibilities of the accounting officers, including responsibility for the propriety and regularity of the public finances for which the accounting officers are answerable, for keeping proper records and for safeguarding the Department's assets, are set out in the accounting officers' memorandum, issued by the Treasury and published in *Government Accounting*.

Forecast Reconciliation of Net Operating Cost to Net Resource Outturn and Resource Budget Outturn Main Estimate

For the year ended 31 March

	2001-02	2000-01	1999-00
	£000	£000	£000
Net resources outturn	53,270,794	50,000,488	48,389,980
• Add non-voted expenditure in the OCS		300	7,800
• Add Consolidated Fund extra receipts in the OCS	-145,680	-135,528	-75,544
• Remove provision voted for earlier years			
• Remove other adjustments			
Net operating costs	53,125,114	49,865,260	48,322,236
• Add other Consolidated Fund extra receipts	140,787	128,267	56,390
• Less grants-in-aid payable to NDPBs	-3,530,260	-2,311,088	-1,837,460
• Add cost of capital charges in respect of assets held by NDPBs	226,997	156,898	133,320
• Add net resource consumption by NDPBs, including depreciation	2,276,233	1,215,384	762,075
• Less grants-in-aid payable to NDPBs to finance capital expenditure			
• Plus NDPB current expenditure financed by income that is not negative public expenditure			
• Add cost of capital charge of net assets of public corporations and trading funds (if not already included in public expenditure)	88,324	621,926	606,286
• Reserve the deduction of dividend and interest income received from public corporations and trading funds	2,960	3,977	11,282
• Deduct profit or add loss incurred by public corporations and trading funds	-194,315	-392,256	-376,760
• Deduct grants to public corporations and trading funds to finance capital expenditure	-289,401	-587,846	-1,121,908
• Less grants to local authorities to finance capital expenditure	-1,656,618	-1,394,861	-932,266
• Less grants paid to private sector by departments to finance capital expenditure	-482,105	-302,622	-160,159
• Reverse the deduction of gains and deduct the losses incurred on disposal of assets			6,360
• Reverse the write-off of bad debts in respect of income from sale of capital assets			
• Reverse the deduction of EU income	350,817	352,822	78,218
• Add cost of capital charge in respect of assets funded by grants from the EU			
• Reverse the effect of the release from the Government grant reserve in respect of assets funded by grants from the EU			
• Remove other expenditure shown in Estimates under the heading 'Other expenditure outside DEL' that is outside the resource budget	-483,852	-789,271	-564,813
• Add unallocated resource provision	17,121		60,590
• Other adjustments	131,340	217,085	68,473
Resource budget outturn	49,723,142	46,783,675	45,111,864
<i>Of which</i>			
Departmental expenditure limit (DEL)	42,028,787	40,000,787	37,914,149
Annually managed expenditure (AME)	7,694,355	6,782,888	7,197,715

Table I
Appropriations-in-Aid (A-in-A)

£000

Detail	2001–02 forecast Operating A-in-A	2001–02 forecast Non- operating A-in-A	2000–01 estimated outturn Operating A-in-A	2000–01 estimated outturn Non- operating A-in-A	1999–00 outturn Operating A-in-A	1999–00 outturn Non- operating A-in-A
Request for resources 1 – protecting and improving the environment, offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety						
European Structural Funds (net)	6,000					
Housing – Section F	202	21	1,002	21	161	26
Planning – Section K	80		80		27	
Planning Inspectorate executive agency – Section L	6,035		4,535		3,820	
Regeneration and regional policy – Section I	74,456		63,005		41	
Regeneration including London Development Agency – Section R	20,366		7,979		0	
Other housing – Section AI	50		3,850		3,329	
RDAs – Section AJ	36,868		19,390		0	
Other regeneration – Section AK	7,583		7,918		18,728	
Environmental protection – Section A	45		45		140	
Environmental research – Section B	260		659		582	
Construction – Section H	110		450		3,986	
Total	*152,055	**21	*108,913	**21	*30,714	**26
Request for resources 2 – promoting modern, integrated and safe transport and providing customer-focussed regulation						
Ports and shipping – Section A	1,402		1,401		1,211	
Maritime and Coastguard Agency – Section B	5,742		6,503		4,953	1,624
Civil aviation services – Section C	32,700		33,029		22,889	
Highways Agency – Section F	9,549	53,649	10,004	39,160	14,384	72,977
Research, advice, publicity, statistics and services and consultancies for roads and local transport – Section G	126		123		21	
Driver and Vehicle Licensing Agency – Section M	141,406		146,868		139,521	
Vehicle and traffic enforcement – Section N	16,480		16,400		18,569	
Vehicle Certification Agency – Section O	5,195		6,174		4,762	7
Speed and red light camera enforcement – Section W	9,994		9,368		0	
Vehicle Inspectorate – Section AH	2	61	2	61		62
Driving Standards Agency – Section AI	1	146		147		
Government offices programme			4,153		13,892	146
Relating to payments from OPRAF			321,555			
Railtrack					114	
Total	*222,597	**53,856	*555,572	**39,368	*220,316	**74,816
Request for resources 3 – promoting a system of elected government in England responding to the needs of local communities						
Valuation services – Section A	245	40	245	40	154	29
Local government research and publicity – Section C					53	
Total	*245	**40	*245	**40	*207	**29
Request for resources 4 – providing for the administration of the Department of the Environment, Transport and the Regions, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives						
Central administration – Section A	16,435		16,421		14,679	
Health and Safety Commission – Section C		435		435		784
Government offices			80		295	
Privatisation of PSA			464		333	
Total	*16,435	**435	*16,965	**435	*15,307	**784
Grand total	391,332	54,352	681,695	39,864	266,544	75,655

Appropriations-in-aid – detailed footnote for Department of the Environment, Transport and the Regions.

RfR 1

*Amount that may be applied as appropriation-in-aid in addition to the net total arising from contributions from co-sponsors towards the cost of research and surveys, and payments from customers for research; receipts from the Housing Corporation and Rent Assessment Panels; charges for services provided by leasehold valuation tribunals and other receipts by Rent Assessment Panels; payments from customers for research, dissemination of information, royalties, sales and hire of equipment, and sales of publications; receipts from other government departments; recovery of renovation or disabled facilities grants on disposal of grant aided properties or breaches of conditions; net surpluses incurred by local authorities in exercising their slum clearance function; adjustments to commuted loan charges or residual loan charge grants; recovery of derelict land and other regeneration grants; receipts in connection with environmental publicity, energy efficiency and waste, including receipts from the European Union; charges made by Planning Inspectorate executive agency in England and for services in Wales.

**Amount that may be applied as non-operating appropriation-in-aid arising from disposal and rental of land, buildings, plant, equipment, vehicles and other capital assets and disposal of surplus plant and machinery.

RFR 2

*Amount that may be applied as appropriation-in-aid in addition to the net total arising from sale of statistical services, booking fees for driving assessments, recoveries from local authorities in respect of public inquiries into orders, operator licence enforcement receipts, and speed and red light camera enforcement receipts. Also includes amounts arising from recoveries in respect of the International Maritime Organization building, Mersey Conservancy and from shipping services, receipts from Eurocontrol, sale of aviation items, recoveries of costs of civil aviation services and the hire of civil defence equipment. Fees from duplicate licences, driver licence and vehicle fees, fee paying enquiries, sale, retention and extension of cherished registration marks, the sale of information including publications, award of court costs, wheel clamping, administration receipts arising from the operation of driver and vehicle licensing, the use of accommodation by private companies, out of court settlements and welfare to work subsidy. Recoveries of sale of land on completion or abandonment of schemes, rents from property and land, disposal of surplus plant and machinery, sale of motorway service area freeholds, extra contractual claims for defective work, receipts from Dartford River Crossing Ltd, claims for damage to motorways and trunk roads, administration and hire charges for specialised vehicles and equipment, recovery of administrative costs and repayment services, disposal and rental of land, building, plant, equipment, vehicles and other capital assets and contributions from developers. Fees and receipts for marine emergency and safety services' including Classification Society surveyors, receipts from the private sector for vehicles and component testing and from the Department for enforcement and related work, repayment of deemed and voted loans made to the Vehicle Inspectorate and the Driving Standards Agency trading funds.

**Amount that may be applied as non-operating appropriation-in-aid arising from disposal and rental of land, buildings, plant, equipment, vehicles and other capital assets and disposal of surplus plant, machinery and sale of motorway service area freeholds.

RfR 3

*Amount that may be applied as appropriation-in-aid in addition to the net total arising from repayments of amounts of loans to purchase cars from employees of valuation tribunals; contributions from private sector tenants of accommodation occupied by valuation tribunal offices and contributions from co-sponsors towards the cost of research and publicity.

**Amount that may be applied as non-operating appropriation-in-aid arising from disposal and rental of land, buildings, plant, equipment, vehicles and other capital assets and disposal of surplus plant and machinery; repayments of amounts of loans to purchase cars from employees of valuation tribunals and contributions from private sector tenants of accommodation occupied by valuation tribunal offices.

RfR 4

*Amount that may be applied as appropriation-in-aid in addition to the net total arising from repayment of deemed and voted loans made to the Queen Elizabeth II Conference Centre executive agency trading fund, administration costs services provided to other government departments, local authorities and others, recoveries of seconded staff salaries, licenses and other receipts, sales of surplus land and buildings and from the sale of PSA businesses.

**Amount that may be applied as non-operating appropriation-in-aid arising from disposal and rental of land, building, plant, equipment, vehicles and other capital assets and disposal of surplus plant and machinery; sale of surplus land and buildings; and from the sale of PSA businesses.

Detail	2001–02 forecast income	2001–02 forecast receipts	2000–01 estimated outturn income	2000–01 estimated outturn receipts	1999–00 outturn income	1999–00 outturn receipts
Large scale voluntary transfer levy	120,000		100,000		18,686	
Planning Inspectorate executive agency	190		340		138	
Environmental protection (including Environment Agency)			1,790		4,821	
Approval development plan receipts					1	
• Humber Bridge Board	11,100		12,500		14,969	
• Tyne tunnel	1,740		1,730		2,968	
• Second Mersey tunnel	2,660		2,660		2,663	
• Grants, services and consultancies for roads and local transport	20		226		105	
• Speed and red-light camera enforcement	4,390		2,023			
Bus fuel duty grants			500		2,377	
• National roads	4,621		4,491		10,982	
Ports and shipping services					3,345	
Drivers Standard Agency	984		971		1,092	
Vehicle Inspectorate	2,865		3,051		2,805	
Vehicle Certification Agency					50	
Maritime and Coastguard Agency	686		6,716		7,489	
Other DVLA					6,798	
Interest from Post Office	1,220		1,220		1,864	
Sale of vehicle registration marks	42,502		45,502		42,382	
Assignment fees	7,541		7,541		9,299	
Fees for the transfer of registration marks	13,031		13,031		16,673	
Valuation services	32		32		16	
Central administration	50		108		663	
QEII Conference Centre EA	1,495		1,572		1,532	
Miscellaneous	22	53,984	24	184,499	882	130,959
Total CFERs	215,089	53,984	206,028	184,499	152,600	141,941

Sundry Notes to Accompany Main Estimate 2001–02 for DETR

Expenditure resting on the sole authority of the Appropriation Act

- Expenditure of £200,000 on RfR 1 Section F for the tenants' deposit scheme rests solely on the authority of the Appropriation Act.
- Expenditure of £5,000,000 on RfR 1 Section I for regional chambers rests solely on the authority of the Appropriations Act.

Changes to accounting policies

None

DEL and administrative cost limits

Detail	2001–02 £000
Departmental expenditure limits Department of Environment, Transport and the Regions – main programmes – resource budget	5,100,000
Departmental expenditure limits Department of Environment, Transport and the Regions – main programmes – capital budget	6,396,000
Department of Environment, Transport and the Regions – local government – resource budget	36,893,000
Department of Environment, Transport and the Regions – local government – capital budget	105,000
Administrative cost limits (net)	
Department of Environment, Transport and the Regions (Main)	751,721
Health and Safety Executive	193,432

Comparison of provision sought with final provision and forecast outturn

RfR 1: The provision sought for 2001–02 is 22% (£1,620 million) higher than the final resource provision for 2000–01

RfR 2: The provision sought for 2001–02 is 4% (£291 million) higher than the final resource provision for 2000–01

RfR 3: The provision sought for 2001–02 is 4% (£1,309 million) higher than the final resource provision for 2000–01

RfR 4: The provision sought for 2001–02 is 11% (£52 million) higher than the final resource provision for 2000–01

Expenditure subject to the passage of legislation

Certification regime for home condition report inspectors £1.3 million

Home buying and selling initiative

Gifts

Request for resources 2: promoting modern, integrated and safe transport and providing customer-focused regulation

(DVLA-related)

The gifts delegations associated with this request for resources are as follows.

Gifts to visiting dignitaries (primarily from European Union member states), not exceeding a total of £500 in any one year.

Gifts of obsolete equipment/furniture to charities, not exceeding a total of £1,000 in any one year.

A total donation of £1,000 to charity through the local office (LO) of the year scheme.

Request for resources 4: providing for the administration of the DETR, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives

Gifts presented by Ministers on official delegations.

Cash which may be retained to offset expenditure

Cash, which may be retained to offset expenditure, is £445.7 million

Contingent liabilities

Request for resources 1: protecting and improving the environment, offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety

There were several outstanding contingent liabilities at 31 March 2000, where any costs arising would be met from this request for resources as follows.

Statute	Nature of liability	£ million
Statutory liabilities charged to request for resources		
Housing Association Act 1985, section 84	Indemnity of building society mortgages for shared ownership schemes	1.0
Transport Act 1962, section 2(1)	Guarantee of British Waterways temporary borrowing	3.0
Water Act 1989, section 173	Environment Agency remnant pension fund responsibilities	unquantifiable
Non-statutory liabilities charged to request for resources		
	Any expenditure arising from the indemnity by the United Kingdom Atomic Energy Authority to certain shipowners in respect of claims by third parties from dumping radioactive waste at sea	unlimited
	Letter of comfort in February 1999 to Devon County Council offering reimbursement of compensation costs if revocation of a planning permission for sand and gravel extraction at Blackhill Quarry proves necessary	unquantifiable
	Letter of comfort in May 1997 to Kent County Council offering reimbursement of compensation costs if revocation/modification of a planning permission for dredging disposal at Barksore Marshes proves necessary	unquantifiable
	A guarantee of £3 million has been given by the Housing Corporation to the creditors of West Hampstead Housing Association to secure their overdraft	3.0

Request for resources 2: promoting modern, integrated and safe transport and providing customer-focused regulation

There were several outstanding contingent liabilities at 31 March 2001, where any costs arising would be met from this request for resources as follows.

Statute	Nature of liability	£ million
Statutory liabilities charged to request for resources		
Merchant Shipping Act 1988, section 26	Large payments of compensation as the result of injuries to trainees participating in the merchant navy scheme for maritime training (SMarT), as the Department is responsible for the cost of compensation for any injuries to trainees, under the industrial injuries compensation scheme. There are no known liabilities for 1999–00 or 2000–01. Small payments could be met from existing provision	Unquantifiable
Channel Tunnel Act 1987, sections 25, 26 and 29	Potential liabilities in the event of termination of Eurotunnel's concession	unquantifiable

Statute	Nature of liability	£ million
Marine and Aviation Insurance Act 1952, section 1	Government war risk reinsurance for British shipowners insuring their vessels with the British Mutual War Risks Association (Clubs). Under the current agreement with Clubs, the Government provides 95 per cent reinsurance for Queen's enemy risks (QER). A contingent liability arises from the continuous QER cover for the hull and machinery value of British flag vessels entered with the Clubs	unquantifiable
Land Compensation Act 1973, Part 1	Highways Agency: Compensation claims from home owners for lost value for a property, as a result of physical change such as noise and light, associated with new or improved roads. Claims become inevitable once the construction phase is started and the agency accounts for the constructive obligation as a provision. A legal obligation crystallises one year after the road has opened for traffic when home owners are entitled to lodge claims that are normally settled in less than a year. Such obligations are treated as contingent liabilities until the start of construction work	36.0
	Highways Agency: A contingent liability arises from a number of property cases, which are in dispute or have been referred to the Lands Tribunal for resolution. The agency has provided in its accounts a best estimate of the outcome of these cases. The maximum liability is greater than the estimate by £113 million	Up to 113.0
Railways Act 1993, Schedule 11, paragraph 11	Guarantee to the Railways pension scheme in respect of any deficit arising in the Pensioners (A) and (B) sections of the Railways pension scheme now merged as the 1994 Pensioners Scheme	unquantifiable
Non-statutory liabilities charged to request for resources		
	General Lighthouse Authorities' pension funds	203.0
	Reinstatement of International Maritime Organization (IMO) building, abatement of rent if IMO building destroyed, and rehousing of IMO during rebuilding	102.3
	The Air Travel Trust, which is administered by the Civil Aviation Authority as trustees, provides protection for air-package holidaymakers in the event of a collapse of tour operators whose statutory bonds are insufficient to meet claims. A Government guarantee has been given to the fund so that the trustees may borrow from the banks, if the need arises	21.0
	Channel Tunnel rail link – Government guarantee bonds	3.8
	Channel Tunnel rail link – track access payments	up to 360.0
	North Atlantic Treaty Organisation (NATO) agreement relating to the indemnification of civil aircraft in respect of their use on NATO tasks in times of crises and war	unquantifiable

Guarantee in respect of obligations of Eurostar (UK) Ltd at Ashford international passenger station	133.0 (over period of next two years)
Guarantee in respect of leases entered into for Class 465 electrical multiple units for Network South East, following disposal of rail rolling-stock companies	up to a maximum of 211.0
BR as a going concern – assurance given to board that adequate Government funds will be made available to meet any financial obligations arising from the BR board's present or future liabilities, or liabilities arising from past transactions, events and circumstances	1,655.9
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
Second Severn Crossing-liabilities arising under the agreement with the concessionaire	Unquantifiable
Highways Agency: Arbitration on contractual claims for engineering and construction services. The agency, in its management accounts, has provided for the best estimates of the outcome of these cases. If the claimants were successful in pursuing the full amount of their claims, a further liability of £50 million could be incurred	Up to 50.0
Maritime and Coastguard Agency: Liability of medical advisors	Unquantifiable
Maritime and Coastguard Agency: Liability in respect of fishing vessel surveys	Unquantifiable
Other liabilities to note (DVLA-related)	£m
Provision for liabilities and charges	
Former taxation officers' pensions	
Provision at 1 April 2000	8.9
Provision utilised	1.5
Provision as at 31 March 2001	7.4
Capital commitments	
Contracted capital commitments 2001	under 0.5
Operating leases	
Commitments due on existing operating leases payable within one year of the balance sheet date are:	
Lease expiry dates within one year	under 0.5
Lease expiry dates between one and five years	under 0.5
Leases with expiry dates beyond five years	2
Total	£2.6

Request for resources 4: providing for the administration of the DETR, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives

There were several outstanding contingent liabilities at 31 March 2000, where any costs arising would be met from this request for resources as follows.

	£m
Claims from staff affected by asbestos who worked for the Property Services Agency or its predecessors	up to 0.5
The Department's decisions and actions are subject to judicial review and other appeals in the courts. Currently there are around 300 cases where proceedings in the courts have commenced. Not all of these cases will come to court and, where they do come to court, the outcome is not clear.	Unquantifiable

Grants-in-aid

The grants-in-aid tables can be found at Appendix B of this report.

International subscriptions

A contribution of up to £4.5 million to the United Nations Environmental Programme (UNEP).

Table III

Symbols to be used in the 2001–02 Main Estimates

Public expenditure

- ★ A section of an Estimate which contains discretionary expenditure
- ϕ Income which is classified as negative in resource budget DELs or in capital budget DELs in respect of income from capital receipts, including assets sales, and which is, exceptionally, surrendered to the Consolidated Fund as extra receipts rather than taken on to the Estimate as appropriations-in-aid
- Δ Income which is classified as negative in resource budget AME or capital budget AME and which is, exceptionally, surrendered to the Consolidated Fund as extra receipts rather than taken on to the Estimate as appropriations-in-aid
- Extra receipts which are classified as ‘Other spending outside DEL’ and are surrendered direct to the Consolidated Fund as extra receipts

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 Ministers) 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 Ministers) and presented to Parliament

Office of the Rail Regulator

Introduction

1. This Estimate provides for expenditure by the Office of the Rail Regulator (ORR) on administrative and associated capital and other expenditure. Further details of the expenditure contained in Section A of this Vote can be found in Chapter 16 of this report.
2. The ORR is responsible for the regulation of access to the railways and promotion of competition in the provision of services. It is also responsible for promoting the efficient use of railways and protecting the interests of consumers.
3. This Estimate is subject to gross administration cost control, and covers expenditure on salaries of staff and associated general administrative expenditure.
4. ORR's expenditure is offset by income from licence fees collected from Railtrack and the Train Operating Companies. The token provision sought for 2001-2002 of £1,000 reflects the appropriation in aid of licence fee receipts levied by ORR.
5. Symbols are explained on page 266.

Part I

£

RfR1: To create a better railway for passengers and freight customers, and better value for public funding authorities, through effective regulation in the public interest

Total net resource requirement	199,000
Net cash requirement	1,000

Amounts required in the year ending 31 March 2002 for expenditure by the Office of the Rail Regulator on:

RfR1: To create a better railway for passengers and freight customers, and better value for public funding authorities, through effective regulation in the public interest

administration, capital expenditure and associated non-cash items

The **Office of the Rail Regulator** will account for this Estimate

	Net total £	Allocated in vote on account £	Balance to complete £
RfR	199,000	90,000	109,000
Total net resource requirement	199,000	90,000	109,000
Net cash requirement	1,000	–	1,000

Part II: Revised subhead detail including additional provision

						2001–02 £000			
Resources						Capital		2000–01 provision	1999–00 outturn
1 Admin	2 Other current	3 Grants	4 Gross total	5 A-in-A	6 Net total	7 Capital	8 Non- operating A-in-A	9 Net total resources	10 Net total resources
RfR 1: To create a better railway for passengers and freight customers and better value for public funding authorities through effective regulation in the public interest.									
12,946	453	–	13,399	13,200	199	250	–	711	2,599
Spending in departmental expenditure limits (DEL)									
Central Government spending									
★ A: Administration, associated capital and other expenditure									
12,946	–	–	12,946	13,200	-254	250	–	-434	1,975
Spending in annually managed expenditure									
Non-cash items									
★ B: Administration, associated capital and other expenditure									
–	453	–	453	–	453	–	–	585	634
Other spending outside department expenditure limits									
Administration, associated capital and other expenditure									
–	–	–	–	–	–	–	–	560	-10
							Accruals to cash adjustment	448	
							Net cash required	1	

Resource to cash reconciliation

	2001–02 £000	2000–01 £000	1999–00 £000
Net total resources	199	711	2,599
Voted capital items			
Capital expenditure	250	488	1,056
Less non-operating A-in-A	–	560	–
	250	-72	1,056
Accruals to cash adjustments			
Capital charges	-80	-102	-137
Depreciation	-320	-430	-444
Other non-cash items	–	–	–
Increase (+)/decrease(-) in stock	–	–	–
Increase (+)/decrease(-) in debtors	–	–	–
Increase (-)/decrease(+) in creditors	–	–	–
Increase (-)/decrease(+) in provisions	-48	-27	10
Excess cash to be CFERd	–	–	–
	-448	-559	-571
Net cash required	1	80	3,084

Part III: Extra receipts payable to the Consolidated Fund**£000**

In addition to appropriations in aid the following income and receipts relate to the department and are payable to the Consolidated Fund:

	2001–02		2000–01		1999–00	
	Income	Receipts	Income	Receipts	Income	Receipts
Operating income not classified as AinA	–	–	–	–	136	–
	–	–	–	–	136	–

Forecast Operating Cost Statement: Main Estimate

	Provision 2001-02		Provision 2000-01		Outturn 1999-00	
	£000	£000	£000	£000	£000	£000
Administration costs						
Voted expenditure						
Staff costs	6,174		6,210		5,271	
Other administration costs	6,772		7,003		6,091	
Gross administration costs		12,946		13,213		11,362
Operating income		-13,200		-13,647		-9,523
Net administration costs		-254		-434		1,839
Programme costs						
Voted expenditure						
Expenditure	453		1,145		624	
Income	-		-		-	
Net programme costs		453		1,145		624
Net operating cost		199		711		2,463
Net resource outturn		199		711		2,599
Resource budget outturn		199		151		2,473

Forecast cash flow statement

	2001–02 provision £000	2000–01 provision £000	1999–00 provision £000
Net cash outflow from operating activities	249	408	-2,038
Capital expenditure and financial investment	-250	-488	-1,046
Inflows in respect of activities outside the scope of the department's operations	0	0	0
Payments to the Consolidated Fund	0	0	-171
Financing	1	80	3,167
Increase/decrease in cash in the period	0	0	0
Reconciliation of operating cost to operating cash flows			
Net operating cost	199	711	2,463
Remove non-cash transactions	-453	-1,145	-624
Adjust for movements in working capital other than cash	0	0	136
Adjust for transfers in provision	5	26	63
Adjust for total accruals to cash adjustments for non-voted expenditure	0	0	0
Accruals to cash adjustments for CFERs that pass through the OCS	0	0	0
Net cash outflow from operating activities	-249	-408	2,038
Analysis of capital expenditure and financial investment			
Purchase of fixed assets	250	488	1,056
Proceeds from disposal of fixed assets	0	0	-10
Loans to other bodies	0	0	0
Net cash outflow from investing activities	250	1,048	1,046
Analysis of financing and cash requirement			
From Consolidated Fund (supply)	1	80	3,167
From Consolidated Fund (non-supply)	–	–	–
From National Loans Fund	–	–	–
Financing	1	80	3,167
Increase(-)/decrease(+) in cash	0	0	0
CFERs received but not yet paid over	0	0	0
CFERs received in prior year paid over	0	0	0
Total cash requirement for the department	1	80	3,167
Non-supply cash required	0	0	0
Net cash requirement	1	80	3,167

Explanation of Accounting Officer Responsibilities

The Treasury has appointed the Rail Regulator, Mr Tom Winsor, as accounting officer of the Office of the Rail Regulator with responsibility for preparing the Department's Estimate.

The responsibilities of an accounting officer, including responsibility for the propriety and regularity of the public finances for which an accounting officer is answerable, for keeping proper records and for safeguarding the Department's assets, are set out in the accounting officers' memorandum issued by the Treasury and published in *Government Accounting*.

Forecast Reconciliation of Net Operating Cost to Net Resource Outturn and Resource Budget Outturn

	2001-02 £000	2000-01 £000	1999-00 £000
Net resource outturn	199	711	2,599
• Add non-voted expenditure in the OCS	0	0	0
• Add Consolidated Fund extra receipts in the OCS	0	0	-136
• Remove provision voted for earlier years	0	0	0
• Remove other adjustments	0	0	0
Net operating cost	199	711	2,463
• Add other Consolidated Fund extra receipts		-560	10
Resource budget outturn	199	151	2,473
Of which:			
Departmental expenditure limit (DEL)	-249	-408	1,902
Annually managed expenditure (AME)	448	559	571

Appropriation in Aid Analysis

£000

	2001-02 forecast		2000-01 estimated outturn		1999-00 outturn	
	Operating A-in-A	Non- operating A-in-A	Operating A-in-A	Non- operating A-in-A	Operating A-in-A	Non- operating A-in-A
RfR1: To create a better railway for passengers and freight customers, and better value for public funding authorities, through effective regulation in the public interest						
Licence fees	13,204	–	13,200	–	9,300	–
Rent receipts	–	–	147	–	87	–
Recovery of legal costs	–	–	300	–	–	–
Total	13,204	–	13,647	–	9,387	–

Amount that may be applied as appropriations in aid in addition to the net total, arising from receipts for licence fees, recovery of rents and recovery of legal costs.

Notes to the Estimate for Office of Rail Regulator

Departmental expenditure limits and administrative cost limits

The Departmental expenditure limit for the Office of the Rail Regulator for the year 2001–02 will be £1,000.

The administration cost limit, including non-cash items of annually managed expenditure, will be £12,204.

Comparison of provision sought with final provision and forecast outturn

The final net provision and forecast outturn for 2000–01 is £80,000. The gross provision (including capital expenditure) for 2001–02 of £12,449,000 is 12.9 per cent lower than the final gross provision and forecast outturn for 2000–01 of £14,286,000. This is due to the transfer of the Rail Passenger Committee network and other consumer protection functions to the Strategic Rail Authority on 1 February 2001.

Office of Water Services

Introduction

1. This Estimate provides for the funding of the Office of Water Services. The Department is headed by the Director General of Water Services who is responsible for ensuring that water (and sewerage) companies properly carry out their functions and can finance them. Subject to that he must protect customers, promote economy and efficiency and facilitate competition.
2. OFWAT is financed through licence fees received from the Water and Sewerage Companies and is subject to cost controls. Further details of the expenditure contained in RfR 1, Section A of this Estimate can be found in Chapter 17 of this report.
3. The provision of £35,000 is sought for 2001–2002 it is required to cover part of the pension costs of the former Director General of the Office of Water Services that cannot be charged to the water industry. The provision sought reflects the appropriation in aid of receipt from fees levied by the utility regulator. The gross provision for 2001–2002 of £12,146 is 5 per cent higher than the final gross provision and the forecast outturn for 2000–2001 of £11,526. A breakdown of the forecast outturn for 2000-01 by individual function is given in Figure 17a of this report.
4. Further details of extra receipts payable to the Consolidated Fund and appropriation in aid can be found in the Resource Estimate (Part III).
5. Symbols are explained on page 266.

Part I

£

RfR 1: Regulation of water industry

Total net resource requirement	35,000
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Net cash requirement	35,000
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Amounts required in the year ending 31 March 2002 for expenditure by the Office for Water Services on:

RfR 1: Regulation of the Water Industry

The Office of Water Services will account for this Estimate

	Net total £	Allocated in vote on account £	Balance to complete £
RfR 1	12,146,000	0	12,146,000
Total net resource requirement	12,111,000	0	12,111,000
Net cash requirement	35,000	0	35,000

Part II: Revised subhead detail including additional provision

Resources						2001–02 £000		2000–01 provision	1999–00 outturn
1 Admin	2 Other current	3 Grants	4 Gross total	5 A-in-A	6 Net total	7 Capital	8 Non- operating A-in-A	9 Net total resources	10 Net total resources
RfR 1: Regulation of Water Industry									
11,811	300	–	12,146	12,146	35	300	–	-74	-1,257
Spending in departmental expenditure limits (DEL)									
Central Government spending									
★ A: Office of Water Services and other services, England and Wales									
11,846	–	–	11,846	12,111	-265	300	–	-294	-1,475
Spending in annually managed expenditure									
Non-cash items									
★ B: Office of Water Services and other services, England and Wales									
–	300	–	300	–	300	–	–	220	218

Resource to cash reconciliation

	2001-02 £000	2000-01 £000	1999-00 £000
Net total resources	35	-74	-1,257
Voted capital items			
Capital expenditure	300	200	210
less non-operating A-in-A	-	-	-
	300	200	210
Accruals to cash adjustments			
Capital charges	-100	-20	-21
Depreciation	-200	-200	-197
Other non-cash items		-14	
Increase (+)/decrease(-) in stock	-	-	-
Increase (+)/decrease(-) in debtors	-	-	-
Increase (-)/decrease(+) in creditors		-39	
Increase (-)/decrease(+) in provisions	-	-	-
Excess cash to be CFERd		43	
	-300	-230	-218
Net cash required	35	-104	-1,265

Part III: Extra receipts payable to the Consolidated Fund**£000**

In addition to appropriations in aid the following income and receipts relate to the department and are payable to the Consolidated Fund:

	2001-02		2000-01		1999-00	
	Income	Receipts	Income	Receipts	Income	Receipts
Operating income not classified as A in A						
Non-operating income not classified as A in A						
Other income not classified as A in A	870	870	686	559	306	375
VAT Refunds						
Total	870	870	686	559	306	375

Forecast Operating Cost Statement: Main Estimate

	Provision 2001–02		Provision 2000–01		Outturn 1999–00	
	£000	£000	£000	£000	£000	£000
Administration costs						
Voted expenditure						
Staff costs	6,879		6,279		5,981	
Other administration costs	4,967		4,342		4,444	
Gross administration costs		11,846		10,621		10,425
Operating income		-12,111		-10,915		-11,900
Total net administration costs		-265		-294		-1,475
Programme costs						
Voted expenditure						
Expenditure		300		220		218
Income		-270		-268		-295
Net programme costs		30		-48		-77
Net operating cost		-235		-342		-1,552
Net resource outturn		35		-74		-1,257
Resource budget outturn		15		-92		-1,292

Forecast cash flow statement

	2001–02 provision £000	2000–01 provison £000	1999–00 provision £000
Net cash outflow from operating activities	265	699	1,855
Capital expenditure and financial investment	-300	-200	-210
Inflows in respect of activities outside the scope of the department's operations	–	–	–
Payments to the Consolidated Fund	0	-395	
Financing	35	-104	
Increase/decrease in cash in the period	0	0	
Reconciliation of operating cost to operating cash flows			
Net operating cost	-235	-342	-1,552
Adjust for non-cash transactions	-300	-234	-218
Adjust for movements in working capital other than cash	270	-123	-85
Adjust for transfers in provision	–	–	–
Adjust for total accruals to cash adjustments for non-voted expenditure			
Accruals to cash adjustments for CFERs that pass through the OCS			
Net cash outflow from operating activities	-265	-699	-1,855
Analysis of capital expenditure and financial investment			
Purchase of fixed assets	300	200	210
Proceeds from disposal of fixed assets	–	–	–
Loans to other bodies	–	–	–
Net cash outflow from investing activities	300	200	210
Analysis of financing and cash requirement			
From Consolidated Fund (supply)	35	-104	
From Consolidated Fund (non-supply)	0	0	
From National Loans Fund	–	–	
Financing			
Increase(-)/decrease(+) in cash	0	0	
CFERs received but not yet paid over	0	0	
CFERs received in prior year paid over	0	0	
Total cash requirement for the department			
Non-supply cash required			
Net cash requirement	35	-104	-1,265

Explanation of Accounting Officer Responsibilities

1 The Treasury has appointed the Director General as Accounting Officer of the Department with responsibility for preparing the Department's accounts and for transmitting them to the Comptroller and Auditor General.

2 The responsibilities of the accounting officer, including responsibility for the propriety and regularity of the public finances for which the accounting officer is answerable, for keeping proper records and for safeguarding the Department's assets, are set out in the accounting officers' memorandum, issued by the Treasury and published in *Government Accounting*.

Forecast Reconciliation of Net Operating Cost to Net Resource Outturn and Resource Budget Outturn

	2001-02 £000	2000-01 £000	1999-00 £000
Net resource outturn	35	-74	-1,257
• Add non-voted expenditure in the OCS	–	–	–
• Add Consolidated Fund extra receipts in the OCS	-270	-268	-295
• Remove provision voted for earlier years	–	–	–
• Remove other adjustments	–	–	–
Net operating cost	-235	-342	-1,552
• Add other Consolidated Fund extra receipts	250	250	260
Resource budget outturn	15	-92	-1,292
<i>Of which</i>			
Departmental expenditure limit (DEL)	-285	-312	-1,510
Annually managed expenditure (AME)	300	220	218

Appropriation in Aid Analysis

£000

	2001-02 forecast		2000-01 estimated outturn		1999-00 outturn	
	Operating A-in-A	Non- operating A-in-A	Operating A-in-A	Non- operating A-in-A	Operating A-in-A	Non- operating A-in-A
RfR1: Regulation of the water industry						
Licence fees	12,111	–	10,915	–	11,900	–
Total Appropriations-in-Aid	12,111	–	10,915	–	11,900	–

Main Estimates 2001–02

Appendix A: Public Expenditure Tables

A

Appendix B: Grant-in-Aid Tables

B

Appendix C: Other Tables

C

Appendix D: Public Appointments

D

*Appendix E: Public Accounts
Committee Recommendations*

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APPENDIX A

A

Public Expenditure Tables

INTRODUCTION TO THE NEW FORMAT OF THE TABLES

Following the introduction of resource accounting and budgeting (RAB), there have been a number of changes to the core tables in this year's departmental report. RAB provides a more accurate measure of departmental expenditure by matching costs to time, taking account of the full consumption and investment of arms-length bodies such as NDPBs and public corporations, and measuring the full cost of government activity, including non-cash expenditure such as depreciation, cost of capital charges, and provisions.

The aim of the tables is to provide a detailed analysis of departmental expenditure plans in resource terms, showing: resource consumption and capital investment; voted and non-voted expenditure; and expenditure in three-year departmental expenditure limits (DEL) and annually managed expenditure (AME).

Following the decision to introducing resource budgeting in two stages, the major non-cash items – depreciation, cost of capital charges, and provisions – score in AME for the 2000 spending review years (2001–02 to 2003–04). Throughout the tables, non-cash expenditure in AME is distinguished from annually managed programme expenditure for the department. In Stage 2 resource budgeting, which is scheduled for the 2002 spending review, these items will score in DEL.

Because RAB data is at present available only from 1998–99, the scope of the resource tables is restricted to 1998–99 to 2003–04, the last year covered by the 2000 spending review. However, Table A11 sets out DEL in cash terms from 1995–96 to 2001–02, whilst Table A12 shows the cash to RAB reconciliation for DEL numbers for 1998–99 to 2000–01.

As in previous years, tables are included showing key information on local authority expenditure, administration costs and staff numbers:

- Table A1 – High level spending plans table
- Table A2 – Departmental voted cash requirement
- Table A3 – Total capital employed by Department
- Table A4 – Consumption: analysis of resource budget spending plans
- Table A5 – Investment: analysis of capital budget spending plans
- Table A6 – Reconciliation of resource expenditure between accounts, Estimates and budgets
- Table A7 – Reconciliation of capital expenditure between accounts, Estimates and budgets
- Table A8 – Analysis of local authority expenditure
- Table A9 – Analysis of administration costs
- Table A10 – Staff numbers
- Table A11 – DEL and AME cash plans, 1995–96 to 2000–01
- Table A12 – Reconciliation of RAB and cash budgets, 1998–99 to 2000–01

TABLE A1 – HIGH LEVEL SPENDING PLANS

This table sets out, in resource terms, a summary of expenditure by each department from 1998–99 to 2003–04. The first part shows total expenditure in DEL and AME for the department, including the new non-cash AME items introduced by RAB. This is then split into resource and capital expenditure, the former showing what the department consumes in current spending and the latter showing planned investment expenditure.



The ‘total resource budget’ and ‘total capital budget’ figures illustrate, in resource terms, total DEL and AME expenditure in the department’s budget. This includes expenditure such as the consumption and investment of public corporations, which is outside the departmental accounting boundary and some of which is not voted by Parliament. ‘Programme spending in resource AME’ is used to distinguish annually managed programme expenditure from the non-cash items, which score in AME under stage 1 resource budgeting.

‘Net operating costs’ and ‘capital expenditure in accounts’ show the expenditure covered in the departmental resource accounts, while ‘net total resources (voted)’ and ‘net capital expenditure (voted)’ show the resources and capital expenditure voted by Parliament in Estimates. Reconciliations between the budgeting accounting and parliamentary Estimates aggregates are shown in Tables A6 and A7 for resources and capital expenditure.

TABLE A2 – DEPARTMENTAL VOTED CASH REQUIREMENT

Under RAB, Parliament votes both a net resource requirement for departmental expenditure, reflecting the total voted provision sought in resource terms, and the cash requirement needed to fund this commitment. The voted net cash requirement represents the parliamentary limit for the Department in cash terms and the limit for the amount of cash which can be drawn down for use by the department in the year.

The voted net cash requirement is calculated by removing non-cash costs from net operating costs, adjusting for accruals and cash differences such as timing, and then stripping out the part of the departmental cash requirement that is not voted.

The net voted cash requirement is shown from 1998–99 to the year for which the current Estimate has been submitted, 2001–02.

TABLE A3 – TOTAL CAPITAL EMPLOYED

RAB gives a much clearer picture of the capital assets used by a department. This is used as the basis for calculating the cost of capital charges paid by departments to reflect the economic costs of holding the assets. Table A3 sets out total capital employed by the department within the accounting boundary, and by its sponsored bodies outside the boundary.

TABLE A4 – CONSUMPTION: ANALYSIS OF RESOURCE BUDGET SPENDING PLANS

Table A4 gives a detailed breakdown of the resource or current spending plans from 1998–99 to 2003–04. The functional splits by which resources are allocated match those in the main resource Estimates, split into DEL and AME. Non-voted expenditure is shown with a brief description as to its functions. Non-cash expenditure in AME is shown by category – depreciation, cost of capital charge, and changes in provisions and other charges.

As in previous years, this table gives a breakdown of departmental expenditure into spending by the central government sector, public corporations, and support to local authorities.

TABLE A5 – INVESTMENT: ANALYSIS OF CAPITAL BUDGET SPENDING PLANS

Table A5 gives a detailed breakdown of the investment or capital spending plans from 1998–99 to 2003–04. The functional splits by which resources are allocated match those in the main resource Estimates, split into DEL and AME. Non-voted expenditure is shown with a brief description as to its functions.

As in previous years, this table gives a breakdown of departmental expenditure into spending by the central government sector, public corporations, and support to local authorities.

TABLE A6 – RECONCILIATION OF RESOURCE EXPENDITURE BETWEEN ACCOUNTS, ESTIMATES AND BUDGETS

This is a technical table showing the inter-relationship between the three totals for accounts, Estimates and budgets. The outturn against the total voted by Parliament in the Estimates is shown first. The net operating cost figure in the accounts includes items which are not part of the resource total voted by Parliament, such as non-voted expenditure within the departmental accounting boundary, and receipts surrendered to the Consolidated Fund.

The budgeting total reflects the spending authority for the Department within the Government's framework for expenditure control. This is an administrative limit imposed by the Government on the Department and its sponsored bodies. So the resource budget outturn total includes a number of categories of expenditure, which are not included in, or scored differently from, the totals recorded for voted Estimates and Departments' accounts.

The main adjustments from the net operating cost in the accounts to the outturn against resource budget total are:

- further adjustments for receipts surrendered to the Consolidated Fund, where these score differently in accounts and in budgets;
- the budget scores the full resource consumption of sponsored bodies (NDPBs and public corporations), whilst the Estimate scores only voted grants to those bodies;
- capital grants to local authorities and the private sector are voted as current grants in Estimates, but for administrative control purposes, these score as capital in budgets. Similarly, gains and losses on asset disposals pass through the accounts and Estimates on the resource side, but are recycled through the capital budget under the transitional resource budgeting regime;
- employment opportunities fund expenditure (formerly 'Welfare to Work') is voted to departments in Estimates, but in administrative

control terms, it is segregated from the rest of departmental DEL and AME;

- European Union income is voted but is not included within departmental budgets; and
- departmental unallocated provisions (DUPs) are not voted, but appear in budgets, as the expenditure has not yet been assigned to a particular function.

TABLE A7 – RECONCILIATION BETWEEN CAPITAL EXPENDITURE IN ACCOUNTS, ESTIMATES AND BUDGETS

This table shows the inter-relationship between the three totals for capital expenditure. The adjustments from the voted Estimates totals to the capital expenditure in the accounts are broadly the same as they are on the resource side. The main adjustments from the capital expenditure in the accounts to the outturn against the capital budget are as follows:

- the capital budget scores the full capital expenditure of public corporations, including expenditure not funded by vote;
- capital grants to local authorities and the private sector, which are voted as resource expenditure in Estimates, are included in the capital budget;
- gains and losses on asset disposals pass through the accounts and Estimates on the resource side, but are recycled through the capital budget under the transitional resource budgeting regime;
- local authority credit approvals are not included in the Estimate, but are included in the budget;
- European Union income is not included in the budget, but is in the Estimate;
- unallocated capital provision in the DUP is not voted in Estimates but is included within the budgeting total.

TABLES A8, A9 AND A10

These tables show analyses of local authority expenditure, administration costs (formerly known as running costs) and staff numbers. These tables are largely unchanged from previous years.

TABLE A11 – DEL AND AME CASH PLANS, 1995–96 TO 2000–01

For the purposes of allowing comparisons to be made with previous expenditure over a longer period, a table showing outturn in cash terms is included from 1995–96 to 2000–01. 2000–01 is the last year where outturn will be expressed in cash terms.

TABLE A12 – RECONCILIATION OF RAB AND CASH BUDGETS, 1998–99 TO 2000–01

This table illustrates how the new resource-based outturn figure have been derived from the previous cash numbers for both the resource and capital budgets, in both DEL and AME. The main types of adjustment from the cash to the resource-based system are:

- timing adjustments, reflecting the fact that under RAB costs are scored when the economic activity takes place, not when it is paid for;
- classification switches from resource to capital, and vice-versa as a result of the new accounting and budgeting rules;
- the inclusion of capital charges on the department's civil estate in the resource DEL;
- scoring adjustments to reflect the full resource consumption and capital investment of NDPBs and public corporations, including switching capital spending by financed public corporations generated by the corporations themselves from AME into DEL; and
- the inclusion of non-cash costs in AME.

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Table A1 Resource plans summary table¹: Department of the Environment, Transport and the Regions **£ million**

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
TOTAL SPENDING IN DEL	41,696	43,507	46,206	48,515	53,297	58,380
TOTAL SPENDING IN AME	7,160	7,249	6,715	7,796	7,627	7,548
<i>of which non-cash AME</i>	3,859	4,138	3,722	3,403	3,520	3,670
CONSUMPTION – THE RESOURCE BUDGET						
Resource DEL	36,044	37,914	39,881	42,029	44,742	47,345
Resource AME	7,108	7,198	6,663	7,694	7,627	7,548
<i>of which</i>						
Programme spending	3,249	3,059	2,941	4,291	4,107	3,878
Non-cash items in resource AME	3,859	4,138	3,722	3,403	3,520	3,670
Total resource budget	43,152	45,112	46,544	49,723	52,369	54,892
Adjustment to reach operating costs	3,219	3,210	3,141	3,402	4,415	5,122
Net operating costs	46,371	48,322	49,685	53,125	56,784	60,015
Adjustment to reach voted total	77	68	135	146	25	25
Net total resources (voted)	46,447	48,390	49,820	53,271	56,809	60,040
INVESTMENT – THE CAPITAL BUDGET						
Capital DEL	5,652	5,592	6,325	6,486	8,555	11,035
Capital AME	52	52	52	102		
Total capital budget	5,704	5,644	6,376	6,588	8,555	11,035
Adjustment to reach voted capital	-5,106	-5,141	-5,857	-5,948	-7,771	-10,217
Net capital expenditure (voted)	598	504	519	640	785	818

1 This table summarises information on spending plans, accounts and Estimates across DETR. This information is presented in more detail in Tables A4 to A7.

Table A2 DETR, ORR and OFWAT voted cash requirement						£ million
	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
DETR						
Net total resources (voted)	50,182	45,477	49,609	53,103	58,429	61,595
Net capital expenditure (voted)	598	503	519	640	785	818
Adjust for non-cash transaction	-3,179	-3,344	-3,028	-3,034	-3,275	-3,406
Adjust for movements in working capital	-4	6	-230	235	276	307
Adjust for transfers from provision	-265	299	180	28	142	125
Excess cash to be CFER'ed	0	0	0	0	0	0
DETR Net cash required	43,597	45,854	47,261	51,141	54,736	57,882
Office of the Rail Regulator						
Net total resources (voted)	8	3	1		1	1
Net capital expenditure (voted)	1	1				
Adjust for non-cash transaction		-1	-1			
Adjust for movements in working capital						
Adjust for transfers from provision						
Excess cash to be CFER'ed						
ORR Net cash required	9	3			1	1
Ofwat						
Net total resources (voted)		-1				
Net capital expenditure (voted)						
Adjust for non-cash transaction						
Adjust for movements in working capital						
Adjust for transfers from provision						
Excess cash to be CFER'ed						
Ofwat net cash required		-1				
OPRAF¹						
Net total resources (voted)	1,206	1,049	711			
Net capital expenditure (voted)	#	#	#			
Adjust for non-cash transaction			1			
Adjust for movements in working capital						
Adjust for transfers from provision						
Excess cash to be CFER'ed						
OPRAF net cash required						
1	From 1 February 2001 OPRAF became part of the Strategic Rail Authority, a non-departmental public body.					
#	Amounts below half a million pounds are not shown.					

Table A3 Total Capital Employed by DETR, ORR and OFWAT

£ million

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
DETR						
NET ASSETS/LIABILITIES						
Within the departmental account						
Investment outside the accounting boundary						
DETR total capital employed						
Office of the Rail Regulator						
NET ASSETS/LIABILITIES						
Within the departmental account	1	1	#	#	#	#
Investment outside the accounting boundary	-	-	-	-	-	-
ORR total capital employed	1	1	#	#	#	#
Office of Water Services						
NET ASSETS/LIABILITIES						
Within the departmental account						
Investment outside the accounting boundary						
Ofwat total capital employed						
# Amounts below half a million pounds are not shown.						

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Table A4a Consumption – Analysis of resource budget spending plans for RfR1: £ million
Protecting and improving the environment offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety

RfR Section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Resource budget						
Departmental expenditure limits (DEL)						
1A Environmental protection	64	71	76	118	162	211
1B Environmental research	28	42	32	30	35	39
1C Pneumoconiosis compensation etc	8	11	12	11	14	8
1D British Waterways Board	56	59	64	58	67	67
1E Countryside and wildlife	3	3	7	5	39	27
1F Housing	38	41	57	78	107	127
1G The Rent Service		15	39	38	36	36
1P Housing specified grants	#	#	1	#	#	#
1Q Other housing	54	33	15	47	29	32
1H Construction	19	25	26	30	27	27
1I Regeneration and regional policy	95	39	14	68	183	204
1R Regeneration, including London Development Agency	221	58	120	197	234	257
1M European structural funds (net)	9	25	25	47	36	45
1N European Regional Development Fund not funded by EC receipts	8	28	6	#	#	#
1S European structural funds (net)	9	15	24	70	34	43
1T European Regional Development fund projects not funded by EC receipts	3	11	4	#	#	#
1O Countryside and wildlife	18	21	20	21	24	29
1J Payment to Ordnance Survey		23	13	15	19	19
1K Planning	4	5	7	9	11	11
1L Planning Inspectorate executive agency	24	30	30	26	26	26
Total voted DEL RfR 1	659	556	592	869	1,083	1,207
Non-voted expenditure¹						
Environment Agency	29	111	90	93	99	98
British Waterways Board	2	#	#	-1	-1	-1
1AH Housing Corporation	177	182	188	206	218	224
Large scale voluntary transfers pool			#	36	196	211
1AJ Regional Development Agencies		248	463	493	508	271
Commission for New Towns	-15	-78	-124	-77	-65	-65
1AK Other regeneration	-273	-210	-230	-57	-47	-60
Other regeneration CFERs	#					
New Towns CFERs						
1AG Countryside and wildlife	138	93	100	126	147	155
Planning Inspectorate	#	#	#	#	#	#
Total DEL for RfR1	716	901	1,080	1,686	2,138	2,040

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Table A4a Consumption – Analysis of resource budget spending plans for RfR1: £ million
Protecting and improving the environment offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety (continued)

RfR Section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
<i>Of which</i>						
Central government spending ²	597	912	1,153	1,391	1,618	1,463
Support for local authorities	312	181	184	348	544	614
Public corporations	-193	-192	-258	-52	-24	-36
<i>Of which</i>						
Voted	659	556	592	869	1,083	1,207
Non-voted	57	345	488	818	1,055	833
Annually managed expenditure (AME)						
1W Environmental research		1	1	3	4	4
1Y Other housing		#	#	#	#	#
1Z The Rent Service		#	1	2	2	2
1U Housing revenue account subsidy (housing element)	478	467	458	996	947	875
1V Housing revenue account subsidy (rent rebate element)	2,825	2,637	2,516	3,348	3,160	3,003
Bulk pension transfers		8	20			
1AB Planning Inspectorate executive agency	2	3	3	3	3	3
Payments to Ordnance Survey		12		#		
Total AME voted RfR 1	3,304	3,129	2,999	4,352	4,116	3,887
Non-voted expenditure¹						
Environment Agency	114	171	195	195	208	209
British Waterways Board	16		17	18	37	37
Housing Corporation	1	1	1	1	2	2
Regional Development Agencies		80	42	93	95	95
Commission for New Towns	2	19	27	19	19	20
Other regeneration	34	12	11	3	2	2
Countryside and Wildlife	1	3	11	13	5	5
Total spending in AME	3,472	3,414	3,304	4,695	4,485	4,257

Table A4a Consumption – Analysis of resource budget spending plans for RfR1: £ million
Protecting and improving the environment offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety (continued)

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
<i>Of which</i>						
Central Government spending ²	645	759	761	1,328	1,305	1,234
Support for local authorities	2,825	2,637	2,516	3,348	3,160	3,003
Public corporations	2	19	27	19	19	20
<i>Of which</i>						
Voted	3,304	3,129	2,999	4,352	4,116	3,887
Non-voted ¹	168	285	305	343	369	370
<i>Of which non-cash items in AME</i>						
Depreciation	5	80	92	94	108	108
Cost of capital charge	167	146	187	233	254	255
Changes in provisions and other charges	-3	60	7	9	#	#

1 Includes expenditure of non-departmental public bodies (NDPBs) some of which is financed by voted grants.

2 Central government spending does not include spending on public corporations.

Amounts below half a million pounds are not shown.

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Table A4b Consumption – Analysis of resource budget spending plans for integrated and safe transport and providing customer-focused regulation

£ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Resource budget						
Departmental expenditure limits (DEL)						
2A Ports and shipping services	1	3	10	1	1	1
2B Maritime and Coastguard Agency	81	88	89	94	101	101
2C Civil aviation services	8	13	28	2	-#	#
2D International aviation services	2	4	4	3	3	3
2E Transport security and royal travel	14	11	10	12	12	12
2F Highways Agency	365	454	624	614	645	707
2G Research advice, publicity, statistics, etc	30	38	77	75	71	71
Payment to Meteorology Office	7					
Road user charging					-49	-71
2H Railways	4	157	5	8	9	9
2J Other railways	164	59	55	56	55	101
OPRAF administration	1,206	1,049	711			
British Rail grant		69	78			
2K Water freight grants	20	17	13	2	3	6
2I Commission for Integrated Transport		#	2	2	2	2
2L Bus fuel duty rebates	271	313	300	321	329	341
2M Driver and Vehicle Licensing Agency	75	83	100	114	115	122
2V Pre-DVLC pensions	1	1	2			
2N Vehicle and traffic enforcement	-#	2	4	4	4	4
2O Vehicle Certification Agency	-#	-#	-#	-#	-#	-#
2R Vehicle Inspectorate (trading fund)		#	#	#		
DVLA excess appropriations in aid	-20	-6				
Pre-DVLC pension				2	2	2
London Transport						
Docklands Light Railway	4	11	1			
DLR Royal Mint Street claim						
Priority routes in London	3	4	2			
Government office programme expenditure	8	9	2			
2S GLA transport grants			265	220	296	334
2P Powershift and cleaner vehicles programme			16	18	20	25
2T Other transport grants (discretionary)	26	35	43	72	107	122
2U Other transport grants (non-discretionary)	244	224	227	32	32	32
2W Speed and red light camera enforcement			#	#	#	#
Revenue support for PFI Schemes						8
Total RfR 2	2,534	2,645	2,680	1,649	1,758	1,923
Non-voted expenditure¹						
Ports and shipping services						
<i>Miscellaneous services</i>						
Civil Aviation Authority		-3	-3	-2	-2	-2
<i>Air Travel Trust Fund</i>						
British Rail grant		-6	-6			
1AJ Strategic Rail Authority			361	1,256	1,222	1,155
London Regional Transport	-9	-17	-4			
Bus fuel duty rebate CFERs		-2				
Driving Standards Agency trading fund	-4	-3	-1	-1	-1	-1
Vehicle Inspectorate trading fund	-6	-4	-6	-3	-3	-3
2Q Driving Standards Agency trading fund			#	#		
Total DEL	1,288	1,553	2,274	2,902	2,976	3,074

Table A4b Consumption – Analysis of resource budget spending plans for integrated and safe transport and providing customer-focused regulation (continued) £ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
<i>Of which</i>						
Central government spending ²	1,026	1,246	1,668	2,572	2,535	2,580
Support for local authorities	271	260	546	335	436	499
Public corporations	-15	47	60	-6	-6	-6
<i>Of which</i>						
Voted	1,321	1,596	1,933	1,650	1,758	1,923
Non-voted ¹	-39	-43	341	1,252	1,218	1,150
Annually managed expenditure (AME)						
2X Ports and shipping services		1	1	1	1	1
2Y Maritime and Coastguard Agency	3	5	4	5	5	5
2Z Civil aviation services		1	1	1	1	1
2AA Highways Agency	7,312	1,016	2,771	2,926	3,046	3,195
2AB Research, advice, publicity, etc		#	#	#	#	#
2AC Driver and Vehicle Licensing Agency	7	6	13	15	15	14
2AD Vehicle Certification Agency	#	#	#	#	#	#
Priority routes in London		2	#			
National Freight Company pension funds		-6				
British Rail pension funds		-6				
National Freight Company – travel concessions		-1				
Total AME Voted RfR 2	7,323	1,017	2,791	2,948	3,069	3,217
Non-voted expenditure¹						
Civil Aviation Authority		1	1	1	1	1
National Air Traffic Services	-53	-12	-12	-12		
Strategic Rail Authority				17	18	18
British Railways Board		18	18			
OPRAF administration				1		
London Regional Transport	474	480	483			
Docklands Light Rail	31	31	31			
Pre-DVLC pensions				-2	-2	-2
Driving Standards Agency trading fund	1	1	1	1	1	1
Vehicle Inspectorate trading fund	3	3	3	3	4	4
Total spending in AME	7,778	1,539	3,317	2,957	3,091	3,239
<i>Of which</i>						
Central Government spending ²	7,831	1,592	3,370	3,011	3,091	3,239
Public corporations	-53	-53	-53	-53		
<i>Of which</i>						
Voted	7,323	1,017	2,791	2,948	3,069	3,217
Non-voted ¹	455	523	526	10	22	22
<i>Of which non-cash items in AME</i>						
Depreciation	4,167	-2,264	39	39	40	40
Cost of capital charge	3,649	3,877	3,542	3,027	3,220	3,351
Changes in provisions and other charges	21	-14	-197	-40	-154	-136

1 Includes expenditure of non-departmental public bodies (NDPBs) some of which is financed by voted grants.

2 Central government spending does not include spending on public corporations.

Amounts below half a million are not shown.

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Table A4c Consumption – Analysis of resource budget spending plans for RfR3: Promoting a system of elected government in England responding to the needs of local communities £ million

RfR Section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Resource budget						
Departmental expenditure limits (DEL)						
3A Valuation services	127	132	138	139	138	138
3B Best value intervention, etc		5	17	23	23	23
3C Local government research and publicity	2	5	5	3	3	3
3D London governance	#	12	9	14	7	5
Transitional arrangements for GLA			#			
3E Revenue support grants	19,634	20,058	19,595	21,247	38,393	40,757
3F Non-domestic rates payments	12,524	13,612	15,400	15,137		
3G London governance			22	23	28	28
3H Other grants and payments	#	#	31	216	313	533
Total voted DEL RfR 3	32,288	33,825	35,217	36,803	38,905	41,487
Non-voted expenditure¹						
Non-departmental public bodies	3	3	4	11	11	11
Non-domestic rate collection costs	79	83	83	84	84	84
London referendum costs	1					
GLA election – returning officers' expenses		#	#			
<i>Non-domestic rate payments</i>						
City of London offset	6	6	6	6		
<i>Other grants</i>						
<i>Council tax transitional reduction grant</i>						
<i>Other grants</i>						
Valuation Tribunals	#	#	#	#	#	#
Total DEL	32,377	33,924	35,311	36,903	39,000	41,582
<i>Of which</i>						
Central government spending ²	212	242	241	251	244	242
Support for local authorities	32,165	33,677	35,054	36,630	38,734	41,318
Public corporations		5	16	22	22	22
<i>Of which</i>						
Voted	32,288	33,825	35,217	36,803	38,905	41,487
Non-voted ¹	89	99	94	101	95	95
Annually managed expenditure (AME)						
3I Valuation services	#	#	#	#		
3L Non-departmental public bodies						
Total AME Voted RfR 3						
Non-voted						
Valuation Tribunals	#	#	#	#		
Non-departmental public bodies	#	#	#	#		
Audit Commission			1	1		
Total spending in AME	#	#	1	1		
<i>Of which</i>						
Central Government spending	#	#	1	1		

Table A4c Consumption – Analysis of resource budget spending plans for RfR3: Promoting a system of elected government in England responding to the needs of local communities (continued) £ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
<i>Of which</i>						
Voted	#	#	#	#		
Non-voted ¹	#	#	1	1		
<i>Of which non-cash items in AME</i>						
Depreciation	#	#	#	#		
Cost of capital charge	#	#	1	1		
Changes in provisions and other charges	#	#	#	#		

1 Includes expenditure of non-departmental public bodies (NDPBs) some of which if financed by voted grants.

2 Central government spending does not include spending on public corporations.

Amounts below half a million pounds are not shown.

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Table A4d Consumption – Analysis of resource budget spending plans for RfR 4 – Providing for the administration of the Department of the Environment, Transport and the Regions, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives £ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Resource budget						
Departmental expenditure limits (DEL)						
4A Central administration	205	210	229	256	358	384
4B Government offices administration	40	40	41	70	48	48
4C Health and Safety Commission grant in aid	180	167	184	180	189	199
4D PSA Services	13	11	9	7	7	7
4E Queen Elizabeth II Conference Centre EA Queen Elizabeth II Conference Centre trading fund short-term loans	10	1	1	1	1	1
Total voted DEL RfR 4	448	428	464	514	603	639
Non-voted expenditure¹						
Central administration	-2	-1	#	#	#	#
Government Offices administration	-#					
Queen Elizabeth II Conference Centre EA	-1	-2	-1	-1	-1	-1
Health and Safety Commission			#	1	1	1
Total DEL	444	426	463	514	602	638
<i>Of which</i>						
Central government spending	446	428	464	516	603	640
Public corporations	-1	-2	-1	-1	-1	-1
<i>Of which</i>						
Voted	448	428	464	514	603	639
Non-voted ¹	-4	-2	-1	#	-1	-1
Annually managed expenditure (AME)						
4F Central administration		-25	30	34	38	38
4G Government offices administration				#	#	#
4H Health and Safety Commission	14	10	15	12	14	14
Total AME voted RfR 4	14	-15	46	47	52	53
Non-voted expenditure¹						
Health and Safety Commission		#	#	-2	-1	-1
Queen Elizabeth II Conference Centre EA	#	#	#	#	#	#
Total spending in AME	14	-15	46	46	52	52
<i>Of which</i>						
Central Government spending ²	14	-15	46	46	52	52
<i>Of which</i>						
Voted	14	-15	46	47	52	53
Non-voted ¹	#		#	-1	-1	
<i>Of which non-cash items in AME</i>						
Depreciation	24	30	50	55	65	67
Cost of capital charge	3	7	12	15	15	15
Changes in provisions and other charges	#	-66	29	23	23	23

Includes expenditure of non-departmental public bodies (NDPBs) some of which if financed by voted grants.

2 Central government spending does not include spending on public corporations.

Amounts below half a million pounds are not shown.

Table A4e Office of the Rail Regulator: Departmental expenditure limits and annually managed expenditure £ million

RfR Section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Resource budget						
Departmental expenditure limits (DEL)						
Administration and costs of RUCCs	8	2	#	#	#	#
Total voted DEL	8	2	#	#	#	#
Non-voted expenditure						
Administration and costs of RUCCs	-8	#	#	5	5	5
Total non-voted DEL	-8	#	#	5	5	5
Total DEL	-1	2	#	#	#	#
<i>Of which</i>						
Voted	8	2	#	#	#	#
Non-voted	-8	#	#	#	#	#
Annually managed expenditure (AME)						
Administration and costs of RUCCs	1	1	1	#	#	#
Total voted AME	1	1	1	#	#	#
Non-voted						
Administration and costs of RUCCs		#	#	#	#	#
Total AME	1	1	1	#	#	#
<i>Of which</i>						
Voted	1	1	1	#	#	#
Non-voted		#	#	#	#	#
<i>Of which non-cash items in AME</i>						
Depreciation	#	#	#	#	#	#
Cost of capital charges	#	#	#	#	#	#
Changes in provisions and other charges	#	#	#	#	#	#

Amounts below half a million pounds are not shown.

Table A4f Office of Water Services Departmental expenditure limits and annually managed expenditure £ million

RfR Section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Resource budget						
Departmental expenditure limits (DEL)						
Office of Water Services	#	-1	#	#	#	#
Total voted DEL	#	-1	#	#	#	#
Non-voted expenditure	#	#	#	#	#	#
Total DEL	#	-1	#	#	#	#
<i>Of which</i>						
Central Government spending	#	-1	#	#	#	#
<i>Of which</i>						
Voted	#	-1	#	#	#	#
Non-voted						
Annually managed expenditure (AME)						
Office of Water Services	#	#	#	#	#	#
Total AME	#	#	#	#	#	#
<i>Of which</i>						
Voted	#	#	#	#	#	#
<i>Of which non-cash items in AME</i>						
Depreciation	#	#	#	#	#	#
Cost of capital charges	#	#	#	#	#	#

Amounts below half a million pounds are not shown.

Table A5a Investment – Analysis of capital budget spending plans for RfR1: £ million
Promoting and improving the environment offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety

RfR Section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Capital budget						
Departmental expenditure limits (DEL)						
1A Environment protection		#			25	50
1B Environmental research	#	#	#	#	#	#
1F Housing	#	#	#	#	#	#
1G The Rent Service		5	4	2	1	1
1R Regeneration, including London Development Agency	#		4			
1N European Regional Development Fund projects not funded by EC receipts				#	#	#
1T European Regional Development Fund projects not funded by EC receipts						
1E Countryside and wildlife						
1O Countryside and wildlife						
1L Planning Inspectorate executive agency	2	1	3	3	1	1
<i>Shown in Estimates as resource expenditure outside DEL¹</i>						
Countryside and wildlife						
ERDF – not funded by EC receipts	17	24	14	#	#	#
Environmental protection	75	72	122	146	146	146
Other water services	4	5	4	5	5	5
Other housing	240	226	84	178	228	249
Regional Development Agencies		-8	-19	-37		
Other regeneration including London Development Agency	404	144	229	280	308	325
European Structural Fund (net)	47	30	194	176	140	166
Total DEL voted RfR 1	791	499	641	752	854	943
Non-voted expenditure						
1AE Environment Agency	21	34	12	13	15	15
1AF British Waterways Board	-1	6	5	5	5	5
1AH Housing Corporation	731	813	821	789	940	1,236
1AJ Regional Development Agencies		387	313	637	614	998
Commission for New Towns	84	15	13	13	1	1
Other regeneration	514	-85	345	209	226	188
Other regeneration CFERs	#					
New Towns CFERs						
European structural funds (net)						
ERDF projects not funded by or in advance of EC receipts						
Countryside and wildlife	16	9	9	10	7	7

Table A5a Investment – Analysis of capital budget spending plans for RfR1: £ million
Promoting and improving the environment offering the opportunity of a decent home, enhancing opportunity in rural areas, promoting sustainable economic development through integrated regional and local action and an efficient market in the construction industry, and improving health and safety (continued)

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Credit approvals						
Housing	987	1,024	1,819	684	953	1,142
European regional development fund	139	114				
Environmental protection	17	15	18	24	24	24
Total credit approvals	1,143	1,153	1,837	708	977	1,166
Total DEL for RfR 1	3,023	3,455	4,014	3,106	3,702	4,497
<i>Of which</i>						
Central government spending ³	934	1,355	1,330	1,654	1,840	2,538
Support for local authorities	1,766	1,516	2,140	1,112	1,457	1,696
Public corporations	322	446	388	227	232	194
<i>Of which</i>						
Voted	791	499	641	752	854	943
Non-voted ²	2,507	2,334	3,356	2,385	2,786	3,617

1 For expenditure which is treated as resource expenditure outside DEL in accounts and Estimates, but which is classified as capital DEL in budgets eg capital grants to the private sector.

2 Includes expenditure of non-departmental public bodies (NDPBs) some of which is financed by voted grants.

3 Central government spending does not include spending on public corporations.

Amounts below half a million pounds are not shown.

Table A5b Investment – Analysis of capital budget spending plans for RfR2: Promoting modern, integrated and safe transport and providing customer-focused regulation							£ million
RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans	
Capital budget							
Departmental expenditure limits (DEL)							
2A Ports and shipping services	#	#	2	1	2	2	
2B Maritime and Coastguard Agency	6	3	12	6	6	6	
2C Civil aviation services	#	#	#	#	#	#	
2F Highways Agency	562	438	438	570	705	724	
2G Research advice, publicity, statistics, etc	#	3	#	12	8	5	
2J Other railways	-26						
OPRAF Administration	#	#	1				
2K Water freight grants	10	5	14	2	2	2	
2M Driver and Vehicle Licensing Agency	7	7	18	4	4	7	
2O Vehicle Certification Agency	#	#	#	#	#	#	
2S GLA transport grant			34	502	774	949	
Priority routes in London	20	20	7				
2T Other transport grants (discretionary)	159	159	60	91	217	284	
<i>Shown in Estimates as resource expenditure outside DEL¹</i>							
Railways							
Other railways		2	42	216	503	301	
Highways Agency	362	495	439	422	422	422	
Docklands Light Railway	46	18	7				
London Transport	430	816	316				
London Underground				104			
TENs other local transport	#	#	3	3	3	3	
Trans European network payment (net)	19	23	51	54	52	52	
Total Voted DEL RfR 2	1,596	1,992	1,445	1,988	2,699	2,757	
Non-voted expenditure²							
Ports and shipping services	-6	-4	#	#	#	#	
Civil Aviation Authority				1	1	1	
British Rail grant		3	3				
Strategic Rail Authority			5	8	459	1,925	
London Regional Transport	-1	-1					
Driving Standards Agency trading fund	8	2	5	2	2	2	
Vehicle Inspectorate trading fund	7	7	8	15	15	15	
Credit approvals							
Roads and local transport	363	466	766	1,231	1,299	1,372	
Ports		1	4	2	2	2	
Airports	5	4	5	4	4	4	
Total credit approvals	368	471	775	1,237	1,305	1,378	
Total DEL	1,972	2,470	2,241	3,251	4,480	6,078	
<i>Of which</i>							
Central government spending ³	1,431	1,829	1,356	1,403	2,167	3,449	
Support for local authorities	527	630	868	1,829	2,295	2,611	
Public corporations	14	11	17	18	18	18	

Table A5b Investment – Analysis of capital budget spending plans for RfR2: Promoting modern, integrated and safe transport and providing customer-focused regulation (continued) £ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
<i>Of which</i>						
Voted	1,596	1,992	1,445	1,988	2,699	2,757
Non-voted ¹	376	478	796	1,263	1,782	3,321
Annually managed expenditure (AME)						
Non-voted expenditure¹						
National Air Traffic Services	52	52	52	52		
Total spending in AME	52	52	52	52		
<i>Of which</i>						
Public corporations	52	52	52	52		
<i>Of which</i>						
Non-voted ¹	52	52	52	52		

1 For expenditure which is treated as resource expenditure outside DEL in accounts and Estimates, but which is classified as capital DEL in budgets eg capital grants to the private sector.

2 Includes expenditure of non-departmental public bodies (NDPBs) some of which is financed by voted grants.

3 Central government spending does not include spending on public corporations.

Amounts below half a million pounds are not shown.

Table A5c Investment – Analysis of capital budget spending plans for RfR3: Promoting a system of elected government in England responding to the needs of local communities £ million

RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Capital Budget						
Departmental expenditure limits (DEL)						
3A Valuation services	1	#	#	#	1	1
3H Other grants and payments			3	23	130	125
Total RfR 3	1	#	3	23	131	126
Non-voted expenditure¹						
3L Non-departmental public bodies	#	#	1	1	#	#
Non-domestic rate collection costs						
<i>Other grants</i>						
<i>Council tax transitional reduction grant</i>						
Local Government on-line				25	135	190
<i>City challenge</i>						
<i>Challenge fund grant</i>						
Credit approvals						
Commutation	8	8	9	8	8	8
Transitional costs of reorganisation	104	56	39			
Capital challenge fund	246	208				
Total credit approvals	357	272	48	8	8	8
Total DEL	360	272	52	57	274	324
<i>Of which</i>						
Central government spending ²	1	#	#	#		
Support for local authorities			3	23	130	125
Public corporations						
<i>Of which</i>						
Voted	1	#	3	23	131	126
Non-voted ¹	358	272	48	34	143	198

1 Includes expenditure of non-departmental public bodies (NDPBs) some of which is financed by voted grants.

2 Central government spending does not include spending on public corporations.

Amounts below half a million pounds are not shown.

Table A5d Investment – Analysis of capital budget spending plans for RfR 4 – **£ million**
Providing for the administration of the Department of the Environment, Transport and the Regions, Government Offices for the Regions and the Health and Safety Commission in meeting their objectives

RfR Section	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Capital Budget						
Departmental expenditure limits (DEL)						
4A Central administration	15	15	23	29	44	58
4B Government offices administration	1	1	1	1	1	1
4C Health and Safety Commission grant in aid	8	8	11	11	14	14
4E Queen Elizabeth II Conference Centre EA						
<i>Shown in Estimates as resource expenditure outside DEL¹</i>						
Health and Safety Commission	#	#				
Total voted DEL RfR 4	24	24	35	41	59	73
Non-voted expenditure²						
Queen Elizabeth II Conference Centre	#	#	1	1	1	1
Total DEL	25	25	35	41	60	74
<i>Of which</i>						
Central government spending	24	24	35	41	59	73
Public corporations	#	#	1	1	1	1
<i>Of which</i>						
Voted	24	24	35	41	59	73
Non-voted ¹	#	#	1	1	1	1
Annually managed expenditure (AME)						
Non-voted expenditure²						
Queen Elizabeth II Conference Centre						
Total spending in AME						
<i>Of which</i>						
Central Government spending						
<i>Of which</i>						
Voted						
Non-voted ²						

1 For expenditure which is treated as resource expenditure outside DEL in accounts and estimates, but which is classified as capital DEL in budgets eg capital grants to the private sector.

2 Includes expenditure of non-departmental public bodies (NDPBs) some of which is financed by voted grants.

Amounts below half a million pounds are not shown.

Table A5e Investment – Office of the Rail Regulator: analysis of capital budget spending plans						£ million
	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Capital Budget						
Departmental expenditure limits (DEL)						
Administration and costs of RUCCs	1	1	#	#	#	#
Total DEL	1	1	#	#	#	#
<i>Of which</i>						
Voted	1	1	#	#	#	#
Annually managed expenditure (AME)						
Office of the Rail Regulator						
Total						
Total AME						
Total managed expenditure						
<i>Of which</i>						
Voted						
Non-voted						
# Amounts below half a million pounds are not shown.						

Table A5f Investment – Office of Water Services: analysis of capital budget spending plans						£ million
RfR Section	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans	2003–04 plans
Capital Budget						
Departmental expenditure limits (DEL)						
Office of Water Services	#	#	#	#	#	#
Total DEL	#	#	#	#	#	#
<i>Of which</i>						
Voted						
# Amounts below half a million pounds are not shown.						

Table A6a Reconciliation of resource between accounts, estimates and budgets: £ million
DETR Main and Local Government DEL

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Net resources outturn (Estimates)	48,975	44,429	48,898	53,103	58,429	61,595
<i>Adjustments for</i>						
Non-voted expenditure in the OCS ¹	1	8	#			
Consolidated Fund extra receipts in the OCS ¹	-78	-76	-136	-146	-25	-25
Provision voted for earlier years	-	-	-	-	-	-
Other adjustments	-	-	-	-	-	-
Net operating cost (accounts)	48,899	44,361	48,762	52,957	58,405	61,570
<i>Adjustments for</i>						
Other Consolidated Fund extra receipts	50	56	128	141	24	25
Full resource consumption of non-departmental public bodies	-628	-681	-883	-707	-1,370	-2,026
Full resource consumption of public corporations.	-420	-931	-375	-392	-370	-310
Capital grants to the private sector and local authorities	-1,431	-1,140	-1,629	-2,133	-3,032	-3,156
Gains/losses from sale of capital assets	-1	6				
European Union income and related adjustments	245	485	323	322	213	257
Voted expenditure outside the budget ²	-733	-565	-804	-489	-427	-427
Unallocated resources provision		61	9	17	26	10
Other adjustments ³	85	69	277	132	279	294
Resource budget outturn (budget)	46,064	41,723	45,810	51,262	53,748	56,236
<i>Of which</i>						
Departmental expenditure limits (DEL)	34,804	36,854	39,328	41,993	44,647	47,333
Annually managed expenditure (AME)	11,260	4,868	6,482	9,269	9,100	8,903

1 Operating cost statement.

2 The adjustments are in respect of large scale voluntary transfers pool and national non-domestic rate collection costs, motorways and trunk roads and Ordnance Survey.

3 Expenditure in 2001-02 onwards is in respect of motorways and trunk roads, regional development agencies, vehicle excise duty relief for goods vehicles and loan charges on improvement, clearance and renewal. In earlier years, the adjustments also include non-domestic rates outturn, the privatisation of PSA and BRE, sale of shares in the National Bus Company, the Humber bridge road and OPRAF.

Amounts below half a million pounds are not shown.

Table A6b Reconciliation of resource between accounts, estimates and budgets: Office of Rail Regulator **£ million**

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Net resources outturn (Estimates)	8	3	1	#	1	1
<i>Adjustments for</i>						
Non-voted expenditure in the OCS ¹	-	-	-	-	-	-
Consolidated Fund extra receipts in the OCS ¹	-8	-#				
Provision voted for earlier years	-	-	-	-	-	-
Other adjustments	-	-	-	-	-	-
Net operating cost (accounts)	#	2	1	#	1	1
<i>Adjustments for</i>						
Other consolidated fund extra receipts	-	-	-	-	-	-
Full resource consumption of non-departmental public bodies	-	-	-	-	-	-
Full resource consumption of public corporations.	-	-	-	-	-	-
Capital grants to the private sector and local authorities	-	-	-	-	-	-
Gains/losses from sale of capital assets	#	#	-1	-	-	-
European Union income and related adjustments	-	-	-	-	-	-
Voted expenditure outside the budget	-	-	-	-	-	-
Unallocated resources provision	-	-	-	-	-	-
Other changes		-#	-#	-#	-#	-#
Resource budget outturn (budget)	#	2	#	#	1	1
<i>Of which</i>						
Departmental expenditure limits (DEL)	-1	2	#	#	#	#
Annually managed expenditure (AME)	1	1	1	#	#	#

1 Operating cost statement.

Amounts below half a million pounds are not shown.

Table A6c Reconciliation of resource between accounts, estimates and budgets: £ million
Office of Water Services

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Net resources outturn (estimates)	#	-1	#	#	#	#
<i>Adjustments for</i>						
Non-voted expenditure in the OCS ¹	-	-	-	-	-	-
Consolidated Fund extra receipts in the OCS ¹	-	-	-	-	-	-
Provision voted for earlier years	-	-	-	-	-	-
Other adjustments	-	-	-	-	-	-
Net operating cost (accounts)	#	-1	#	#	#	#
<i>Adjustments for</i>						
Other Consolidated Fund extra receipts	-	-	-	-	-	-
Full resource consumption of non-departmental public bodies	-	-	-	-	-	-
Full resource consumption of public corporations.	-	-	-	-	-	-
Capital grants to the private sector and local authorities	-	-	-	-	-	-
Gains/losses from sale of capital assets	-	-	-	-	-	-
European Union income and related adjustments	-	-	-	-	-	-
Voted expenditure outside the budget	-	-	-	-	-	-
Unallocated resources provision	-	-	-	-	-	-
Resource budget outturn (budget)	#	-1	#	#	#	#
<i>Of which</i>						
Departmental expenditure limits (DEL)	#	-1	#	#	#	#
Annually managed expenditure (AME)	#	#	#	#	#	#

1 Operating cost statement.

Amounts below half a million pounds are not shown.

Table A7a Reconciliation of capital expenditure between accounts, estimates and budgets: DETR main and Local Government						£ million
	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Net voted capital outturn (Estimates)	598	504	519	640	785	818
Other Consolidated Fund extra receipts	-3	-7				
Full capital expenditure by non-departmental public bodies	768	1,244	1,160	1,458	2,035	4,181
Full capital expenditure by public corporations.	663	#	435	298	254	215
Capital grants to the private sector and local authorities	1,447	1,513	1,163	1,741	2,532	2,656
Gains/losses from sale of capital assets	1	-6				
Local authority credit approvals	1,870	1,896	2,660	2,028	2,425	2,743
Levy funded bodies						
Unallocated capital provision					102	
Provision vote for earlier years						
Other adjustments ¹	361	501	439	422	422	422
Capital budget outturn (budget)	5,704	5,644	6,376	6,588	8,555	11,035
<i>Of which</i>						
Departmental expenditure limits (DEL)	5,652	5,592	6,325	6,486	8,555	11,035
Annually managed expenditure (AME)	52	52	52	102		
1 Expenditure in respect of motorways and trunk roads which scores as resource in the Estimate but as capital in PES budgets.						

Table A7b Reconciliation of capital expenditure between accounts, estimates and budgets: Office of the Rail Regulator						£ million
	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Net voted capital outturn (Estimates)	1	1	#	#	#	#
Other Consolidated Fund extra receipts						
Full capital expenditure by non-departmental public bodies						
Full capital expenditure by public corporations						
Capital grants to the private sector and local authorities						
Gains/losses from sale of capital assets	#	#	1			
Local authority credit approvals						
Levy funded bodies						
Unallocated capital provision						
Provision vote for earlier years						
Other adjustments						
Capital budget outturn (budget)	1	1	1	#	#	#
<i>Of which</i>						
Departmental expenditure limits (DEL)	1	1	1	#	#	#
# Amounts below half a million pounds are not shown.						

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Table A7c Reconciliation of capital expenditure between accounts, estimates and budgets: Office of Water Services £ million

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Net voted capital outturn (Estimates)	#	#	#	#	#	#
Other Consolidated Fund extra receipts						
Full capital expenditure by non-departmental public bodies						
Full capital expenditure by public corporations						
Capital grants to the private sector and local authorities						
Gains/losses from sale of capital assets						
Local authority credit approvals						
Levy funded bodies						
Unallocated capital provision						
Provision vote for earlier years						
Other adjustments						
Capital budget outturn (budget)	#	#	#	#	#	#
<i>Of which</i>						
Departmental expenditure limits (DEL)	#	#	#	#	#	#
Annually managed expenditure (AME)						

Amounts below half a million pounds are not shown.

Table A7d Reconciliation of capital expenditure between accounts, estimates and budgets: Office of Passenger Franchising £ million

	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Net voted capital outturn (Estimates)	#	#	#			
Other Consolidated Fund extra receipts						
Full capital expenditure by non-departmental public bodies						
Full capital expenditure by public corporations						
Capital grants to the private sector and local authorities						
Gains/losses from sale of capital assets						
Local authority credit approvals						
Levy funded bodies						
Unallocated capital provision						
Provision vote for earlier years						
Other adjustments						
Capital budget outturn (budget)	#	#	#			
<i>Of which</i>						
Departmental expenditure limits (DEL)	#	#	#			
Annually managed expenditure (AME)						

Amounts below half a million pounds are not shown.

Table A8 Local authority expenditure ¹						£ million
	1995-96 outturn	1996-97 outturn	1997-98 outturn	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn
Current spending						
Housing ²	332	322	325	363	389	
Regeneration	155	185	207	222	63	
Local environmental services ³	4,603	4,877	5,001	5,356	5,900	6,030
Roads	1,684	1,679	1,628	1,619	1,534	1,879
Car parks ³	-173	-191	-223	-247	-260	-308
Revenue support for public transport	400	390	472	482	187	597
Concessionary fares	423	427	410	440	433	497
Total current spending	7,423	7,688	7,821	8,235	8,246	8,695
Gross capital spending⁴						
Acquisition of land and dwellings	-1,131	-973	-1,219	-1,382	-1,933	
Renovation of LA stock	1,315	960	877	1,195	1,116	
Provision of new LA dwellings	49	67	51	56	56	
Capital grants to non-HRA housing	519	613	443	522	519	
Support to registered social landlords	364	338	330	340	340	
Other housing ²	-110	-86	-99	-112	-132	
Regeneration ⁴	536	693	576	486	470	
Local environmental services ^{3,4}	568	217	346	229	164	477
Roads	1,168	971	932	872	887	1,106
Car parks ³	48	34	38	34	32	44
Public transport	140	84	110	93	81	123
Ports	8	7	7	6	6	8
Airport companies	-7	-34	-7	-15	-27	-15
Total gross capital spending	3,467	2,891	2,385	2,323	1,597	1,743
Capital receipts ⁴						
Housing						
Other capital receipts (transport)						
Total capital receipts						
Total net spending						
Total local authority expenditure	10,891	10,579	10,205	10,558	9,825	10,438
<p>1 Local authority expenditure is funded by central government support identified in Tables A4a, A4b, A4c, A5a, A5b and A5c, as well as self-financed expenditure.</p> <p>2 Includes The Rent Service and local authority mortgage loans.</p> <p>3 Includes town and country planning, refuse disposal, rate collection, registration of births, etc and electors and parks and open spaces.</p> <p>4 Regeneration and local environmental services are shown net of capital receipts.</p>						

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Table A9 Administration costs						£ million
	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Department of the Environment, Transport and the Regions						
Gross administration costs						
Paybill	315	343	370			
Other	305	328	358			
Total administration costs	621	671	728	754	858	896
Related receipts	-166	-172	-168	-164	-163	-163
Net expenditure	454	506	560	590	696	733
Administration costs limit net ^{1,2}				752		
Administration costs by control area						
Gross control						
Central Department ³	228	232	254	255	379	405
Government offices ³	41	40	41	64	42	43
Rent Assessment Panels	2	2	2	2	3	3
Executive agencies						
Driver and Vehicle Licensing Agency	196	217	237	249	250	256
Highways Agency	72	83	75	69	71	76
Maritime and Coastguard Agency	43	48	45	45	44	44
Planning Inspectorate	29	33	35	32	32	32
QEI Conference Centre	10	1	1	1	1	1
The Rent Service		15	39	36	36	36
Net control area						
Vehicle Certification Agency						
Gross expenditure	5	5	5	5	5	5
Net expenditure	-5	-5	-6	-5	-5	-5
Health and Safety Laboratory						
Gross expenditure	15	15	15	16	16	17
Net expenditure	-22	-20	-15	-16	-16	-17
Health and Safety Executive						
Gross administration costs						
Paybill	110	115	127	135	139	141
Other	28	15	12	3	2	5
Total administration costs	138	130	146	138	141	146
Gross administration cost limit net (HSE)				193		
Office of the Rail Regulator						
Gross administration costs ²						
Paybill	5	5	6			
Other	3	7	7			
Total administration costs	8	12	13	13	13	13

Table A9 Administration costs (continued)						£ million
	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Related receipts	-8	-10	-13	-13	-13	-13
Net expenditure	-1	2				
Gross administration cost limit²				13		
Office of Passenger Rail Franchising						
Gross administration costs ²						
Paybill	5	7	8			
Other	3	4	4			
Total administration costs	8	11	12			
Related receipts						
Net expenditure	8	11	12			
Gross administration cost limit²						
Office of Water Services						
Gross administration costs ²						
Paybill	5	6	6			
Other	5	4	6			
Total administration costs	10	10	11	13	13	14
Related receipts	-10	-12	-12	-13		
Net expenditure	#	-1	-1	#	13	14
Gross administration cost limit²				13		
Ordnance Survey						
Gross administration costs ²						
Paybill						
Other						
Total administration costs						
Related receipts						
Net expenditure						
Gross administration cost limit²						
<p>1 The gross administration limit takes into account all allowable receipts, while the gross control areas take into account certain allowable receipts that may not be neutral in their effect upon the DETR gross administration limit.</p> <p>2 The administration cost limit (main) includes related departmental unallocated provision.</p> <p>3 The figures include those for administration costs in Figure 14d.</p> <p># Amounts below half a million pounds are not shown.</p>						

Table A10 Staff Numbers¹

Staff years

		1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04
		outturn	outturn	outturn	outturn	estimated outturn	plans	plans	plans
Department of the Environment, Transport and Regions ^{2,3,4}									
	CS FTEs	11,653	11,526	11,808	12,515	13,802	14,659	14,700	14,823
(Gross control area)	Overtime	179	199	234	281	259	261	261	262
	Casuals	910	698	537	565	529	320	316	316
	Total	12,742	12,423	12,579	13,361	14,590	15,240	15,277	15,401
Net control area									
Vehicle Certification									
Agency	CS FTEs	73	78	85	91	93	105	105	105
(Net control area)	Overtime	1	1	1	2	3	2	2	2
	Casuals	10	9	3	0	0	0	0	0
	Total	84	88	89	93	96	107	107	107
Transport Research									
Laboratory ⁵	CS FTEs	-	-	-	-	-	-	-	-
(Net control area)	Overtime	-	-	-	-	-	-	-	-
	Casuals	-	-	-	-	-	-	-	-
	Total	-	-	-	-	-	-	-	-
Building Research									
Establishment ⁶	CS FTEs	553	-	-	-	-	-	-	-
(Net control area)	Overtime	8	-	-	-	-	-	-	-
	Casuals	37	-	-	-	-	-	-	-
	Total	598	-	-	-	-	-	-	-
Gross control area									
Health and Safety									
Commission	CS FTEs	4,031	3,435	3,408	3,734	3,565	3,879	3,684	3,684
(Gross control area)	Overtime	40	40	36	40	36	40	40	40
	Casuals	193	170	129	8	16	-	-	-
	Total	4,264	3,645	3,573	3,782	3,617	3,919	3,724	3,724
Net control area									
Health and Safety									
Laboratory	CS FTEs	358	338	347	367	351	375	375	375
(Net control area)	Overtime	4	4	4	4	4	4	4	4
	Casuals	16	9	5	2	5	0	0	0
	Total	378	351	356	373	360	379	379	379
Driving Standards									
Agency ^{7,9}	CS FTEs	1,800	1,861	1,752	1,729	1,880	1,950	1,898	1,922
Vehicle									
Inspectorate ^{8,9}	CS FTEs	1,480	1,473	1,582	1,848	1,947	2,119	2,119	2,119
QEII Conference									
Centre ⁹	CS FTEs	56	55	55	55	53	55	55	55
	Total	3,336	3,389	3,389	3,632	3,880	4,124	4,072	4,096
Total DETR		21,402	19,896	19,986	21,241	22,543	23,769	23,559	23,707
Office of the									
Rail Regulator	CS FTEs	110	120	130	132	132	132	137	137
	Overtime	1	1	1	1	1	1	3	3
	Casuals	5	5	3	3	3	3	3	3
	Total	116	126	134	136	136	136	143	143

		Staff years							
		1996-97 outturn	1997-98 outturn	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	2002-03 plans	2003-04 plans
Office of Passenger									
Rail Franchising ¹⁰	CS FTEs	106	103	122	160	180	200	-	-
	Overtime	2	2	2	2	2	2	-	-
	Casuals	1	2	2	5	5	6	-	-
	Total	109	107	126	167	187	208	-	-
Office of Water									
Services	CS FTEs	182	175	182	193	191	190	190	190
	Overtime	1	1	1	1	1	1	1	1
	Casuals	4	5	7	15	6	4	3	3
	Total	187	181	190	209	198	195	194	194
Ordnance Survey	CS FTEs	1,857	1,830	1,848	1,850	1,860	1,881	1,881	1,881
	Overtime	17	30	32	-	-	-	-	-
	Casuals	18	13	14	-	-	-	-	-
	Total	1,892	1,873	1,894	1,850	1,860	1,881	1,881	1,881
CSFTE stands for Civil Service full time equivalents.									
1 All outturn figures up to and including 1999-00 have been revised to conform with published Cabinet Office statistics.									
2 Prior to 2000-01 previously published figures excluded DETR staff employed in Government Offices.									
3 The data in this table is compiled on the basis of quarterly reports provided to the Cabinet Office and Treasury from which an average yearly figure is calculated. The figures may therefore differ from other staffing figures in this <i>Report</i> or those used by the DETR management which may be calculated on a different basis.									
4 Includes The Rent Service executive agency from 1 October 1999.									
5 The Transport Research Laboratory was privatised on 31 March 1996.									
6 The Building Research Establishment was privatised on 19 March 1997.									
7 The Driving Standards Agency became a trading fund on 1 April 1997.									
8 The Vehicle Inspectorate became a trading fund on 1 April 1991.									
9 The totals for Driving Standards Agency, the Vehicle Inspectorate and the Queen Elizabeth II Conference Centre include casual staff and overtime.									
10 OPRAF became the Strategic Rail Authority, a non-departmental public body, in February 2001.									

Table A11a Departmental Expenditure Limits and annually managed Expenditure £ million
Cash Plans 1995–96 to 2000–01

RfR Section	1995–96 outturn	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
Departmental Expenditure limits – DETR Main						
Current voted						
1A Environmental protection	51	67	64	63	71	74
1B Environmental research	31	29	27	28	29	31
1AE Environment Agency	17	106	101	89	91	97
National Rivers Authority	51					
1C Pneumoconiosis compensation	4	5	5	8	10	12
1D British Waterways Board	50	51	51	53	58	64
1F Housing	32	33	36	38	41	62
1G The Rent Service					15	39
1P Housing specified grants						
1Q Other housing						
1AH Housing Corporation	229	250	237	177	182	190
1H Construction	28	27	27	25	25	26
Building Research Establishment	-2	5	#			
1I Regeneration and regional policy	380	338	349	314	397	538
1R Regeneration, including London Development Agency						
1M European structural funds (net)		2		9	15	24
1N European Regional Development Fund projects not funded by EC receipts				8	27	8
1S European structural funds (net)						
1T European Regional Development Fund projects not funded by EC receipts						
1E Countryside and wildlife	98	97	97	94	93	104
1O Countryside and wildlife	18	17	18	17	21	20
1K Planning	2	3	4	5	5	7
1L Planning Inspectorate executive agency	23	20	22	24	28	30
1J Payments to Ordnance Survey	10	9	2	6	23	19
2A Ports and shipping services		1	-4	1	3	10
2B Maritime and Coastguard Agency	77	84	78	79	82	88
EC contribution in respect of MV Derbyshire						
2C Civil aviation services	-2	-11	-8	8	13	28
2D International aviation services	2	4	4	4	4	4
2E Transport security and royal travel	4	2	21	14	11	10
Royal travel grant and audit						
2F Highways Agency	258	225	327	398	506	531
2G Research advice, publicity, statistics, etc	33	33	31	30	37	65
2S GLA Transport grants						265
2T Other transport grants (discretionary)				26	35	42
2U Other transport grants (non-discretionary)		18	272	244	224	227
2H Railways	16	8	4	4	157	5
2J Other railways	48	71	55	164	59	55
British Rail Grant			11	82	69	78
Freight grants		12	21	19	17	13

Table A11a Departmental Expenditure Limits and annually managed Expenditure £ million
Cash Plans 1995–96 to 2000–01 (continued)

RfR Section	1995–96 outturn	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
Payment of EC grant to BR						
Crossrail						
Railtrack grant for level crossings						
Union Railways – funding for management of CTRL						
Grant for European passenger services						
2L Bus fuel duty rebates	196	190	189	271	313	300
2M Driver and Vehicle Licensing Agency	124	128	128	74	81	99
2V Pre-DVLC pensions						
Payments to Meteorological Office				7		
2N Vehicle and traffic enforcement	2	7	4		2	4
2O Vehicle Certification Agency						
2R Vehicle Inspectorate trading fund						
Driving Standards Agency trading fund						
Transport Research Laboratory						
London Transport		-28				
Jubilee Line extension						
Docklands Light Railway	15	1	9	4	11	1
DLR Royal Mint Street claim						14
Priority routes in London	2	3	4	3	4	2
Government Office programme	10	13	8	8	9	2
2I Commission for Integrated Transport						2
2P Powershift and cleaner vehicles						16
2W Speed and red light camera enforcement						
2S Trans European network fund						
4A Central administration	229	232	207	205	214	223
4B Government offices administration	36	40	42	40	40	40
4C Health and Safety Commission grant-in-aid	170	171	170	170	172	180
4D PSA Services	34	18	15	13	11	9
4E QEII Conference Centre EA	6	5	6			
QEII Conference Centre trading fund short term loans						
Current non-voted						
Non-voted expenditure						
British Waterways Board loans						
Pneumoconiosis compensation			#			
Environmental protection	#	#	#	#		#
Energy, environment and waste						
Housing Corporation (other)						
Housing action trusts						
Housing	-1	#				
Large scale voluntary transfers pool						121
Regional development agencies						
Commission for New Towns						

Table A11a Departmental Expenditure Limits and annually managed Expenditure £ million
Cash Plans 1995–96 to 2000–01 (continued)

RfR Section	1995–96 outturn	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
Regeneration and regional policy	-2	#	#	#		
Payments to Ordnance Survey	-1	-2	-4			
Countryside and wildlife	-3	#	#			
Planning Inspectorate Executive agency	-8	#	#	#	#	#
Ports and shipping services						
<i>Miscellaneous services</i>						
<i>Air Travel Trust Fund</i>						
<i>Civil Aviation Authority</i>						
Railways				-19		
European passenger services						
Union Railways CTRL						
Railtrack						
Bus fuel duty rebate CFERs	#	-2	-1	-1	-2	#
Driving Standards Agency trading fund				#	-1	-1
Vehicle Inspectorate trading fund	1	3	1	-1	-1	-1
Driver and Vehicle Licensing Agency	-2	-2	-3	-20	-7	
London Regional Transport						
<i>Non-departmental public bodies [for LG]</i>						
Non-domestic rate collection costs						
London referendum costs						
GLA election – returning officers' expenses						
Non-domestic rate payments						
City of London offset						
Other grants [LG]						
Valuation tribunals						
Central administration	-14	-11	-11	-2	-1	#
Government Offices administration				#		
PSA Services						
Building Research Establishment						
QEI Conference Centre			-1	-1	-1	-1
DEL capital voted						
Capital budget						
1A Environment protection	109	76	78	76	76	124
1B Environmental research	2	1	1			
1AE Environment Agency	2	8	13	13	10	11
1AD Water grants	6	8	5	4	5	4
National Rivers Authority	7					
1AF British Waterways Board		#	#	#	1	2
1F Housing	75	68	76	67	67	77
Housing	264	268	239	173	159	4
1AH Housing Corporation	1,139	1,638	722	735	817	821
1P Housing specified grants						
1Q Other housing						
1G The Rent Service					5	4

Table A11a Departmental Expenditure Limits and annually managed Expenditure £ million
Cash Plans 1995–96 to 2000–01 (continued)

RfR Section	1995–96 outturn	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
1I Regeneration and regional policy	926	981	971	763	532	680
1M European structural funds (net)	40	48	45	47	29	48
1N European Regional Development Fund projects not funded by EC receipts	4	9	10	16	22	11
1S European structural funds (net)						
1T European Regional Development fund projects not funded by EC receipts						
1R Regeneration, including LDA						
1E Countryside and wildlife	14	13	12	11	10	12
1O Countryside and wildlife						
1L Planning Inspectorate Executive Agency	1	1	1	2	2	2
Payments for Ordnance Survey	5	5	5	7		
Building Research Establishment	3	2				
2A Ports and shipping services	1		1			2
2B Maritime and Coastguard Agency	6	5	5	6	9	12
2C Civil aviation services						
2F Highways Agency	1,590	1,428	1,229	1,020	961	960
2G Research advice, publicity, statistics, etc		1			1	
2J Other railways			-25	-26	2	42
2K Freight grants						
2M Driver and Vehicle Licensing Agency	4	8	9	8	9	18
2O Vehicle Certification Agency						
Vehicle Inspectorate trading fund					1	3
Docklands Light Rail	22	19	24	46	18	7
Priority Routes in London	11	15	18	20	20	7
2S GLA transport grant						34
2T Other transport grants discretionary	292	256	211	159	159	60
London Transport	443	966	630	430	816	316
4A Central administration	29	57	16	15	15	15
4B Government offices administration	5	1	1	1	1	1
4C Health and Safety Commission grant-in-aid	12	8	6	13	10	11
4D PSA Services	-1					
4E QEII Conference centre EA	1					
Queen Elizabeth II Conference Centre trading fund short term loans						
DEL Capital Non-voted expenditure						
Non-voted expenditure						
Environment grants	#	#				
British Waterways Board	#					-1
Pneumoconiosis compensation						
Environmental protection	32	24	21	16	15	18
Energy, environment and waste						
Housing Corporation	-8	-21	-1	-1	-2	-1
Housing action trusts						
Other housing CFERs						

Table A11a Departmental Expenditure Limits and annually managed Expenditure £ million
Cash Plans 1995–96 to 2000–01 (continued)

RfR Section	1995–96 outturn	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
Leasing transitional grant CFERs						
Housing	820	751	666	986	1,021	1,820
Regional development agencies						
Commission for New Towns	-127	-115	-112	-123	-122	-124
Rural Development Commission						
European structural funds (net)	85	110	128	114	100	
ERDF projects not funded by or in advance of EC receipts	5	11	2	25	58	
Countryside and wildlife	#					
Ports and shipping services	-17	-5	-4	-6	-4	#
Miscellaneous services						
Civil Aviation Authority			-5	-57	-1	-2
British Rail grant	768	3	6	30	6	29
London Regional Transport	-1	-2	-2	-1	-1	
Regenerate and regional policy	2		#	#		
Driving Standards Agency trading fund						
Vehicle Inspectorate trading fund						
Non-departmental public bodies [LG]						
Non-domestic rate collection costs						
Other grants						
Council tax transitional reduction grant						
Other grants [LG]						
Local Government on-line						
City challenge						
Challenge fund grant						
Central administration						
Government Offices administration						
PSA Services		#	#			
QEII Conference Conference Centre			#	#	#	#
Credit approvals						
Housing						
Other regeneration						
Environmental protection						
Roads and local transport	606	469	443	368	466	766
Ports					1	4
Airports					4	5
Commutation						
Transitional costs of reorganisation						
Capital challenge fund						
LG residuary body borrowing provisions						
Deemed debt supplementary credit approvals						
Capping						
Total spending in DETR Main DEL	7,922	7,817	8,168	7,784	8,578	10,356

AME Current voted

Table A11a Departmental Expenditure Limits and annually managed Expenditure £ million
Cash Plans 1995–96 to 2000–01 (continued)

RfR Section	1995–96 outturn	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
Departmental Main AME						
Current budget						
1U Housing revenue account subsidy (housing element)	644	666	657	512	467	312
Bulk pension transfers						
1V Housing revenue account subsidy (rent rebate element)	3,380	3,309	3,125	2,825	2,580	2,628
Capital budget						
Non-voted expenditure						
National Air Traffic Services	34	-13	-26	-36	-22	
Total spending in DETR Main AME	4,057	3,961	3,756	3,301	3,077	3,020

Amounts under half a million pounds are not shown.

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Table A11c Office of the Rail Regulator						£ million
	1995-96 outturn	1996-97 outturn	1997-98 outturn	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn
Departmental expenditure limits – ORR						
Current budget						
Administration	9	7	8	8	3	#
Non-voted expenditure	-8	-8	-9	-8	#	
Capital budget						
Administration	#	#	#	1	1	#
Non-voted expenditure						
Total spending in ORR DEL	1	#	#	#	4	#

Amounts under half a million pounds are not shown.

Table A11d Office of Water Services						£ million
	1995-96 outturn	1996-97 outturn	1997-98 outturn	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn
Departmental expenditure limits – OFWAT						
Current budget						
Non-voted expenditure	9	9	10	-1	-1	#
	-9	-10	-10	#	#	#
Capital budget						
Non-voted expenditure	#	#	#	#	#	#
Total spending in DEL	#	#	#	-1	-1	#
Departmental main AME						
Current budget						
Non-voted expenditure						
Capital budget						
Non-voted expenditure						
Total spending in AME						

Amounts under half a million pounds are not shown.



Table A11e Office of Passenger Rail Services						£ million
	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
	outturn	outturn	outturn	outturn	outturn	estimated outturn
Departmental expenditure limits – OPRAF						
Current budget						
Non-voted expenditure						
Capital budget						
Non-voted expenditure						
Total spending in DEL						
Departmental main AME						
Current budget						
Non-voted expenditure						
Capital budget						
Non-voted expenditure						
Total spending in AME						

Table A12a DETR Main and Local Government: DEL and AME Cash to Resource Reconciliations 1998–99 to 2000–01		£ million		
	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	
DEL Current Budget – Cash				
Timing adjustments				
Switches from current to capital budget				
Switches from capital to resource budget				
Capital charges on the civil estate				
Non-departmental public bodies – scoring adjustments				
Public corporations – scoring adjustments				
Other adjustments				
Other budgeting changes				
Resource Budget DEL				
DEL Capital Budget – Cash				
Timing adjustments				
Switches from current to capital budget				
Switches from capital to resource budget				
Non-departmental public bodies – scoring adjustments				
Public corporations – scoring adjustments				
Other budgeting changes				
Capital Budget DEL				
Total DEL under cash				
Total DEL under RAB				
AME Current Budget – Cash				
Timing adjustments				
Self financing public corporations – scoring adjustments				
Other adjustments				
Other budgeting changes				
Resource Budget Departmental AME				
Non cash items in resource AME				
AME Capital Budget – Cash				
Timing adjustments				
Public corporations capital expenditure – switch to DEL				
Other adjustments				
Other budgeting changes				
Capital Budget Departmental AME				
Total AME under cash				
Total AME under RAB				

Table A12b Office of Rail Regulator: DEL and AME Cash to Resource Reconciliations £ million
1998–99 to 2000–01

	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn
DEL Current Budget – Cash			
Timing adjustments			
Switches from current to capital budget			
Switches from capital to resource budget			
Capital charges on the civil estate			
Non-departmental public bodies – scoring adjustments			
Public corporations – scoring adjustments			
Other adjustments			
Other budgeting changes			
Resource Budget DEL			
DEL Capital Budget – Cash			
Timing adjustments			
Switches from current to capital budget			
Switches from capital to resource budget			
Non-departmental public bodies – scoring adjustments			
Public corporations – scoring adjustments			
Other budgeting changes			
Capital Budget DEL			
Total DEL under cash			
Total DEL under RAB			
AME Current Budget – Cash			
Timing adjustments			
Self financing public corporations – scoring adjustments			
Other adjustments			
Other budgeting changes			
Resource Budget Departmental AME			
Non cash items in resource AME			
AME Capital Budget – Cash			
Timing adjustments			
Public corporations capital expenditure – switch to DEL			
Other adjustments			
Other budgeting changes			
Capital Budget Departmental AME			
Total AME under cash			
Total AME under RAB			

Table A12c Office of Water Services: DEL and AME Cash to Resource Reconciliations				£ million
1998-99 to 2000-01				
	1998-99 outturn	1999-00 outturn	2000-01 estimated outturn	
DEL Current Budget – Cash				
Timing adjustments				
Switches from current to capital budget				
Switches from capital to resource budget				
Capital charges on the civil estate				
Non-departmental public bodies – scoring adjustments				
Public corporations – scoring adjustments				
Other adjustments				
Other budgeting changes				
Resource Budget DEL				
DEL Capital Budget – Cash				
Timing adjustments				
Switches from current to capital budget				
Switches from capital to resource budget				
Non-departmental public bodies – scoring adjustments				
Public corporations – scoring adjustments				
Other budgeting changes				
Capital Budget DEL				
Total DEL under cash				
Total DEL under RAB				
AME Current Budget – Cash				
Timing adjustments				
Self financing public corporations – scoring adjustments				
Other adjustments				
Other budgeting changes				
Resource Budget Departmental AME				
Non cash items in resource AME				
AME Capital Budget – Cash				
Timing adjustments				
Public corporations capital expenditure – switch to DEL				
Other adjustments				
Other budgeting changes				
Capital Budget Departmental AME				
Total AME under cash				
Total AME under RAB				

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APPENDIX B

Grant-in-Aid Tables

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Table B1 Housing Corporation expenditure: expected use of grant-in-aid			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
DEL			
Resource			
Running costs	28,156	29,505	35,400
Grants	153,868	158,938	170,338
Capital			
Grants	811,395	820,959	788,684
Purchase of land etc	2,017	184	752
Total DEL	995,436	1,009,586	995,174
Annually managed expenditure			
Cost of capital charge	300	300	300
Depreciation	954	983	1,007
Total AME	1,254	1,283	1,307
Total managed expenditure	996,690	1,010,869	996,481
Grant-in-aid	1,332,501	1,434,850	1,495,174

Table B2 Expected use of grant-in-aid to Castle Vale Housing Action Trust			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
DEL			
Resource			
Subsidy	6,327	7,301	6,421
Profit/loss	282	0	0
Capital			
Purchase of stocks of land and buildings	34,335	38,517	26,046
Sales of stocks of land and buildings	-18,355	0	0
Net capital grants to the private sector	1,145	1,888	9,964
Capital acquisitions	126	16	0
Total DEL	23,860	47,722	42,431
Annually managed expenditure			
Cost of capital charge	151	0	0
Other AME items	0	0	0
Amount of grant-in-aid	18,000	20,000	20,000

Table B3 Expected use of grant-in-aid to Liverpool Housing Action Trust			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
DEL			
Resource			
Subsidy	8,549	6,230	5,237
Profit/loss	121	-46	0
Capital			
Purchase of stocks of land and buildings	3,974	5,433	5,534
Sales of stocks of land and buildings	0	0	0
Net capital grants to the private sector	11,283	13,478	17,110
Capital acquisitions	62	89	0
Total DEL	23,989	25,184	27,881
Annually managed expenditure			
Cost of capital charge	31	46	0
Other AME items	0	0	0
Amount of grant-in-aid	19,500	18,400	20,300

Table B4 Expected use of grant-in-aid to Stonebridge Housing Action Trust			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
DEL			
Resource			
Subsidy	8,069	6,656	7,208
Profit/loss	48	-11	0
Capital			
Purchase of stocks of land and buildings	14,366	15,025	28,119
Sales of stocks of land and buildings	0	0	0
Net capital grants to the private sector	0	0	0
Capital acquisitions	64	0	0
Total DEL	22,547	21,670	35,327
Annually managed expenditure			
Cost of capital charge	72	0	0
Other AME items	0	0	0
Amount of grant-in-aid	18,600	14,800	26,500

Table B5 Expected use of grant-in-aid to Tower Hamlets Housing Action Trust			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
DEL			
Resource			
Subsidy	6,985	4,406	3,830
Profit/loss	82	0	0
Capital			
Purchase of stocks of land and buildings	3,953	3,197	2,368
Sales of stocks of land and buildings	-12	0	0
Net capital grants to the private sector	0	14,347	8,578
Capital acquisitions	27	31	31
Total DEL	11,035	21,980	14,807
Annually managed expenditure			
Cost of capital charge	5	0	0
Other AME items	0	0	0
Amount of grant-in-aid	8,000	24,000	7,500

Table B6 Expected use of grant-in-aid to Waltham Forest Housing Action Trust		£ 000		
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	
DEL				
Resource				
Subsidy	7,225	2,378	1,707	
Profit/loss	720	-12	0	
Capital				
Purchase of stocks of land and buildings	21,343	22,278	19,095	
Sales of stocks of land and buildings	-2,466	-11,349	-8,004	
Net capital grants to the private sector	0	0	0	
Capital acquisitions	4	25	0	
Total DEL	26,826	13,320	12,798	
Annually managed expenditure				
Cost of capital charge	12	12	12	
Other AME items	0	0	0	
Amount of grant-in-aid	18,500	15,000	12,500	

Table B7 Expected use of grant-in-aid to the Urban Regeneration Agency		£ 000		
	1999-00 outturn	2000-01 estimated outturn	2001-2002 plans	
DEL				
Resource				
Subsidy	0	5,408	0	
Profit/loss	-211,310	-229,800	-56,000	
Capital				
Purchase of stocks of land and buildings	84,831	29,400	6,500	
Sales of stocks of land and buildings	-151,020	-23,100	-3,800	
Net capital grants to the private sector	211,310	235,800	97,300	
Capital acquisitions	743			
Book values on sales	-300,477			
Total DEL	-365,923	17,708	44,000	
Annually managed expenditure				
Cost of capital charge	11,277	11,100	2,957	
Other AME items	0	0	0	
Amount of grant-in-aid	225,513	198,095	94,000	

Table B8 Expected use of grant-in-aid to the Rural Development Commission

£ 000

	1999-00 outturn ¹	2000-01 estimated outturn
Running costs		
Salaries	223	41
Administration expenses	257	72
Superannuation	2,487	642
Total running costs	2,967	755
Communications		
VAT		
Other expenditure not included in the control total		
Corporation tax	701	
Pensions bulk transfer	8,420	20,152
Gross total	12,088	20,907
Less		
Receipts		
Workspace (current)		
Workspace (capital)		
Loan capital repayments		
Other	47	10
Total receipts	47	10
Net total	12,041	20,897

1 The figures for 1999-00 represent provision for the RDC's estimated expenditure on functions necessary for winding up its affairs. In 1999-00, provision for the RDC's operational functions is included partly under Countryside Agency estimated outturn and partly under the regional development agencies' expenditure (see Tables B12 and B14 to B21).

Table B9 Expected use of grant-in-aid to English Nature		£ 000		
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	
Departmental Expenditure Limited (DEL)				
Resource				
Running costs	35,218	37,115	44,335	
Grants	1,356	1,536	1,325	
Subsidy (management agreement annual payments- state aid)	5,007	5,868	6,650	
Capital				
Grants	3,034	2,946	2,950	
Purchases of land & other assets	1,720	2,578	2,750	
Total DEL	46,335	50,043	58,010	
Annually Managed Expenditure (AME)				
Cost of capital charge	461	492	500	
Other AME items	1,326	1,598	2,633	
Total AME	1,787	2,090	3,133	
Total managed expenditure	48,122	52,133	61,143	
Grant in aid¹	46,335	50,043	58,010	
1 Amount of grant-in-aid paid to body (on resource basis).				

Table B10 Expected use of grant-in-aid to the National Forest Company		£ 000		
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	
Running costs				
Pay costs	464	526	568	
Non-pay costs	387	370	362	
Programme expenditure				
Tender scheme	1,869	2,045	2,170	
Grants	86	100	150	
Land acquisition	460	271	300	
Total	3,266	3,312	3,550	

B

Table B11 Environment Agency: expected use of grant-in-aid and income £ 000

	1999-00 outturn	2000-01 estimated outturn	Grant-in-aid	2001-02 plans ¹
Summary of expenditure and receipts				
Administration	112,971	113,000		113,000
Other current expenditure	349,002	377,341		390,296
Capital expenditure and investment	143,380	146,378		145,853
Pensions	12,587	13,000		13,200
Gross total	617,940	649,719		662,349
<i>Less</i>				
Receipts				
MAFF grant and grant-in-aid	37,947	33,292		34,292
NAW grant and grant-in-aid	11,764	12,431		12,431
Other income	467,431	498,867		511,831
Net total²	100,798	105,129		103,795
Breakdown of expenditure and expected use of grant-in-aid by function				
Water resources				
Revenue	76,038	85,721	1,700	87,864
Capital	9,766	9,984		10,000
Flood defence				
Revenue	153,233	159,551	29,536	167,657
Capital	122,903	123,509		124,932
Environmental protection				
Revenue	199,123	209,406	87,819	214,571
Capital	5,497	8,664		6,378
Navigation				
Revenue	4,285	5,167	4,475	4,648
Capital	3,553	3,286		3,595
Fisheries				
Revenue	22,501	22,812	7,481	21,453
Capital	974	378		409
Recreation				
Revenue	1,998	1,843	1,870	1,822
Capital	281	244		236
Conservation				
Revenue	3,595	3,530	4,971	3,915
Capital	406	313		303
Other	1,200	2,311		1,366
Ex-water authority pensions				
(un-disaggregated)	12,587	13,000	13,000	13,200
Total	617,940	649,719	150,852	662,349

Table B11 Environment Agency: expected use of grant-in-aid and income (continued)

1 The Environment Agency's estimated other income (£498.8 million) is made up as follows:

	£ million
Discharge consents	55.3
GIA reserve	2.8
IPC	19.9
Integrated pollution prevention and control	3.2
Radioactive Substances Act	5.7
Waste regulation charges	36.5
Fisheries income	15.6
Recreation income	0.2
Conservation income	1.2
Boat licences	3.2
Navigation tolls, etc	0.8
Abstraction charges	100.2
Water resources income received	0.8
Use of water resource balances	-0.1
Levies	248.7
General drainage charges	0.4
Flood defence interest received	4.5
Use of flood defence balances	-0.1
Total	498.8

2 Total central Government spend is made up from contributions by three departments as follows: grant-in-aid from DETR (£105.1 million); grant-in-aid for fisheries (£4.8 million) and grant for flood defence purposes (£28.5 million) provided by MAFF; and grant-in-aid (£11.4 million) and grant for flood purposes (£1.0 million) provided by the National Assembly for Wales.

Table B12 Expected use of grant-in-aid to the Countryside Agency

£ 000

	1999-00 outturn	2000-01 estimated outturn	2001-02 plans ²
Current expenditure			
Running costs			
Salaries	9,871	13,094	
Administration expenses	6,777	8,721	
VER/VES	455	1,000	
Total running costs	17,103	22,815	
Other direct current			
Research, experiments and national policy fund	4,277	8,410	
Publicity, information and communications	1,681	1,224	
Other programme expenditure	485	385	
Current grants and transfers			
Grants to local authorities	13,401	13,184	
Grants to private and voluntary sectors	6,601	5,141	
Support for rural transport	3,079	5,800	
International subscriptions	9	14	
Capital expenditure			
Direct expenditure			
Purchase of major capital assets	1,390	1,100	
Capital grants and transfers			
Grants	1,433	400	
Village hall loans	395	0	
Other expenditure			
Local heritage initiative grants	148	1,170	
Millennium greens grants	3,094	3,857	
Gross total	53,096	63,500	
<i>Less</i>			
Receipts			
Running costs	568	1,806	
Other current	319	95	
Capital	0	0	
National Lottery	3,407	6,282	
European Community	5	0	
Total receipts	4,299	8,183	
Net total	48,797	55,317	

1 1999-00 was the Countryside Agency's first year of operation.

2 2001-02 figures, which will be in resource terms, are not yet available.

Table B13 Health and Safety Commission: expected use of grant-in-aid and income			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
Resource			
DEL			
Health and Safety Commission	169,931	186,107	182,513
Health and Safety Laboratory	-3,125	-2,185	-2,235
AME			
Health and Safety Commission	10,675	9,526	9,065
Health and Safety Laboratory	-661	5,880	3,312
Total resource	176,820	199,328	192,655
Capital Budget			
Health and Safety Commission	6,691	6,735	6,865
Health and Safety Laboratory	1,193	4,192	4,200
Total capital	7,884	10,927	11,065
Total managed expenditure	184,704	201,255	203,720
Grant-in-aid	184,813	210,258	203,761

Table B14 Expected use of grant-in-aid to One NorthEast			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
DEL			
Resource			
Running costs	17,334	11,614	11,975
Operating income	-15,788	-13,920	-11,667
Grants	40,407	52,024	56,320
Capital			
Grants	61,037	49,730	58,978
Land and property	-4,812	8,030	34,090
Total DEL	98,178	107,478	149,615
Annually managed expenditure			
Cost of capital charge			
Other AME items	0	0	0
Amount of grant-in-aid	98,178	107,478	149,615

Table B15 Expected use of grant-in-aid to the North West Development Agency		£ 000		
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	
DEL				
Resource				
Running costs	21,477	14,101	15,763	
Operating income	-12,189	-11,468	-9,400	
Grants	64,653	82,649	88,269	
Capital				
Grants	73,911	68,317	88,065	
Land and property	- 1,598	-4,970	74,770	
Total DEL	146,254	148,629	257,467	
Annually managed expenditure				
Cost of capital charge				
Other AME items				
Total AME	0	0	0	
Amount of grant-in-aid	146,254	148,629	257,467	

Table B16 Expected use of grant-in-aid to Yorkshire Forward		£ 000		
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	
DEL				
Resource				
Running costs	12,083	9,990	11,672	
Operating income	-7,449	-5,335	-4,650	
Grants	55,310	77,252	91,250	
Capital				
Grants	51,879	61,065	74,271	
Land and property	-2,911	8,620	39,040	
Total DEL	108,912	151,592	211,583	
Annually managed expenditure				
Cost of capital charge				
Other AME items				
Total AME	0	0	0	
Amount of grant-in-aid	108,912	151,592	211,583	

Table B17 Expected use of grant-in-aid to Advantage West Midlands		£ 000		
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	
DEL				
Resource				
Running costs	9,213	9,878	10,392	
Operating income	-1,466	-1,395	-880	
Grants	0	60,326	64,169	
Capital				
Grants	90,961	38,465	43,216	
Land and property	1,079	20,233	32,370	
Total DEL	99,787	127,507	149,267	
Annually managed expenditure				
Cost of capital charge				
Other AME items				
Total AME	0	0	0	
Amount of grant-in-aid	99,787	127,507	149,267	

Table B18 Expected use of grant-in-aid to the East Midlands Development Agency		£ 000		
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	
DEL				
Resource				
Running costs	8,183	8,437	8,710	
Operating income	-3,376	-2,048	-1,900	
Grant	34,909	25,470	26,210	
Capital				
Grants	20,914	22,242	25,011	
Land and property	6,732	12,559	23,540	
Total DEL	67,362	66,660	81,571	
Annually managed expenditure				
Cost of capital charge				
Other AME items				
Total AME	0	0	0	
Amount of grant-in-aid	67,362	66,660	81,571	

Table B19 Expected use of grant-in-aid to the East of England Development Agency			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
DEL			
Resource			
Running costs	4,423	6,205	6,995
Operating income	-506	-418	-486
Grants	-17	17,641	20,674
Capital			
Grants	23,089	11,224	13,659
Land and property	1,362	2,748	15,920
Total DEL	28,351	37,400	56,762
Annually managed expenditure			
Cost of capital charge			
Other AME items			
Total AME	0	0	0
Amount of grant-in-aid	28,351	37,400	56,762

Table B20 Expected use of grant-in-aid to the South West of England Development Agency			£ 000
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans
DEL			
Resource			
Running costs	10,426	10,167	10,912
Operating income	-8,703	-3,416	-3175
Grants	29,425	20,449	23,414
Capital			
Grants	20,395	17,236	21,060
Land and property	944	16,906	14,380
Total DEL	52,487	61,342	66,591
Annually managed expenditure			
Cost of capital charge			
Other AME items			
Total AME	0	0	0
Amount of grant-in-aid	52,487	61,342	66,591

Table B21 Expected use of grant-in-aid to the South East of England		£ 000		
Development Agency				
	1999-00 outturn	2000-01 estimated outturn	2001-02 plans	
DEL				
Resource				
Running Costs	6,817	7,598	7,768	
Operating Income	-406	0	-98	
Grants	628	30,923	36,351	
Capital				
Grants	43,332	27,020	33,102	
Land and Property	580	9,494	17,500	
Total DEL	50,951	75,035	94,721	
Annually Managed Expenditure				
Cost of Capital Charge				
Other AME Items				
Total AME	0	0	0	
Amount of grant-in-aid	50,951	75,035	94,721	

Table B22 Expected use of grant-in-aid to the London Development Agency ¹		£ 000	
	2000-01 estimated outturn	2001-02 plans	
DEL			
Resource			
Grants	104,712	117,063	
Capital			
Grants	129,013	133,255	
Total DEL	233,725	250,318	
Annually managed expenditure			
Total AME	0	0	
Amount of grant-in-aid	233,725	250,318	

1 The LDA is not an NDBP but a local authority. This table is shown for comparative purposes.

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APPENDIX C

Other Tables

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Table C1 Projects involving private finance¹ £ million

	1999–00 estimated outturn	2000–01 projected	2001–02 projected
Estimated gross publicly sponsored capital	5,942	6,292	6,395
<i>Of which</i>			
Capital spending by private sector on PPP/PFI projects	767	619	639
Capital spending by public sector under conventional procurement and support of privately financed projects	5,175	5,673	5,756
Net current payments by public sector under PFI contracts	308	335	334

1 Projects included in this table are those undertaken or supported by the DETR (including executive agencies and NDPBs). Local authority projects are not included.

Table C2 Summary of gross administration expenditure and allowable receipts within the DETR gross administration cost limit for 2001–02¹ £ million

RfR section ²	Administration cost expenditure	Allowable receipts ⁵	Total share of limit
1F Rent assessment panels ³	2		2
4A Central departmental administration ⁴	267	-2	265
4B Government offices	70		70
4D PSA services	7		7
2B Maritime Coastguard Agency	45		45
1L Planning Inspectorate	32		36
1G The Rent Service	36		36
4E Queen Elizabeth II Conference Centre capital charge	1		1
2F Highways Agency	69		69
2M Driver and Vehicle Licensing Agency	249		249
Total DETR gross administration cost limit 2001–02	787	-2	785

1 The figures in this table are consistent with those published in the relevant departmental supply estimates and with Table A9 and Figure 14d elsewhere in this report.

2 The expenditure and receipts budgets which make up the DETR gross administration cost limit are included in DETR votes as shown in this column.

3 This section is titled 'Housing' in the supply estimate for RfR 1.

4 Central administration includes the departmental administration cost reserve.

5 Allowable (gross administration cost) receipts are included in supply estimates as appropriations in aid. They include certain payments received from other Government departments and organisations.

Table C3 Running costs for larger NDPBs ¹								£000
NDPB	1995–96 outturn	1996–97 outturn	1997–98 outturn	1998–99 outturn	1999–00 outturn	2000–01 estimated outturn	2001–02 plans	2002–03 plans
Countryside Agency ²	9,792	8,636	8,620	9,368	17,613	24,372	27,000	27,400
English Nature ³	20,274	20,369	20,199	19,913	21,697	23,943	28,224	29,569
Joint Nature Conservancy Committee ⁴	2,161	2,001	1,962	1,823	1,942	2,249	2,243	2,278
Environment Agency ⁵	5,500	103,703	106,482	107,954	112,971	113,000	113,000	113,000
English Partnerships								
Commission for the New Towns	37.7	34.6	37.6	30.9	14.3	15.4	15.5	15.4
Urban Regeneration Agency	29.7	29.7	31.8	33.0	13.8	11.7	11.4	11.4
Housing action trusts	19,100	18,983	20,236	16,528	13,126	13,509	13,010	12,434
Castle Vale	3,700	4,101	4,335	3,968	3,911	3,964	3,511	3,258
Liverpool	4,100	4,121	3,750	3,889	3,753	3,854	3,501	3,436
North Hull ⁶	2,500	2,158	3,259	2,089	-	-	-	-
Stonebridge	1,800	2,588	3,066	3,087	3,124	3,551	3,656	3,587
Tower Hamlets	3,200	3,363	3,657	1,884	900	852	1,129	1,148
Waltham Forest	3,800	2,652	2,169	1,611	1,438	1,288	1,213	1,005
Housing Corporation	30,376	31,718	29,386	28,157	30,172	31,394	36,366	34,366
Regional development agencies ⁷	-	-	-	-	73,691	77,990	84,285	84,285
<p>1 'Larger' here means a body with at least 25 staff and which normally relies on grant-in-aid for 50 per cent of its income or trades mainly with Government departments.</p> <p>2 The Countryside Agency was established on 1 April 1999, thus the figures for 1995–96 to 1998–99 are in respect of the Countryside Commission.</p> <p>3 Figures relate to the total salary and support costs for English Nature but not superannuation, as these are non-effective costs that relate to pensioners and not EN's current activities.</p> <p>4 JNCC is funded jointly by English Nature, Scottish Natural Heritage and the Countryside Council for Wales.</p> <p>5 Figures represent the agency's central and regional core administration overheads controlled through the 'total administrative cost' regime.</p> <p>6 North Hull HAT ceased operating in March 1999.</p> <p>7 These figures are for the eight RDAs established on 1 April 1999. They exclude the London Development Agency which is not an NDPB. The running costs for individual RDAs are set out in Appendix B (Tables B14-B21).</p>								

Table C4 Long-term capital projects¹

£ million

	Year of start/ original estimate of year of completion ²	Current estimate of year of completion	Original estimate of total spend	Current estimate of total spend	Spend in past years to 31/3/2000	Forecast spend to 31/3/2001	Estimated provision for 2001-02	To be spent in future years ²
Major motorway schemes								
Schemes in progress (in year ending 31/3/2001) with a works cost over £50m								
M60 Denton – Middleton	1993-94/ 1998-99	2000-01	335.4	458.7	391.5	49.9	10.0	7.3
Total for motorway schemes			335.4	458.7	391.5	49.9	10.0	7.3
Major schemes on other trunk roads								
Schemes in progress (in year ending 31/3/2001) with a works cost over £50m								
A2 – M2 Cobham junction 4	1999-00/ 2002-03	2002-03	195.7 ⁴	191.2	25.9 ⁵	64.8	49.6	50.9
A1033 Hedon Road (Hull) improvement	2000-01/ 2003-04	2003-04	49.0 ⁴	52.0	0.7 ⁵	4.7	17.0	29.6
A43 Towcester to M40 dualling	2000-01/ 2002-03	2003-04	51.7 ⁴	70.9	0.6 ⁵	11.3	54.5	4.5
Total for other trunk roads			296.4	314.1	27.2	80.8	121.1	85.0
Major schemes total			631.8	772.8	418.7	130.7	131.1	92.3
Trend						1997-98	1998-99	2000-01
% of projects with later current completion date than original						69	71	20
% of projects with higher current estimate of expenditure than original						100	100	60
1 Only schemes on site during 2000-01 are shown in this table. Figures include non-recoverable VAT only and are for works costs only (including works, stats, ancillaries including landscaping and noise reduction).								
2 All original estimates are at second quarter 2000 values.								
3 Estimates of future spend are valued at current financial year prices.								
4 Based on estimates produced prior to tender invitation.								
5 From 1997-98 Roads Review, when decisions were taken to progress to tender invitation.								

Table C5 Recruitment statistics¹

Grade	Non-civil service	Fixed-term appointment	Permanent	Casual ²	Female minority	Ethnic	Disabled ³	
Pay band 1	0	7	1	28	15	0	0	
Pay band 2	1	12	57	2	37	16	2	
Pay band 3	1	1	124	12	64	4	3	
Pay band 4	6	3	68	3	27	2	2	
Pay band 5	2	1	28	0	8	0	0	
Pay band 6	15	4	45	0	17	0	0	
Pay band 7	2	0	7	0	2	1	0	
SCS	3	1	14	23	23	0	0	
Totals	30	29	344	68	193	23	7	
1 For all staff recruited from 1 January 2000 to date.								
2 Casual staff are employed for short periods of up to 12 months to fill a vacancy temporarily or undertake a particular piece of work.								
3 Figures show those that declared a disability.								

Table C6 Exceptions to recruitment code

Category	Number
Casual appointments extended over 12 months	3
Recurrent short-term appointments	2
Short-term appointments where highly specialised skills requested	3
Extension of short-term appointment beyond publicised period or conversion to permanence	3
Inward secondments	62
Outward secondments	70
Extensions to secondments	10
Reinstatements/re-employments of former civil servants	5
Transfers of staff with work	3
Transfers of staff from other public services without work	0
Surplus acceptable staff	0
Disabled candidates	0
Exceptions reserved for the Commissioner	0

C

Main Estimates 2001–02

Appendix A: Public Expenditure Tables

Appendix B: Grant-in-Aid Tables

Appendix C: Other Tables

Appendix D: Public Appointments

*Appendix E: Public Accounts
Committee Recommendations*

Appendix F: Environmental Appraisals

Glossary

Bibliography

Useful Addresses

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APPENDIX D

Public Appointments

Public body and name of appointee	Position	Period of appointment	Remuneration		Time input
			Notional £	Actual £	
Advisory Committee on Business and the Environment					
Dr A Tillotson	Member	21/01/2000–31/05/2001		unpaid	10 dpy
+ T Tennant	Member	21/01/2000–31/05/2001		unpaid	10 dpy
D Razdan	Member	21/01/2000–31/05/2001		unpaid	10 dpy
Advisory Committee on Packaging					
B P Van Danzig	Member	06/12/2000–31/12/2003		unpaid	10 dpy
R Marsh	Member	06/12/2000–		unpaid	9 dpy
P Conran	Member	06/12/2000–		unpaid	9 dpy
M Webb	Member	06/12/2000–		unpaid	9 dpy
Advisory Committee on Releases to the Environment					
J N Pretty	Deputy Chair	09/03/2000–17/06/2004		132	8 dpy
Advisory Panel on Standards for the Planning Inspectorate					
+ P A David	Member	01/08/2000–23/07/2003		unpaid	10 dpy
Audit Commission					
+ * A Fresco	Deputy Chair	01/12/2000–31/10/2003	84,135	15,490	4 dpm
+ * Professor S Richards	Member	01/11/2000–31/10/2003		7,000	2 dpm
* Cllr Sir David Williams	Member	01/11/2000–31/10/2003		7,000	2 dpm
N Skellett	Member	01/12/2000–31/10/2003		7,000	2 dpm
C Swinson	Member	01/12/2000–31/10/2003		7,000	2 dpm
G Lemos	Member	01/12/2000–31/10/2003		7,000	2 dpm
+ Dr P Lane	Member	01/12/2000–31/10/2003		7,000	2 dpm
British Railways Board					
* J J Jerram	Deputy Chair	01/01/2000–31/12/2000	107,440	107,440	5 dpw
+ A Hemingway	Member	01/05/2000–30/04/2002		8,960	0.5 dpw
+ J Rubin	Member	01/05/2000–30/04/2002		8,960	0.5 dpw
W Gallagher	Member	01/05/2000–30/04/2002		8,960	0.5 dpw
D Grayson	Member	01/05/2000–30/04/2002		8,960	0.5 dpw
J Mayhew	Member	01/05/2000–30/04/2002		8,960	0.5 dpw
A Montague	Member	01/05/2000–30/04/2002		8,960	0.5 dpw
K Small	Member	01/05/2000–30/04/2002		8,960	0.5 dpw
British Waterways Board					
Sir Peter Soulsby	Deputy Chair	01/09/2000–31/05/2001		13,115	3.5 dpm
D Langslow	Member	04/09/2000–03/09/2003		9,943	3.5 dpm
+ H Gordon	Member	04/09/2000–03/09/2003		9,943	3.5 dpm
I Darling	Member	04/09/2000–03/09/2003		9,943	3.5 dpm
Buildings Regulations Advisory Committee					
Professor P O'Sullivan	Chair	01/01/2000–31/12/2001		unpaid	70 dpy
M Finn	Deputy Chair	01/01/2000–31/12/2001		unpaid	60 dpy
* Dr C Anumba	Member	01/02/2000–31/01/2002		unpaid	20 dpy
+ Female	* Re-appointment				

Public body and name of appointee	Position	Period of appointment	Remuneration		Time input
			Notional £	Actual £	
* R Davies	Member	01/02/2000–31/01/2002		unpaid	40 dpy
+ * C Wright	Member	01/02/2000–31/01/2002		unpaid	30 dpy
* K W G Blount	Member	01/01/2000–31/12/2001		unpaid	80 dpy
Professor P Jones	Member	01/10/2000–30/09/2003		unpaid	6 dpy
F Sheehan	Member	01/10/2000–30/09/2003		unpaid	2 dpy
+ A Tynan	Member	01/10/2000–30/09/2003		unpaid	2 dpy
S Walsh	Member	01/10/2000–30/09/2002		unpaid	2 dpy
K Williams	Member	01/10/2000–30/09/2003		unpaid	10 dpy
Civil Aviation Authority					
* D Andrew	Member	01/04/2000–31/03/2003	110,000	110,000	5 dpw
* R Profit	Member	14/11/2000–13/11/2003	116,000	116,000	5 dpw
Commission for Integrated Transport					
T Matthews	Member	25/09/2000–20/06/2002		unpaid	2 dpm
Commission for the New Towns					
Sir Idris Pearce	Deputy Chair	01/04/2000–30/11/2000		unpaid	1 dpw
D Edmonds	Member	01/01/2000–31/12/2002		unpaid	1.5 dpm
+ Dr P Lane	Member	01/01/2000–31/12/2002		unpaid	1.5 dpm
Dr J N Bridge	Member	01/01/2000–31/12/2002		unpaid	1.5 dpm
B Gidoomal	Member	01/07/2000–30/06/2003		unpaid	1.5 dpm
Commons Commission					
* I L R Romer	Chief Commissioner	01/06/2000–31/03/2001	95,873	19,174	1 dpw
Countryside Agency					
* D Woodhall	Member	01/04/2000–31/03/2001		6,318	2 dpm
P Fane	Member	01/04/2000–31/03/2003		6,318	2 dpm
A Hams	Member	01/04/2000–31/03/2003		6,318	2 dpm
+ L Frank-Riley	Member	01/04/2000–31/03/2003		6,318	2 dpm
+ S Stapely	Member	01/04/2000–31/03/2003		6,318	2 dpm
Darwin initiative					
Dr M Collins	Member	07/12/2003–06/12/2003		unpaid	4 dpy
+ Professor D Edwards	Member	07/12/2003–06/12/2003		unpaid	4 dpy
Professor D Goode	Member	07/12/2003–06/12/2003		unpaid	4 dpy
+ Dr M O'Neill	Member	07/12/2003–06/12/2003		unpaid	4 dpy
Professor I Swingland	Member	07/12/2003–06/12/2003		unpaid	4 dpy
English Nature					
* Professor R C L Wilson	Member	01/04/2000–31/03/2001		11,070	3.5 dpm
* Professor G L Lucas	Member	01/04/2000–31/03/2003		7,907	2.5 dpm
D A Forster	Member	10/01/2000–09/01/2005		unpaid	2.5 dpm
E Gallagher	Member	01/09/2000–31/03/2003		7,907	2.5 dpm
+ * J Kelly	Member	01/04/2000–31/08/2000		7,907	2.5 dpm
English Partnerships					
* Sir Idris Pearce	Deputy Chair	01/04/2000–30/11/2000	79,210	31,683	1 dpw
D Edmonds	Member	01/01/2000–31/12/2002		10,664	1.5 dpm
+ Dr P Lane	Member	01/01/2000–31/12/2002		10,664	1.5 dpm
Dr J N Bridge	Member	01/01/2000–31/12/2002		10,664	1.5 dpm
B Gidoomal	Member	01/07/2000–30/06/2003		10,664	1.5 dpm
Environment Agency					
Cllr Sir John Harman	Chair	01/01/2000–31/12/2003	115,870	81,030	3.5 dpw
C Hampson	Deputy Chair	01/05/2000–07/08/2000	60,170	23,070	6 dpm
+ Female	* Re-appointment				

Public body and name of appointee	Position	Period of appointment	Remuneration		Time input
			Notional £	Actual £	
* G Manning	Member	08/08/2000–07/08/2003	61,910	23,640	7 dpm
* G Wardell	Member	08/08/2000–07/08/2004	61,910	23,640	7 dpm
T Cantle	Member	18/09/2000–15/09/2003	61,910	13,510	4 dpm
P Matthews	Member	18/09/2000–15/09/2003	61,910	13,510	4 dpm
+ S Parkin	Member	18/09/2000–15/09/2003	61,910	13,510	4 dpm
+ K L Warren	Member	17/10/2000–18/10/2003	61,910	23,640	7 dpm
Expert Panel on Sustainable Development Education					
+ J E Munsiff	Member	14/06/2000–14/06/2003		unpaid	13 dpy
+ D Clarke	Member	14/06/2000–14/06/2003		unpaid	13 dpy
Health and Safety Commission					
* Dr M McKiernan	Member	01/04/2000–30/09/2000		1,367	2 dpm
+ * Cllr J Edmond-Smith	Member	01/04/2000–31/03/2003		1,367	2 dpm
+ J Donovan	Member	01/10/2000–30/09/2003		1,367	2 dpm
+ M Rooney	Member	01/10/2000–30/09/2003		1,367	2 dpm
Housing Action Trust Castle Vale					
D Douglas	Member	30/06/2000–29/06/2002		6,300	0.5 dpw
Housing Action Trust Liverpool					
* R Dykes	Deputy Chair	01/06/2000–28/02/2003	53,840	10,764	1 dpw
* C Hubbard	Member	01/07/2000–30/06/2004		6,300	0.5 dpw
* J Power	Member	01/12/2000–07/02/2002		6,300	0.5 dpw
Housing Action Trust Stonebridge					
+ C Pickering	Chair	17/07/2000–16/07/2003	79,320	47,592	3 dpw
+ * M Rogers	Deputy Chair	01/11/2000–31/10/2003	53,840	10,764	1 dpw
* I Ferguson	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
* Cllr D Coughlin	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
+ * H Kaur	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
* D Leatham	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
+ B Ainger	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
H Bolaji	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
Cllr R Hamadi	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
+ Y Lewis	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
T Bamford	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
T Wright	Member	01/11/2000–31/10/2003		6,300	0.5 dpw
Housing Corporation					
E Armitage	Deputy Chair	01/10/2000–30/09/2004	59,880	23,950	2 dpw
+ * S Button	Member	01/10/2000–30/09/2004		13,246	1 dpw
R Arthur	Member	01/10/2000–30/09/2003		10,921	1 dpw
Dr M Duncan	Member	01/10/2000–30/09/2003		10,921	1 dpw
Dr N Perry	Member	01/10/2000–		unpaid	1 dpw
Inland Waterways Amenity Advisory Council					
+ * Lady Knollys	Chairman	01/02/2000–31/01/2002		188	100 dpy
* Dr J W Eaton	Member	01/10/2000–31/07/2001		unpaid	1 dpm
* J R Hume	Member	01/10/2000–31/07/2001		unpaid	1 dpm
* A J Hirst	Member	01/10/2000–31/03/2001		unpaid	1 dpm
* Professor A Collier	Member	01/10/2000–31/03/2001		unpaid	1 dpm
+ * A Smith	Member	01/10/2000–31/03/2001		unpaid	1 dpm
* M Palmer	Member	01/10/2000–30/03/2001		unpaid	1 dpm
* D Morgan	Member	01/10/2000–31/03/2001		unpaid	1 dpm
Joint Nature Conservation Committee					
* Sir Angus Stirling	Chair	01/07/2000–31/12/2001	73,370	29,348	2 dpw
Professor R J Pentreath	Member	01/04/2000–31/03/2003		7,907	2.5 dpm
+ Female	* Re-appointment				

Public body and name of appointee	Position	Period of appointment	Remuneration		Time input
			Notional £	Actual £	
Property Advisory Group					
* A White	Member	01/01/2000–31/12/2002		unpaid	9 dpy
* C Brocklehurst	Member	01/01/2000–31/12/2000		unpaid	9 dpy
* Professor P McNamara	Member	01/01/2000–31/12/2002		unpaid	9 dpy
+ L Maclean	Member	01/10/2000–31/12/2003		unpaid	9 dpy
+ * L Webber	Member	01/01/2000–31/12/2002		unpaid	9 dpy
Radioactive Waste Management Advisory Committee					
* Professor C Curtis	Chair	15/08/2000–30/09/2001		220	3 dpm
* Professor A Blowers	Member	01/08/2000–30/09/2001		188	22 dpy
* Dr M Courtis	Member	01/08/2000–30/09/2001		188	22 dpy
J A Hetherington	Member	31/07/2000–30/07/2001		188	22 dpy
Regional development agencies – South East England					
Dr P R Read	Member	01/11/2000–31/10/2003		7,203	2 dpm
+ M McAnally	Member	01/11/2000–31/10/2003		7,203	2 dpm
Regional development agencies – Advantage West Midlands					
N Price	Member	14/04/2000–13/04/2003		7,203	2 dpm
Regional development agencies – Yorkshire Forward					
+ J Coburn	Member	17/10/2000–16/10/2003	7,203	7,203	2 dpm
Rent assessment panels					
Chilterns, Thames and Eastern					
* G K Sinclair	Member	01/04/2000–30/09/2003			
* N K Nicol	Member	01/04/2000–30/09/2003			
* J R Morris	Member	01/01/2000–29/09/2002			
London					
+ S E McGrath	President	01/12/2000–31/01/2003	70,840	42,505	3 dpw
+ * A Hamilton-Farey	Vice President	01/04/2000–31/03/2005	67,140	40,285	3 dpw
* J C Sharma	Vice President	01/04/2000–31/03/2005	67,140	40,285	3 dpw
* G I Coe	Member	01/04/2000–31/03/2002			
* P A Copland	Member	01/04/2000–31/03/2003			
+ * Lady Davies	Member	01/04/2000–31/03/2005			
* D L Edge	Member	01/04/2000–31/03/2005			
* B H Hord	Member	01/04/2000–31/03/2005			
* G D Smith	Member	01/04/2000–31/03/2003			
* B J Stevens	Member	01/04/2000–31/03/2003			
* P J Stowers	Member	01/04/2000–31/03/2004			
* D D Banfield	Member	01/04/2000–31/03/2005			
+ * J McGrandle	Member	01/04/2000–31/03/2005			
+ * E Flint	Member	01/04/2000–31/03/2005			
* P G Plumbe	Member	01/04/2000–31/03/2005			
* W J Reed	Member	01/04/2000–31/03/2005			
+ * M Krisko	Member	01/04/2000–31/03/2005			
* P Tobin	Member	01/04/2000–31/03/2005			
* D N Huckle	Member	01/04/2000–31/03/2005			
* R A Potter	Member	01/04/2000–31/03/2005			
* P M J Casey	Member	01/04/2000–31/03/2005			
* J R Humphrys	Member	01/04/2000–31/03/2005			
+ * I M Persadsingh	Member	01/04/2000–31/03/2004			
+ * A M Seifert	Member	01/04/2000–31/03/2004			
+ * L M Tagliavini	Member	01/04/2000–31/03/2004			
* P D Wulwik	Member	01/04/2000–31/03/2004			
* J C Avery	Member	01/04/2000–31/03/2005			
+ Female	* Re-appointment				

Public body and name of appointee	Position	Period of appointment	Remuneration		Time input
			Notional £	Actual £	
* J C L Rowland	Member	01/04/2000–31/03/2005			
* C White	Member	01/04/2000–31/03/2005			
* M Taylor	Member	01/09/2000–31/08/2005			
+ * K Firth-Butterfield	Member	01/04/2000–31/03/2003			
* N K Nicol	Member	01/04/2000–31/03/2005			
+ * S F Redmond	Member	01/04/2000–31/03/2005			
+ G V Barrett	Member	25/04/2000–31/03/2003			
+ Professor V Morris	Member	25/04/2000–31/03/2003			
C S Piarroux	Member	25/04/2000–31/03/2003			
A Ring	Member	25/04/2000–31/03/2003			
+ R I Emblin	Member	04/05/2000–31/03/2003			
M A Matthews	Member	01/07/2000–31/03/2003			
L Jacobs	Member	09/06/2000–31/03/2003			
D Lavene	Member	26/06/2000–31/03/2005			
* J H Rosen	Member	01/04/2000–31/03/2004			
A J Engel	Member	03/08/2000–31/07/2005			
* P F Prior	Member	01/04/2000–31/03/2002			
D R Stevens	Member	09/06/2000–31/08/2000			
P J Scrafton	Member	23/11/2000–30/11/2005			
+ N D Kanani	Member	23/11/2000–30/11/2005			
+ E A Samupfonda	Member	23/11/2000–30/11/2005			
T Johnson	Member	01/11/2000–31/10/2005			
L Jarero	Member	01/11/2000–31/10/2005			
Merseyside and Cheshire					
+ * E M Thornton-Firkin	Vice President	01/04/2000–31/03/2005	64,370	12,875	1 dpw
* N Cannon	Member	01/04/2000–31/03/2005			
* J R Hilton	Member	01/04/2000–31/03/2005			
* R D Pritchard	Member	01/04/2000–31/03/2005			
* E Burton	Member	01/04/2000–31/03/2005			
* M G A Hope	Member	01/09/2000–31/08/2005			
Midlands					
* J R Bettinson	President	01/01/2000–14/10/2002	68,070	13,615	1 dpw
* Professor N P Gravells	Vice President	01/01/2000–31/12/2004	64,370	12,875	1 dpw
* A P Bell	Member	01/01/2000–31/12/2004			
* J H Dove	Member	01/01/2000–31/12/2004			
* P J Hawksworth	Member	01/01/2000–31/12/2004			
* A J Lord	Member	01/01/2000–31/12/2001			
* J C Ritchie	Member	01/01/2000–31/12/2004			
+ * C E S Andrew	Member	01/01/2000–31/12/2004			
* R M Heelis	Member	01/01/2000–31/12/2000			
* W J Martin	Member	01/01/2000–31/12/2004			
* J K McLaughlin	Member	01/01/2000–31/12/2004			
+ * J S Pacey	Member	01/01/2000–31/12/2004			
* P J Waller	Member	01/01/2000–31/12/2004			
* K A Rushworth	Member	01/01/2000–04/06/2002			
* W G T Vaughan	Member	01/01/2000–31/12/2002			
+ * D H Evans	Member	01/01/2000–31/12/2004			
* M Wall	Member	01/04/2000–31/12/2004			
* A J Engel	Member	01/04/2000–31/12/2004			
+ * P Dhadli	Member	01/01/2000–31/12/2004			
* W H Hatcher	Member	01/01/2000–31/12/2004			
* I D Humphries	Member	01/09/2000–31/08/2005			
* N R Thompson	Member	01/09/2000–31/08/2005			
* D Salter	Member	01/04/2000–31/12/2004			
North Eastern					
* M J Simpson	President	01/01/2000–31/12/2004	68,070	27,230	2 dpw
* B Wake	Member	01/01/2000–31/12/2004			
+ Female	* Re-appointment				

Public body and name of appointee	Position	Period of appointment	Remuneration		Time input
			Notional £	Actual £	
* J E Brown	Member	01/01/2000–31/12/2004			
* A J Hawkins	Member	01/01/2000–31/12/2004			
* D Porter	Member	01/01/2000–31/12/2004			
* I J Stephen	Member	01/01/2000–31/12/2004			
* K V Holmes	Member	01/01/2000–31/12/2001			
+ * A Wain	Member	01/01/2000–31/12/2004			
* M G Barnes	Member	01/01/2000–31/12/2004			
+ * A M Davies	Member	01/01/2000–31/12/2004			
+ * J E Oliver	Member	01/01/2000–31/12/2004			
* A M Baker	Member	01/04/2000–31/03/2004			
* A J H Martin	Member	01/04/2000–31/03/2004			
North Western					
* C H Davies	Vice President	01/04/2000–31/03/2005	64,370	12,875	1 dpw
* S Chesters-Thompson	Member	01/04/2000–31/03/2005			
* D Bailey	Member	01/04/2000–31/03/2005			
* N Higgins	Member	01/04/2000–31/03/2005			
* I K Newman	Member	01/04/2000–31/03/2005			
+ * A E Franks	Member	01/04/2000–31/03/2005			
* C R Hartley	Member	01/04/2000–31/03/2005			
* Professor A M Prichard	Member	01/01/2000–31/03/2001			
+ * J A Turner	Member	01/04/2000–31/03/2005			
* J W Shaw	Member	01/04/2000–31/03/2005			
P J Mulvenna	Member	14/10/2000–30/11/2005			
+ C M Wood	Member	14/10/2000–30/11/2005			
South Western					
+ * K Firth-Butterfield	Member	01/04/2000–30/09/2003			
* D R Hebblethwaite	Member	01/04/2000–30/09/2003			
+ * L R Wynn-Jones	Member	01/04/2000–30/09/2003			
* A L Strowger	Member	01/04/2000–30/09/2003			
* K M Lyons	Member	01/09/2000–31/08/2005			
* I R Perry	Member	01/09/2000–31/08/2005			
+ * L B Nicks	Member	01/09/2000–31/08/2005			
Southern and South Eastern					
+ * F J Silverman	Member	01/04/2000–30/09/2003			
* R Norman	Member	01/04/2000–30/09/2003			
+ * A Hughes	Member	01/04/2000–30/09/2003			
+ * H C Bowers	Member	01/09/2000–31/08/2005			
* I W Collins	Member	01/09/2000–31/08/2005			
* J H S Preston	Member	01/09/2000–31/08/2005			
+ J E Boulter	Member	04/05/2000–30/09/2004			
+ J Dalal	Member	04/05/2000–30/09/2004			
+ J K Morris	Member	04/05/2000–30/09/2004			
+ J Playfair	Member	04/04/2000–30/09/2004			
T W Sennett	Member	24/05/2000–30/09/2004			
Y S Goodacre	Member	01/12/2000–30/09/2004			
Royal Commission on Environmental Pollution					
* Professor R Macrory	Member	14/04/2000–13/04/2003		188	2.5 dpm
* Sir Martin Holdgate	Member	14/04/2000–13/04/2003		188	2.5 dpm
* J S Flemming	Member	14/04/2000–13/04/2003		188	2.5 dpm
* Professor M Marmot	Member	14/04/2000–13/04/2003		188	2.5 dpm
* Professor R Clift	Member	14/04/2000–13/04/2003		188	2.5 dpm
* Reverend Professor M C Banner	Member	14/04/2000–13/04/2003		188	2.5 dpm
+ C Miller	Member	14/04/2000–13/04/2003		188	2.5 dpm
+ Professor J Plant	Member	14/04/2000–13/04/2003		188	2.5 dpm
Dr I Graham-Bryce	Member	14/04/2000–13/04/2003		188	2.5 dpm
Professor Sir Brian Follett	Member	01/12/2000–01/12/2003		188	0.5 dpm
+ Female	* Re-appointment				

Public body and name of appointee	Position	Period of appointment	Remuneration		Time input
			Notional £	Actual £	
Sustainable Development Commission					
J Porritt	Chair	27/07/2000–27/07/2003		10,000	4 dpm
+ M Adebowale	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
Professor R Aspinwall	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ H Browning	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ Cllr M Child	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ R Clifton	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ L Colbourne	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ A Coote	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ E Crooks	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ N Gavron	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
Dr C Gibson-Smith	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
B Hanna	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ D Hutton	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
Dr A Knight	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
W Menzies	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
T O'Riordan	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
D Osborn	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
+ A Power	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
C Secrett	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
R Wakeford	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
G Wynne	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
R Young	Member	18/10/2000–18/10/2003		3,000	1.5 dpm
Traffic areas					
Eastern					
M Guy	Deputy Chair	01/06/2000–31/05/2003		223	
* B M K Horner	Deputy Chair	01/01/2000–03/05/2001		223	
North Eastern					
T Macartney	Chair	28/02/2000–30/06/2012	59,001	59,001	5 dpw
* B M K Horner	Deputy Chair	01/01/2000–03/05/2001		223	
* M Hinchcliffe	Deputy Chair	18/04/2000–17/04/2003		223	
+ B Bell	Deputy Chair	10/04/2000–09/04/2003		223	
North Western					
+ B Bell	Chair	10/04/2000–07/12/2024	59,001	59,001	5 dpw
* M Hinchcliffe	Deputy Chair	18/04/2000–17/04/2003		223	
* B M K Horner	Deputy Chair	01/01/2000–03/05/2001		223	
T Macartney	Deputy Chair	10/04/2000–09/04/2003		223	
South Eastern and Metropolitan					
C S Heaps	Chair	04/01/2000–15/11/2007	60,102	60,102	5 dpw
A R Bourlet	Deputy Chair	04/01/2000–03/01/2003		223	
Brigadier M H Turner	Deputy Chair	01/02/2000–31/07/2000		223	
Western					
P K Brown	Chair	09/05/2000–16/04/2018	59,001	59,001	5 dpw

+ Female * Re-appointment

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APPENDIX E

Public Accounts Committee Recommendations

This section sets out information relating to reports on the Department's work by the National Audit Office (NAO) and the Public Accounts Committee (PAC). Further details can be found in the reports themselves and in the relevant Treasury Minutes.

The Sale of Railfreight Distribution

NAO report, 26 March 1999 (HC 280)

PAC hearing, 28 June 1999

PAC 40th report, 10 November 1999
(HC 601, 1998–99)

Treasury Minute, 27 January 2000 (Cm 4576)

The Department noted the committee's observations that:

- the minimum usage charge to which British Rail was committed until November 2006, though it gave Eurotunnel assurance about revenues, was so high that it contributed significantly towards the £65 million loss in Railfreight Distribution's business in 1995-96;
- the advice the Department received in evaluating alternative courses of action of closure or continuing ownership of the business may have been weighted in favour of the privatisation option;
- the sale meant that EW&S Holdings' dominance in the domestic rail freight market was strengthened, which gave EW&S Holdings ownership of five of the six freight companies previously owned by British Rail;

- the Department might have considered more carefully whether or not Freightliner's late bid represented better value, and the potential effect of increased competition in the domestic rail freight market;
- the Department might have attempted to share the costs of taking over Railfreight Distribution with EW&S Holdings, notwithstanding the Department's view that it would have been difficult to reopen the agreement because the Government had failed to obtain clearance on time;
- clawback provisions to protect the future value of grant repayments were included in the agreement, and its recommendation that departments should give consideration in future sales to indexing such payments.

The Department agrees with the committee's conclusion that:

- the costs associated with privatising Railfreight Distribution should have been taken into account when comparing the options, though the Department believes that privatisation would still have proved the best option.

The Department accepted the committee's recommendations:

- that in order to seek to transfer more private freight on to the railways, the Department should think creatively about how to extract the maximum value from their assets – the Department subsequently took action to increase the take-up of freight grants;

- to include, in future similar circumstances, a more detailed assessment of the risks involved in closing a business or retaining it in public ownership, including quantification of the likely consequences;
- that in future sales, departments set timetables that give bidders adequate time to consider their bidding strategy, including the options for forming consortia with other interested parties;
- that the Department monitors the performance of EW&S Holdings closely so that it will be in a position to act quickly to minimise the cost to the taxpayer in the event that the financial risks involved in the sale crystallise.

Vehicle Emissions Testing

NAO report, 6 May 1999 (HC 402)

PAC hearing, 24 January 2000

PAC report, 4 May 2000 (HC 189)

Treasury Minute, 28 June 2000 (Cm 4758)

The Department accepted the committee's recommendations (in italics) as follows.

- *The Vehicle Inspectorate (VI) give high priority to ensuring that every MOT tester can carry out the catalyst vehicle emissions test consistently and to the required standard. VI has given high priority to this objective. A free video on catalyst emissions testing was sent to every MOT testing station in July 1999, and by the beginning of summer 2000 all testers had undergone retraining.*
 - *The VI needs to improve the targeting of roadside checks. Targeting will be improved following the introduction of computerisation into the MOT testing scheme. We are also planning to carry out field trials to see whether remote-sensing equipment can provide a cost-effective method of targeting vehicles.*
 - *It should monitor the cost and impact of the emissions testing regime to ensure that it continues to be cost-effective and to make a worthwhile contribution to achieving targets set out in the national air quality strategy. We will do so. Better information will be available following the*
- introduction of MOT computerisation towards the end of 2002.
 - *It should ensure that computer systems and testing equipment which use vehicle identification and engine numbers are made available as soon as possible, and are supported by appropriate training and support. Emissions testing equipment already includes vehicle identification and engine numbers. They will also be included on the new computer systems to be introduced into MOT testing stations in 2002. Training and support is given by equipment manufacturers and has been supplemented with further training provided by VI.*
 - *It should reconsider the case for giving VI power to use defective vehicles in incognito inspections when a suitable legislative opportunity occurs. We will give this suggestion further consideration.*
 - *The VI should ensure that the MOT computerisation project progresses as planned and delivers a timely and robust system. It is planned that the computerisation of MOT testing stations will take place over a six-month period between May and October 2002. Progress will be monitored carefully and continuously.*
 - *The MOT computer system should provide VI with the facility to follow up cars and light goods vehicles which fail their annual MOT test, and to counter the problem of stolen certificates. Our plan from the outset has been that it should do both.*
 - *The VI should examine the large regional variations in failure rates, identify their causes and take action to remedy any inconsistencies. Action has already been taken. VI reminded its examiners of the standards to be applied, and there is now much less of a regional variation in failure rates. Quality assurance checks of the work done by local authorities has been introduced, and regional variation will be kept under review.*
 - *It should examine the case for allowing cars and light vehicles which fail a roadside emissions check to be required to pass a subsequent emissions-only test rather than a full MOT test. We have examined the case for allowing an emissions-only test to be carried out. However, it is not significantly more expensive for a full MOT test to be carried*

out, and is likely that vehicles which have emission faults might also have other defects.

- *Publicity for the smoky vehicle hotline should be stepped up. It should be given a national number and reports should systematically be followed up.* A single national number (0870 6060440) has now been introduced. Advice on the new number has gone out to trade associations and has also been included on information leaflets.
- *It should consider the scope for accelerating emissions testing research and publishing interim findings, so that the testing regime may be revised or extended if warranted.* We are doing all we can to accelerate the timings on research projects. We will review emerging findings as projects progress.
- *It should assess the case for reducing the frequency of testing catalyst-equipped cars once more information is available on how catalysts perform as they get older.* We propose to review this question in 2002–03 when better information about test failures will be available following MOT computerisation.
- *It should assess whether the benefits of make- and model-specific emissions testing outweigh the complexity and scope for error it brings.* EC Directive 96/96 requires that member states should test to make and manufacturer values. MOT computerisation will provide better information on test failures. We are considering the testing of vehicles to default values initially, and limiting testing to model-specific values to vehicles which do not pass at the emissions default value.

The Department welcomed the NAO inquiry into vehicle emissions testing and the subsequent consideration of their report by the committee. These have helped to focus attention on the importance of motorists keeping their vehicle exhaust emissions to a minimum. The Department has been working closely with the Vehicle Inspectorate to put the recommendations into practice and ensure that the vehicle emissions testing regime in Britain is as effective and reliable as possible.

Assisting Local Regeneration

NAO report, 30 July 1999 (HC 642)

PAC hearing, 28 February 2000

PAC report, 21 June 2000 (HC 283)

Treasury Minute, 12 October 2000 (Cm 4863)

The Department agreed with the committee's conclusions on:

- the importance of effective local partnerships in delivering regeneration benefits;
- the need to ensure that regional development agencies (RDAs) identify the economic, physical and social factors that may be contributing to local deprivation and, working with other organisations and local communities, set out in their strategies how they intend to address these issues;
- ensuring that RDAs have appropriate arrangements in place to evaluate the impact of local partnerships in alleviating local deprivation;
- ensuring that RDAs take funding from other public sources into account whenever they scrutinise the value for money to be obtained from new project applications. If funding is above benchmarks, then RDAs should ensure that the justification is adequately documented;
- the need for a balance to be struck between approving project applications quickly and ensuring that sufficient information is obtained to confirm that proposed projects offer value for money, and ensuring that RDAs take action to investigate should approval times begin to slip;
- the need to check as part of its financial monitoring that RDAs have effective arrangements in place for collecting receipts from past projects;
- the need for RDAs to maintain accurate and reliable data on project performance, and for staff using the system to be appropriately trained and correctly apply the guidelines on counting outputs;

- the need for common output definitions across English Partnerships (EP) and the RDAs;
- the need to ensure that regeneration bodies take account of other public sector funding sources when reporting their outputs, thereby avoiding the risk of double-counting;
- the need to ensure that underlying output data are sufficiently robust if performance-related pay is to be linked into the delivery of outputs;
- the need for some form of independent validation of performance reporting systems.

The Department also noted:

- the need to encourage RDAs to estimate the likely total cost of meeting local partnership objectives, the timescales within which these resources will be needed and the likely funding sources;
- the need to investigate further the committee's recommendation that consideration should be given to strengthening the penalties that might be payable by grant recipients for failure to notify regeneration funding bodies when receipts are due;
- the need for RDAs to ensure that completion reports are prepared on time, and that any lessons learned are collated and used to inform the selection and delivery of future projects.

The Department has been working with EP and the RDAs to address these issues. The RDAs and EP have each produced action plans for taking work forward. The Department has commented on these and will have regular updates from the bodies concerned, the first progress report being received in December 2000.

Highways Agency: Getting Best Value from the Disposal of Property

NAO report, 9 December 1999 (HC 58)
 PAC hearing 2 February 2000
 PAC report, 24 May 2000 (HC 231)
 Treasury Minute, 12 October 2000 (Cm 4863)

The Department has accepted the criticisms contained in the committee's report, and has responded positively by adopting procedures in line with the recommendations of the report as follows.

- Management and maintenance procedures have been strengthened to ensure that the agency takes better care of surplus properties in order to preserve the resale value of those ultimately not required for road schemes.
- The agency now monitors the resale value of former agency properties through direct electronic access to the land registry. It will use this information to help it ensure that the best price of properties can be realised on disposal.
- Many losses are made on properties not needed for road schemes but which are required to be purchased under current blight arrangements. In July 2000 the Department published the final report of the fundamental review of the laws and procedures relating to compulsory purchase and compensation. This supported additional measures for reducing the impact of blight on property owners. It endorsed deferred purchase and compensation guarantees as one way of achieving that. Such guarantees could reduce the demand from property owners for their properties to be acquired before it is certain that they will be required. The Government is currently preparing a policy statement on compulsory purchase for consultation. The agency will, however, continue to purchase properties under the current statutory and discretionary blight procedures in order to ensure that the legitimate needs of property owners are met.

- While the agency remains committed to maximising rental income, it has revised its maintenance and management procedures so that savings in maintenance expenditure are not achieved at the expense of the deterioration in the capital value of the property. A programme of cyclical maintenance is now part of property management agreements, and regular meetings and audit inspections ensure that the new policy is being fully implemented by agents.
- Auditors have been appointed to carry out cyclical audits of all managing agents. As well as being warned about shortcomings, agents are being offered increased incentives to encourage value-for-money improvements in performances.
- Levels of maintenance expenditure now distinguish between those properties expected to be resold and those likely to be demolished.
- Property condition surveys are now undertaken at the time of purchase and regularly thereafter.
- All demolitions in advance of construction contracts must now be supported by a comprehensive business case.
- The value of the 200 properties demolished in 1995-96 in advance of the A40 scheme abandoned in July 1997 amounted to £20.78 million. This was written off as a constructive loss in the agency's appropriation accounts for 1999-00. It is likely that, with planning permission, the value of these combined vacant sites will be in excess of the amount written off.
- Vacancy targets for April 2000 were exceeded, with occupancy levels increased to 83 per cent.
- There is now a presumption in favour of phased sales whenever a large number of properties of need to be resold. Professional advisers and local authorities will be consulted early in the process to try to minimise the effect of such sales on the local property market.
- Systems are now in place to monitor the agency's performance against the Government target of selling properties within six months of falling vacant.

- Management systems are now in place to monitor effectively the disposal activities and those of appointed agents in order to reduce the time taken to sell a property once it has been declared surplus. Marketing strategies are now reviewed at regular intervals.

Maintaining and Renewing the Rail Network

NAO report, 12 April 2000 (HC 397)

PAC hearing, 24 May 2000

PAC report, 23 August 2000 (HC 536)

Treasury Minute, 16 November 2000 (Cm 4901)

The committee arrived at the following conclusions.

- The Office of the Rail Regulator (ORR), responsible for regulating access to the rail network and for setting the access charges paid by train operators for its use, had found it difficult to establish whether Railtrack had carried out enough maintenance and renewal work, but:
 - some improvements had been made in the previous year or two; and
 - the Rail Regulator intended to clarify the requirements as part of the review of access charges on which he published his final conclusions last October.
- The system for calculating performance bonuses was not reliable, and had led to train operators paying bonuses to Railtrack even when performance targets had been missed. The Rail Regulator was now reviewing the system.
- Information on asset condition had proved inadequate. The Rail Regulator was now acting to require Railtrack to compile and maintain comprehensive records.

The Department welcomed the committee's conclusions, which endorsed the new Rail Regulator's tough approach to regulation. The conclusions supported the Department's view that, since his appointment in July 1999, the Rail Regulator had taken action to address the difficulties with the regulatory regime for the railways, which were confirmed by the committee.

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APPENDIX F

Environmental Appraisals

This section shows details of environmental appraisals either published by the Department or undertaken and ongoing from April 2000 to March 2001.

Title of publication/appraisal	Date published
Draft climate change programme	March 2000 (draft RIA)
Climate Change: The UK Programme.	November 2000
PCB Regulations.	April 2000
Consultation paper on The charging mechanism for registration fees for compliance scheme members. A draft RIA is included and a final (updated) RIA is under preparation.	May 2000
The Environmental Protection (Disposal of Polychlorinated Biphenyls and other Dangerous Substances) (England and Wales) Regulations 2000	May 2000
Waste Strategy 2000.	May 2000
Proposal for a directive of the European Parliament and Council on waste electrical and electronic equipment and on the restriction of the use of certain hazardous substances in electrical and electronic equipment (COM (2000) 347 final).	June 2000
Council Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels and amending Directive 93/12/EC.	June 2000
Proposal for a regulation of the European Parliament and Council on a Community energy efficiency labelling programme for office equipment.	July 2000
Consultation paper on control of noise from civil aircraft.	August 2000
Consultation paper on Recovery and recycling targets of packaging waste in 2001. The consultation paper includes a draft assessment. A final (updated) assessment is under preparation.	August 2000
Directive 2000/53/EC of the European Parliament and Council on end-of-life vehicles	October 2000
Consultation paper on the implementation of Council Directive 1999/31/EC on the landfill of waste.	October 2000
Regulatory, Environmental and Equal Treatment Appraisals for Draft Water Bill.	November 2000
Regulatory Impact Assessment on the common position on the proposed European Parliament and Council Directive on national emissions ceilings of certain atmospheric pollutants.	January 2001
Regulatory Impact Assessment the common position on Proposed Directive of the European Parliament and of the Council amending Directive 88/609 on the limitation of emissions of certain pollutants into the air from large combustion plants .	January 2001
Regulatory impact assessment for risk reduction programme for short-chain chlorinated paraffins.	February 2001

Frameworks	Date published
<p>PPG11 Regional planning has been issued, and various other planning policy and mineral policy guidance notes are currently being redrafted: PPG13 Transport; PPG14 Annex 2, Development on unstable land; PPG17 Sport, recreation and open spaces; PPG25 Flood risk; MPG6 Aggregates provision; and MPG11 Environmental effects of mineral working, having regard to the Government's policy on sustainable development.</p>	<p>PPG11 – October 2000. PPG13, PPG14, Annex 2, PPG17, PPG25, MPG6, MPG11 – consultation undertaken 2000–01.</p>
<p>Good practice guidance on sustainability appraisal of regional planning guidance.</p>	<p>October 2000</p>

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AAIB	Air Accidents Investigation Branch
ACBE	Advisory Committee on Business and the Environment
ADI	approved driving instructor
ADP	approved development programme
AEF	aggregate external finance
AONB	area of outstanding natural beauty
ATOL	Air Travel Operators Licensing

B

BAA	BAA plc
BAP	biodiversity action plan
BECT	British earthquake consortium for Turkey
BRB	British Railways Board

C

CA	Countryside Agency
CAA	Civil Aviation Authority
CAP	common agricultural policy
CBI	Confederation of British Industry
CBT	compulsory basic training
CCTV	closed-circuit television
CFCs	chloroflurcarbons
CFERs	consolidated funds extra receipts
CfIT	Commission for Integrated Transport
CHM	clearing-house mechanism
CHP	combined heat and power
CHPQA	combined heat and power quality assurance

CIRM	construction innovation and research management
CIRIA	Construction Industry Research and Information Association
CITES	Convention on International Trade in Endangered Species
CMF	capital modernisation fund
CNT	Commission for the New Towns
CPO	compulsory purchase order
CRI	capital receipts initiative
CROW	Countryside Rights of Way Bill/Act
CRUCC	Central Rail Users' Consultative Committee
CSFTE	civil service full-time equivalent
CSR	comprehensive spending review
CTRL	Channel Tunnel rail link

D

DBFO	design, build, finance and operate
DCMS	Department for Culture, Media and Sport
DETR	Department of the Environment, Transport and the Regions
DETR(C)	Department of the Environment, Transport and the Regions (Central)
DfEE	Department for Education and Employment
DFG	disabled facilities grant
DFID	Department for International Development
DIS	departmental investment strategy
DLR	Docklands Light Railway

DNA	deoxyribonucleic acid	G	
DOH	Department of Health	GDP	gross domestic product
DPM	Deputy Prime Minister	GLA	Greater London Authority
DSA	Driving Standards Agency	GM	genetically modified
DSS	Department of Social Security	GMOs	genetically modified organisms
DTI	Department of Trade and Industry	GOs	Government Offices
DVLA	Driver and Vehicle Licensing Agency	GOL	Government Office for London
DVLNI	Driver and Vehicle Licensing Northern Ireland	GSI	government secure intranet
DVO	driver, vehicle and operator group	GWh	gigawatt-hours of electricity
DWI	Drinking Water Inspectorate	H	
E		HA	Highways Agency
EA	Environment Agency	HAP	habitat action plan
EAF	environmental action fund	HAT	housing action trust
EC	European Community	HECA	Home Energy Conservation Act 1995
ECAC	European Civil Aviation Conference	HEES	home energy efficiency scheme
EEDA	East of England Development Agency	HGV	heavy goods vehicle
EEBPP	energy efficiency best practice programme	HIP	housing investment programme
EEP	Energy Efficiency Partnership for Homes	HMO	houses in multiple occupation
EFL	external financing limit	HMRI	Her Majesty's Railway Inspectorate
EFR	external financing requirement	HQ	headquarters
EIA	environmental impact assessment	HRA	housing revenue account
EN	English Nature	HRAS	housing revenue account subsidy
EP	English Partnerships	HSC	Health and Safety Commission
ERCF	estates renewal challenge fund	HSE	Health and Safety Executive
ERDF	European regional development fund	HSL	Health and Safety Laboratory
ETBPP	environment technology best practice programme	I	
EU	European Union	ICAO	International Civil Aviation Organization
F		ICRC	Inner Cities Religious Council
FCO	Foreign and Commonwealth Office	IDA	Industrial Development Act 1982
FMPR	Financial management and policy review	IDeA	Improvement and Development Agency
		IIP	Investors in People
		IMO	International Maritime Organization
		IRR	International Rail Regulator

ISB	Invest to Save Budget	MOT	Ministry of Transport
IT	information technology	MPG	minerals planning guidance note
IUCN	World Conservation Union	MRA	major repairs allowance
J			
JAA	Joint Aviation Authorities	MRG	Metropolitan Railway grant
JLE	Jubilee Line extension	MRPS	metropolitan railway passenger services
JNCC	Joint Nature Conservation Committee	MTP	market transformation programme
K			
KPI	key performance indicators	MWe	megawatts of electricity
KSI	killed or seriously injured	N	
L			
LA	local authority	NAO	National Audit Office
LASHG	local authority social housing grant	NATA	new approach to appraisal
LDA	London Development Agency	NATS	National Air Traffic Services
LGA	Local Government Association	NAW	National Assembly for Wales
LRPC	London Regional Passengers' Committee	NBN	national biodiversity network
LSVT	large-scale voluntary transfers	NCR	new commitment to regeneration
LT	London Transport	NDC	New Deal for Communities
LTB	London Transport Buses	NDPB	non-departmental public body
LTP	local transport plans	NERC	Natural Environment Research Council
LTUC	London Transport Users' Committee	NFC	National Forest Company
LUL	London Underground Limited	NFC	National Freight Company
M			
M ⁴ I	movement for innovation	NLF	National Loans Fund
MAFF	Ministry of Agriculture, Fisheries and Food	NNDR	national non-domestic rates
MAIB	Marine Accident Investigation Branch	NNR	national nature reserve
MAVIS	mobility advice and vehicle information service	NPA	national park authority
MBU	making better use (roads programme)	O	
MCA	Maritime and Coastguard Agency	OECD	Organisation for Economic Co-operation and Development
MEHARS	marine environment high risk areas	OFSTED	Office for Standards in Education
MMG	marine minerals guidance note	Ofwat	Office of Water Services
		OPRAF	Office of Passenger Rail Franchising
		ORR	Office of the Rail Regulator
		OS	Ordnance Survey
		OSPAR	Commission for the Protection of the Marine Environment of the North East Atlantic

P		RSL	registered social landlord
PAC	Public Accounts Committee	RSU	Rough Sleepers Unit
PAW	Partnership for Action Against Wildlife Crime	RUCC	Rail Users' Consultative Committee
PFI	private finance initiative	S	
PHVs	private-hire vehicles	SAC	special areas of conservation
PINs	Planning Inspectorate Agency	SACTRA	Standing Advisory Committee on Trunk Road Assessment
PIP	partnership investment programme	SAP	species action plan
POPs	Persistent organic pollutants	SAR	search and rescue
PPG	planning policy guidance note	SCA	supplementary credit approval
PPP	public-private partnerships	SCS	Senior Civil Service
PSA	public service agreement	SDC	Sustainable Development Commission
PSR	passenger services requirement	SDS	spatial development strategy
PSV	public service vehicle	SE	Scottish Executive
PTA	Passenger Transport Authority	SEA	strategic environmental assessment
PTE	Passenger Transport Executive	SEEDA	South East England Development Agency
Q		SEU	Social Exclusion Unit
QCS	quality shipping campaign	SMarT	support for maritime training
QEII CC	Queen Elizabeth II Conference Centre	SMEs	small and medium-sized enterprises
R		SPA	special protection area
RAB	resource accounting and budgeting	SPAD	signal passed at danger
RAS	regional air services	SR 2000	spending review 2000
RCEP	Royal Commission on Environmental Pollution	SRA	Strategic Rail Authority
RCU	regional co-ordination unit	SRB	single regeneration budget
RDA	regional development agency	SSA	standard spending assessment
RDC	Rural Development Commission	SSSI	site of special scientific interest
RDP	rural development programme	STAG	school travel advisory group
RIA	regulatory impact assessment	T	
RIA	Roofing Industry Alliance	TAN	traffic area network
ROSCO	rolling stock leasing company	TEC	Training and Enterprise Council
RPG	regional planning guidance	TENs	trans-European networks
RSG	revenue support grant	TfL	Transport for London
RSI	rough sleepers initiative	TOC	train operating company
		TPI	targeted programme of improvements

TRL	Transport Research Laboratory
TSG	transport supplementary grant
TSO	The Stationery Office
TSS	total standard spending

U

UDCs	urban development corporations
UDP	unitary development plan
UKBG	UK Biodiversity Group
UTMC	urban traffic management and control
UN	United Nations
UNECE	United Nations Economic Commission in Europe
UNEP	United Nations Environment Programme
URA	Urban Regeneration Agency
URCs	urban regeneration companies
UTF	urban task force

V

VCA	Vehicle Certification Agency
VED	vehicle excise duty
VI	Vehicle Inspectorate
VOA	Valuation Office Agency

W

WCMC	World Conservation Monitoring Centre
WHO	World Health Organisation
WTO	World Trade Organisation

XYZ

Main Estimates 2001–02

Appendix A: Public Expenditure Tables

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Glossary

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Individual entries show where publications are available. Main addresses are listed below.

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General

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