Department for Transport

Mid Year Report to Parliament

April to September 2013

Philip Rutnam, Permanent Secretary

Contents

Executive Summary

Good transport makes our economy stronger and our lives easier.

The Government is taking investment in transport to record levels, and improving all forms of transport. In the Spending Round 2013 the Government made a commitment to invest £9.5 billion in the UK's transport network in 2015-16. As a part of the settlement, the Government set long-term capital budgets for national roads, local roads, Transport for London and High Speed 2.

While Spending Round 2013 set out the future for transport, the Department for Transport is already delivering the Government's ambitious agenda, and the past six months have seen many significant achievements across all forms of transport.

Key achievements – April to September 2013

Rail

The number of train journeys made by rail passengers has doubled since 1994-95, and increased by a quarter in the last 5 years.[1] The Department continues to work to meet this increasing demand.

We have secured the future of HS2, agreeing an investment package of £16 billion over the next Parliament. HS2 will redraw the economic geography of Great Britain, linking 8 out of 10 of our largest cities bringing two thirds of the population of northern England within two hours of London, and addressing the capacity constraints on the West Coast Main Line. Legislation that will enable the construction of HS2 was introduced in Parliament in May and is continuing to progress well. In June, Lord Deighton was appointed to lead a taskforce to maximise the economic benefits – including job creation – generated by HS2.

On Crossrail, over 19 kilometres of tunnelling had been completed by September. Many significant milestones have been reached, including two successful tunnel breakthroughs at Canary Wharf Station.

Progress also continues to be made on the rail refranchising programme. On 26 March 2013 a detailed timetable for all rail franchises over the next 8 years was announced. The new programme will provide a more sustainable schedule for rail franchising. On 26 September, the Government published two invitations to tender for the Essex Thameside and the Thameslink, Southern and Great Northern (TSGN) rail franchises.

Roads

In July, the Department published command paper 'Action for Roads: a Network for the 21st Century'.[2] This highlights the significant challenges faced on our roads and sets out detailed plans to improve the management of the strategic road network. As a part of this, the Government proposed that the Highways Agency should become a public corporation from 2015 onwards, and should be given long-term funding certainty on its capital programmes, enabling it to drive significant efficiencies.

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[1] Rail Trends, Great Britain 2012/13, Rail Statistics Factsheet No. 1, published 24th October 2013 (DfT)

[2] https://www.gov.uk/government/publications/action-for-roads-a-network-for-the-21st-century

As a part of Spending Round 2013, the Government announced the biggest upgrade to the road network in half a century. By 2015, we will complete or begin construction on 53 local major schemes and add over 200 miles of additional lanes to the motorway network. The Highways Agency's pinch point programme will also deliver smaller scale improvements to the Strategic Road Network to help stimulate local growth and relieve congestion. One hundred and twenty three pinch point schemes, a combined investment of £317 million, will be completed by 2015.

We continue to take action to improve road safety. The number of road fatalities in 2012 was the lowest since records began in 1926. In May the government introduced primary legislation to Parliament that would create a new offence of driving with a specified controlled drug in the body above the specified limit for that drug. In June DfT announced changes that will give the police powers to issue fixed penalty notices for careless driving - such as tailgating or middle lane hogging.

Aviation

The UK has direct air links to over 360 international destinations. To ensure that we can maintain our world class connectivity and competitiveness, the Government has established an independent Airports Commission to drive consensus on how to maintain the UK as a globally competitive international aviation hub. In August, the Airports Commission published a long list of options that were submitted for short to medium, and long term solutions to the issue. The Airports Commission has submitted an interim report to the government in December 2013 and a final report will be submitted by summer 2015.

Innovation and other transport improvements

DfT continues to fund innovative schemes that improve local economic growth and reduce CO_2, including walking and cycling, public transport infrastructure, car clubs and electric vehicle charging points. In September, the DfT launched 'The Ultra Low Emission Vehicle Strategy',[3] that commits additional capital investment of over £500 million to 2020. It outlines the UK's ambition to become one of the global leaders in the design, production and use of ultra low emission vehicles – driving growth, delivering jobs and cutting carbon.

In August, the Prime Minister announced the biggest ever single injection of cash for cycling. £77 million will be divided between different cities and £17 million funding was announced for national parks. With local contributions, the total new funding for cycling is £148 million between now and 2015.

Building DfT Capability

DfT has made significant progress in building the capability it needs to achieve its very challenging agenda. The Department took rapid and significant steps to rebuild confidence and capability in response to the cancellation of the West Coast Mainline franchise competition. This included re-organisation of rail functions with appointments to critical strategic roles, and also the design and implementation of new and strengthened approaches to governance, risk management, procurement and analytical assurance. More broadly, the Department has undertaken a thorough review to identify where it has the skills it needs and where there are gaps in capability. To fill these gaps the Department has undertaken rapid recruitment to key roles, particularly in rail and HS2; has developed and provided bespoke development programmes; has strengthened and refocused its generic learning & development offer; and has taken steps to strengthen professions within DfT.

[3] https://www.gov.uk/government/policies/reducing-greenhouse-gases-and-other-emissions-from-transport/supporting-pages/ultra-low-emission-vehicles

Progress against Business Plan Commitments

DfT's 2013-2015 Business Plan outlines specific actions the Department has committed to complete, including the start and end date for each of these.[4] The table below lists the Coalition's Structural Reform Priorities, as set out in the Business Plan, and the status of the Business Plan Actions against them. At the end of September, the Department had only one Business Plan Action overdue, and this was completed in October.[5]

Structural Reform Priorities	Business Plan Actions Status
Deliver the Coalition's commitments on high speed rail	3 Complete 4 In progress
Improve the Rail Network	1 Complete 7 In progress 1 Overdue (completed 9th October)
Support sustainable local travel	10 In progress
Invest in our roads to promote growth, while reducing congestion, ensuring road safety and tackling carbon	7 Complete 13 In progress
Promote sustainable aviation	2 Complete 4 In progress
Reform the Coastguard and search and rescue helicopter capability	2 In progress
Implement the Department's key cross-cutting reform priorities	2 Complete 8 In progress

[4] The DfT Business Plan can be accessed at: http://transparency.number10.gov.uk/business-plan/11
[5] The DfT Business Plan was refreshed in June 2013. Therefore data between April and May is based on the Business Plan 2012-2015, while data between June and September is based on Business Plan 2013-2015.

The Business Plan Actions that were completed between April and September 2013 are outlined in the table below. One Business Plan action, publish rail fares and ticketing review, was overdue at the end of the period, but was completed on 9th October 2013.

Business Plan actions across the Coalition Priorities completed April-September 2013	
Deliver the Coalition's commitments on high speed rail	▪ Undertake environmental impact assessment and drafted Environmental Statement ▪ Consult on draft Environmental Statement ▪ Develop and undertake informal consultation on route and stations options for Leeds and Manchester route
Improve the Rail Network	▪ Publish Government's response to the Brown Review and Transport Select Committee's 'Rail 2020' recommendations on rail franchising
Invest in our roads to promote growth, while reducing congestion, ensuring road safety and tackling carbon	▪ Enhanced the Highway Agency's performance as an executive agency ▪ Appraised options for new Lower Thames Crossing ▪ Introducing a fixed penalty offence for careless driving ▪ Legislate for a new drug driving offence ▪ Publish government strategy on ultra low emission vehicles ▪ Introduce ten year trial of 1800 longer semi-trailers, and produce first annual review of their contribution to reducing carbon emissions ▪ Introduce legislation in Parliament to bring Heavy Goods Vehicle road user charging into effect
Promote sustainable aviation	▪ Reform the financial protection regime for passengers the Air Travel Organisers' Licensing scheme (ATOL) ▪ Introduce a new economic regulatory regime for airports, putting promotion of better outcomes for passengers at the heart of the system
Implement the Department's key cross-cutting reform priorities	▪ Published transport strategy[6] ▪ Divest DfT Shared Services to new provider to become first Independent Shared Service Centre (ISSC1)

[6] https://www.gov.uk/government/publications/transport-an-engine-for-growth-giving-strategic-context-to-the-2013-spending-round

Financial Performance

	Resource (£m)			Capital (£m)		
	Annual Plan Approved by Parliament 2013-14	**Actual April to September 2013-14**	**Actual April to September 2012-13**	**Annual Plan Approved by Parliament 2013-14**	**Actual April to September 2013-14**	**Actual April to September 2012-13**
Total Departmental Expenditure Limit (DEL) - Voted	**4,879**	**2,364**	**2,546**	**8,664**	**4,034**	**3,916**
Aviation, Maritime, Security and Safety	86	(2)	5	(1)	(2)	1
Bus Subsidies & Concessionary Fares	316	164	165	20	12	(1)
Central Administration	173	79	68	3	1	1
Crossrail	-	-	-	1,123	561	603
Departmental Unallocated Provision	1	-	-	100	-	-
Funding of Arm's Length Bodies (net)	249	94	(2)	15	6	5
GLA transport grants	1,988	994	1,414	184	-	176
High Speed Two	14	2	1	100	6	11
Highways Agency	1,943	866	820	1,608	510	426
Local Authority Transport	227	148	104	1,668	957	676
Maritime and Coastguard Agency	118	69	66	10	5	2
Motoring Agencies	204	65	100	21	(26)	(7)
Network Rail	(226)	-	-	3,442	1,880	1,990
Other railways	273	149	124	157	86	19
Science, research and support functions	61	23	15	5	-	-
Support For Olympic and Paralympic Games	-	-	5	-	-	-
Support for Passenger Rail Services	(599)	(279)	(324)	-	-	-
Sustainable Travel	151	43	30	211	42	15
Tolled Crossings	(100)	(52)	(44)	(2)	(4)	-

	Resource (£m)			Capital (£m)		
	Annual Plan Approved by Parliament 2013-14	Actual April to September 2013-14	Actual April to September 2012-13	Annual Plan Approved by Parliament 2013-14	Actual April to September 2013-14	Actual April to September 2012-13
Total Departmental Expenditure Limit (DEL) - Non-Voted	**93**	**(19)**	**-**	**9**	**3**	**(3)**
Aviation, Maritime, Security & Safety	93	(19)	-	9	3	(3)
Total Annually Managed Expenditure (AME) - Voted	**1,554**	**356**	**288**	**-**	**(16)**	**-**
Central Administration	296	-	-	-		-
GLA transport grants	-	-	-	-		-
Highways Agency	1,007	282	181	-	(16)	-
Maritime and Coastguard Agency	3	-	-	-	-	-
Motoring Agencies	(26)	(2)	(2)	-	-	-
Other railways	275	76	109	-	-	-
Total Annually Managed Expenditure (AME) - Non-Voted	**-**	**-**	**-**	**-**	**-**	**-**
Funding of Arm's Length Bodies (net)	-	-	-	-	-	-
Total	**6,526**	**2,701**	**2,835**	**8,673**	**4,021**	**3,913**
Net Cash Requirement	**12,566**	**6,165**	**6,258**			

Management Commentary

2013-14 Financial Performance

The table on page 7 sets out planned Resource (£6.5bn) and Capital (£8.7bn) spending this year. At the halfway point in the year Resource Departmental Expenditure Limit (DEL) expenditure forecasts remain broadly in line with original budgets, with no significant new or altered spending decisions.

Capital spending is currently running at less than budgeted levels, and an underspend is expected. The majority of this relates to the Highways Agency where expenditure is expected to be £330m less than the Agency's budget of £3,651m. A large part of this underspend relates to achieving greater efficiencies, saving £135m. The remainder relates to re-phasing of some work to future years, including £100m for projects where we need to resolve EU requirements on air quality before schemes can proceed.

In second quarter 2013, the Department utilised the headroom created by Capital underspending to prioritise items from its investment pipeline, and the following schemes are now part of the department's funded portfolio for 2013-14:

- Support Transport for London to address, amongst other things, future pressures relating to Crossrail rolling stock (£115m).
- Cycle City Ambition grants: Norwich, Oxford, Birmingham and Leeds, plus top-up for Bristol and Manchester (£47m).
- Re-investment into priority Highways Agency schemes (£40m), including the A14 Cambridge to Huntingdon, the Lower Thames Crossing, and other schemes which mitigate delays caused by air quality requirements.
- Oxenholme to Windermere electrification (£16m).
- Cycling in National Parks (£5m).
- Volcanic ash LIDAR (Light Detection and Ranging) Network (£3m).

The remainder of the Department's underspend will support the ongoing fiscal consolidation.

Administration Budget

The Department's administration budgets are £266m, which includes £10.9m of budget that has been moved from Programme to Administration this year. The Treasury agreed to this movement in order to support the Department to manage the additional cost of strengthening the governance, and professional and technical execution of rail franchise competitions, following last year's Laidlaw Report (the Inquiry into the lessons learned for the Department for Transport from the InterCity West Coast competition).

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/16894/response-to-the-report-of-laidlaw-review.pdf

Administrative spending is expected to be very close to budget this year, with an underspend of less than 2% currently forecast. The Department continues to focus on identifying specific and cross-cutting savings in administration costs, which will make a contribution to covering the additional costs from action deemed necessary to delivery our programmes on franchising and elsewhere.

New organisations within the Departmental boundary for 2013-14

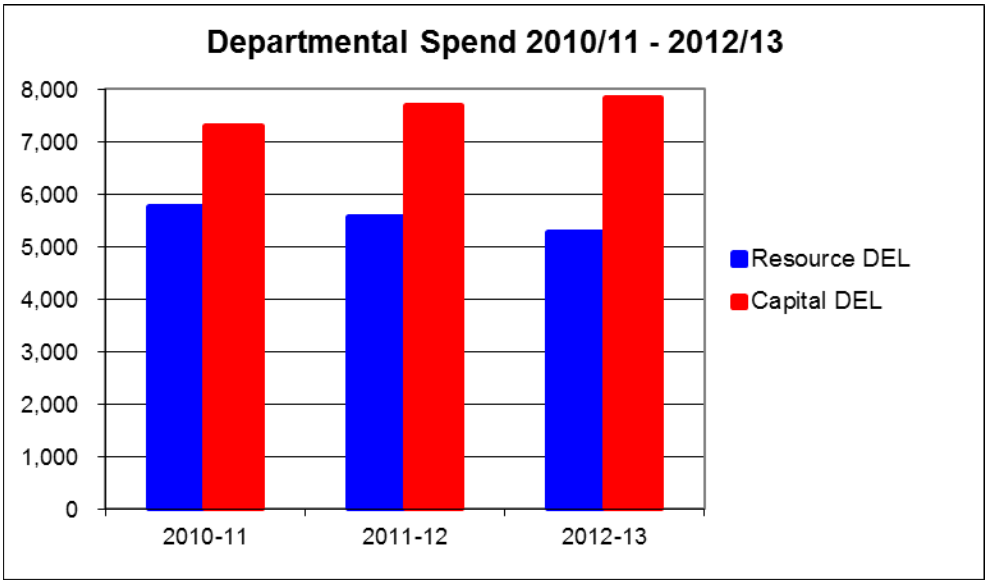
Following their reclassification to the Central Government Sector by the Office for National Statistics (ONS), the General Lighthouse Authorities (GLAs) will now be consolidated within the Department's Estimate framework. These entities are:

- Trinity House Lighthouse Service
- Northern Lighthouse Board
- Commissioners of Irish Lights

These organisations are funded from light dues levied on the shipping industry, not from general taxation. The DEL impact of these bodies is not material, although they bring infrastructure assets of £250m onto the Government's balance sheet, and a pension liability of £350m.

Also consolidated in 2013-14 is Air Safety Support International (ASSI), a not-for-profit, wholly-owned, subsidiary company of the UK Civil Aviation Authority, established under Directions from the United Kingdom's Department for Transport. The company's primary objective is to help provide a more cohesive system of civil aviation safety regulation in the United Kingdom Overseas Territories.

Key Financial Metrics (£m)



The Spending Review 2010 set new DEL figures for the years 2011-12 to 2014-15. This confirmed the overall 21% resource savings (in relation to the Comprehensive Spending Review 2007) over the four years, but capital investments of high economic value were protected across all types of transport.

The increase in CDEL investment and decrease in RDEL continued in the Autumn Statement 2012 where a package of measures to support economic growth were funded by further savings from departmental resource budgets.

Major Projects (as at Q2 2012-13)

The data found at https://www.gov.uk/government/collections/major-projects-data has been previously published and relates to the Department's Major Projects under scrutiny of the Major Projects Authority as at Q2 2012-13. It does not reflect the current status of these projects.

The transparency policy and exemptions guidance is published at: https://www.gov.uk/government/publications/major-projects-transparency-policy-and-exemptions-guidance. The next publication of the MPA Annual Report will be in May 2014, and will report on Q2 2013-14 data. This will be published on www.gov.uk.

People

Numbers of DfT Full Time Equivalents (FTEs) have continued to fall year on year, continuing a trend since mid 2010 and achieving a 13% reduction over this 3 year period. A reduction in overall DfT staff costs and improved attendance have also been realised over the past year with numbers of Average Working Days Lost falling both across the Agencies/Trading Funds and at the Central Department.

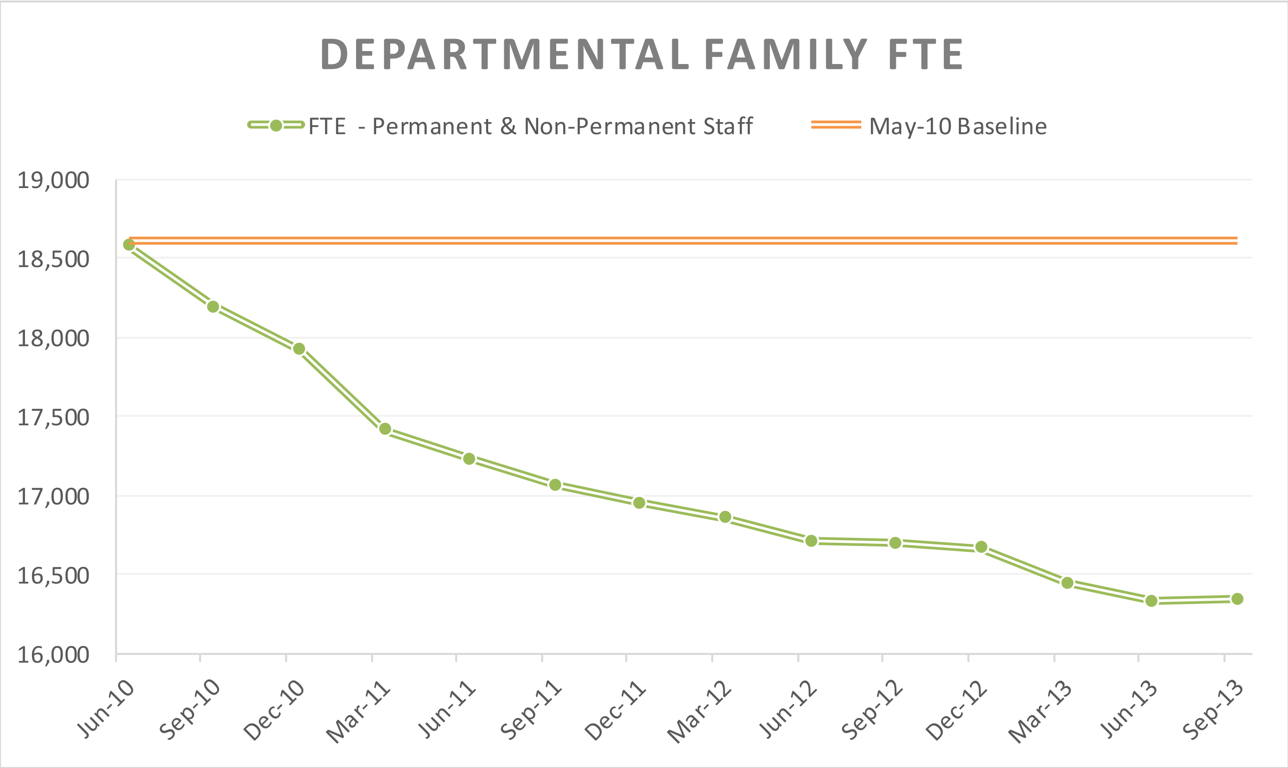
DATA AT ½ YEAR TO 30/09/2012	DfT	Agencies & Trading Funds	TOTAL
Payroll Staff costs	£55m	£254m	£309m
Non Payroll Staff costs	£7m	£5m	£12m
Paid exits	-	£1m	£1m
FTE	1,659	15,027	16,686
Average annual staff costs per FTE	£62,000	£34,000	£37,000
Annual staff turnover rate	10.9%	5.85%	6.83%
Exceptions to the recruitment freeze	60	299	359
Average Working Days Lost	4.7	8.2	7.8

DATA AT ½ YEAR TO 30/09/2013	DfT	Agencies & Trading Funds	TOTAL
Payroll Staff costs	£54m	£250m	£304m
Non Payroll Staff costs	£10m	£6m	£16m
Paid exits	-	£7m	£7m
FTE	1,714	14,612	16,326
Average annual staff costs per FTE	£62,000	£35,000	£38,000
Annual staff turnover rate	9.53%	6.6%	9.27%
Exceptions to the recruitment freeze	23	562	585
Average Working Days Lost	3.8	7.6	7.3

The improvement in attendance has been due, at least in part, to the introduction at the end of 2012 of a new Attendance Management policy across the department. This policy has driven greater line management responsibility in managing staff absence and clearer procedures to follow in handling both short and long terms absences.

Payroll staff costs have reduced year on year in both the Central Department and Agencies/Trading Funds with average staff costs remaining almost constant over the period. The increase in Non-Payroll staff costs relates largely to the recruitment of skilled professional staff to strengthen the organisation's skills and capabilities in areas such as procurement and other specialist skills enabling the Department to act effectively as a credible counter-party to the market. Both DVLA and Highways Agency have conducted significant recruitment campaigns leading to an increase in exceptions to the recruitment freeze. Following the announcement in June that DSA and VOSA were to merge, both organisations have been working closely together to ensure the successful launch of the new agency in April 2014. In November, the Transport Minister, Robert Goodwill, announced that the new agency will be called the Driver and Vehicle Standards Agency.

The significant increase in paid exits and the annual staff turnover rates between 2012 and 2013 are mainly the result of continuing digitalisation of DVLA services resulting in the closure of 39 DVLA Local Offices and Enforcement Centres. A cross-agency voluntary severance exercise also took place at DSA but the closure of the DVLA local offices accounted for 649 paid exits with a further 268 to leave at the end of December 2013. These closures have also affected annual staff turnover rates with DVLA's own rates increasing from approximately 5% to between 11% and 12%.



Notes:
The Chart plots Full Time Equivalent (FTE) for the Departmental Family including Trading Funds (DSA and VOSA)
The data comes from DfT's published Monthly Workforce Management Information returns - available on GOV.UK

Department only: People Survey Metrics		2013		2012	
		DfT(C)	**Difference from CS2013**	**DfT(C)**	**Difference from CS 2012**
Engagement Index (%)		50	-8	53	-5
Theme Scores (%)	Leadership and managing change	39	-2	41	0
	My Work	77	+4	76	+3
	My Manager	66	0	67	+1
	Organisational Objectives and Purpose	78	-4	78	-4
	Pay and Benefits	27	-2	35	+5
	Resources and Workload	70	-3	72	-1
	Learning and Development	48	+1	49	+5
	My Team	81	+2	81	+4
	Inclusion and Fair Treatment	73	-1	77	+2

The 2013 DfT(C) People Survey results show us where our staff consider we are doing well and where we need to improve. They indicate we are doing well in the My Work, My Manager, My Team themes. However, we need to improve in some areas, including Engagement, where the index is 3% lower in 2013 than 2012, Pay and Benefits and Inclusion and Fair Treatment. We are already responding to the results. Detailed analysis of the results is underway and we are holding focus groups to find out what sits behind the results and understand better what we can do to improve. We will also identify and share with all staff good practices, experiences and guidance from across the Civil Service, and encourage teams to develop plans to address the key areas identified in their survey results.

Annex A
Departmental indicators

The Business Plan sets out the Department's input and impact indicators, as well as a small number of other data sets which are reported as part of the Business Plan. The input indicators show the cost to the Government of delivering certain products and services. The impact indicators show the performance or output of public services.

The tables below set out the latest available data and the previous comparable figure. Some explanatory text on the context and trends in data is included below, for indicators that have changed significantly or since the annual report. Further information on each indicator, including a technical note, is available online.[7]

Input indicators	Current[8]	Previous[9]
Rail subsidy per DfT franchised operator passenger mile (pence, current data = 2012-13, previous = 2011-12)	6.8	7.5
Bus subsidy per passenger journey (pence, current data = 2012-13, previous = 2011-12)	7.5	9.4
Cost of maintaining the Highways Agency's motorway and A road network per lane mile (£, current data = 2012-2013, previous = 2011-2012)	40,000[10]	43,000
Cost of operating the Highways Agency's motorway and A road network per vehicle mile (pence, current data = 2012-2013, previous = 2011-2012)	0.3	0.3
Cost of running the rail network[11] (£billion, current = 2011-12, previous = 2010-11)	9.6	9.3
Percentage of DfT's approved project spending that is assessed as high or very high value for money (%, current data = January to end June 2012, previous data = 2011)	100	100

The total subsidy to DfT franchised train operators was 6.8 pence per passenger mile in 2012-13, down from 7.5 pence per passenger mile in 2011-12.

This reduced subsidy was mainly due to an increase in the franchise payments made by train operators to DfT, which meant that the total net subsidy DfT paid to the rail industry reduced by 7%. It was also in part due to a 2% increase in passenger miles in 2012-13.

Franchise payments are payments that are contracted in the train operators' franchise agreements. They can be payments from DfT to the operator, but in most cases they are

[7] https://www.gov.uk/government/publications/input-and-impact-indicators
[8] Year used varies between indicators. The precise year used is referred to in the indicator description
[9] Ibid.
[10] Expenditure on maintenance, particularly in relation to capital renewals, reflects the varying demands of maintenance activity which is not necessarily comparable year-on-year.
[11] These costs refer to DfT's franchised operators. Cost figures published previously used data from train operators' statutory accounts. This year's data are based on an Office of Rail Regulation (ORR) study titled *Costs and Revenues of Franchised Passenger Train Operators in the UK*. ORR sourced their data from train operating company management accounts. Using the management accounts ensures that the time period to which the data applies are consistent across operators, and allows comparisons to be made across time.

from the operator to DfT. They are one of three components of subsidy included in the business plan indicator. The largest component is the grant DfT pays to Network Rail which increased by 4% in 2012-13. The other component is revenue support, which consists of payments between DfT and the train operators that depend on the financial performance of the operator.

In 2012-13, the average level of subsidy (direct from central government) per bus passenger journey was 7.5 pence. This decreased from 9.4 pence in 2011-12. The rate at which Bus Service Operators Grant (BSOG) is paid was cut by 20% from April 2012.

Impact indicators	Current	Previous
Reliability of journeys on the Highways Agency's motorway and A road network (%, current data = Apr-Aug 2013, previous = 2012-13)[12]	77.3	77.1
Proportion of trains running on time (% current data = 2012-13, previous = 2011-12)[13]	90.9	91.6
Proportion of bus services running on time (%, current data = 2012-13, previous = 2011-12)	82.8	82.8
Proportion of urban trips under 5 miles taken by (i) walking or cycling (ii) public transport (%, current data = 2012, previous = 2011)	(i) 39 (ii) 8	(i) 39 (ii) 9
Total greenhouse gas emissions from transport ($MtCO_2e$, current data = 2011, previous = 2010)	161.3	160.6
Annual road fatalities (current data = 2012, previous = 2011)	1754	1901
Households with good transport access to key services or work (index, current data = 2011, previous = 2010)[14]	97	100
Numbers of newly registered ultra low emission vehicles (current data = Apr-Jun 2013, previous = Apr-Jun 2012)	1139	961

In 2012, 1,754 people were killed in reported road traffic accidents in Great Britain, 8% (147) fewer than in 2011. This is the lowest number of fatalities since national records began in 1926. The total number of people killed in 2012 was 38% lower than the 2005-09 baseline average.

The 1,139 ultra-low emission vehicles registered for the first time in quarter 2 2013 represents an increase of 19% from the figure of 961 in the same quarter of the previous year. Most of these vehicles use electric engines, so the Plug-In Car and Plug-In Van Grants introduced by DfT in January 2011 and February 2012 respectively, and an increase in the supply of electric and plug-in hybrid cars to the UK market will have contributed to this increase.

[12] The indicator is measured by the percentage of 'journeys' on these roads that are 'on time'. A 'journey' represents travel between adjacent junctions on the network. An 'on time journey' is defined as one which is completed within a set reference time, based on historic data on that particular section of road. Data to December 2012 were revised in March 2013 as a result of the implementation of planned methodology changes.

[13] These annual figures are the official full financial year PPM figures (all operators). This statistic differs from that reported on the DfT website, which is the latest rail industry 4-weekly (periodic) statistic for Great Britain. Periodic totals are also published for individual DfT franchised train operating companies.

[14] Values are indexed with a base of 100 for 2010. A number over 100 would imply an increase in access compared to 2010 and a number below 100 a decrease. This index combines information on household access to a car with information on public transport access times to seven types of key local services.

Other data sets	Current	Previous
Average new car CO_2 emissions (g/km, current data = Apr-Jun 2013, previous = Apr-Jun 2012)	128.8	133.2
Franchised rail passenger miles (billion, current data = Apr-Jun 2013, previous = Apr-Jun 2012)	9.2	8.9
Bus passenger journeys, England (billion, current data = Jul-Sep 2013, previous = Jul-Sep 2012)	1.162	1.163

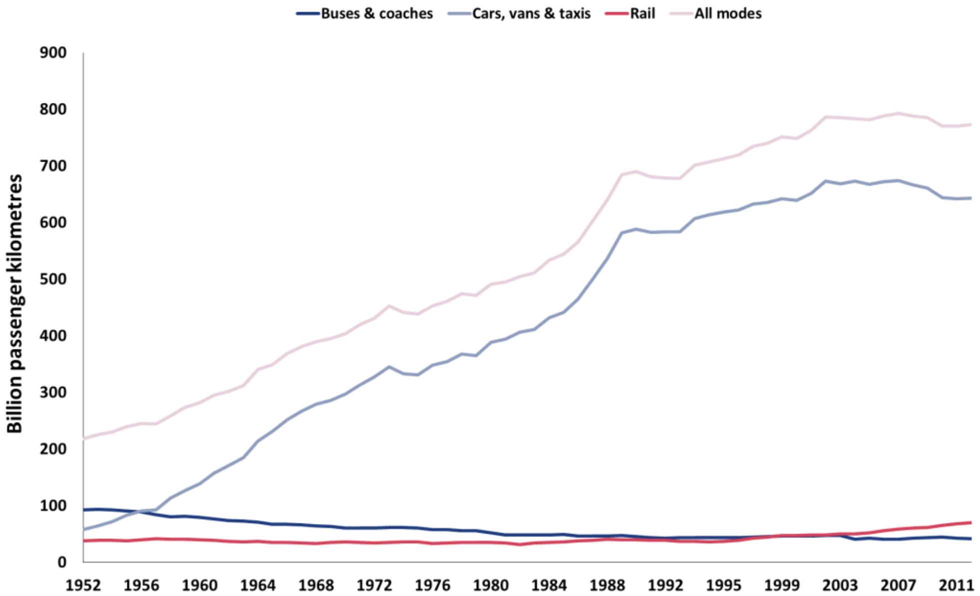
Passengers travelled 9.2 billion miles by rail in the first quarter of 2013-14 (April to June 2013), an increase of 4% when compared to the same quarter in 2012-13. These figures are for franchised operators only, so exclude travel with non-franchised operators, such as Grand Central, Heathrow Express and Hull Trains. Over the last ten years, other than a slight dip in 2009 during the recession, passenger rail usage has increased significantly, continuing the upward trend that has been seen since the mid-1990s.

Annex B

Transport Statistics Great Britain 2013

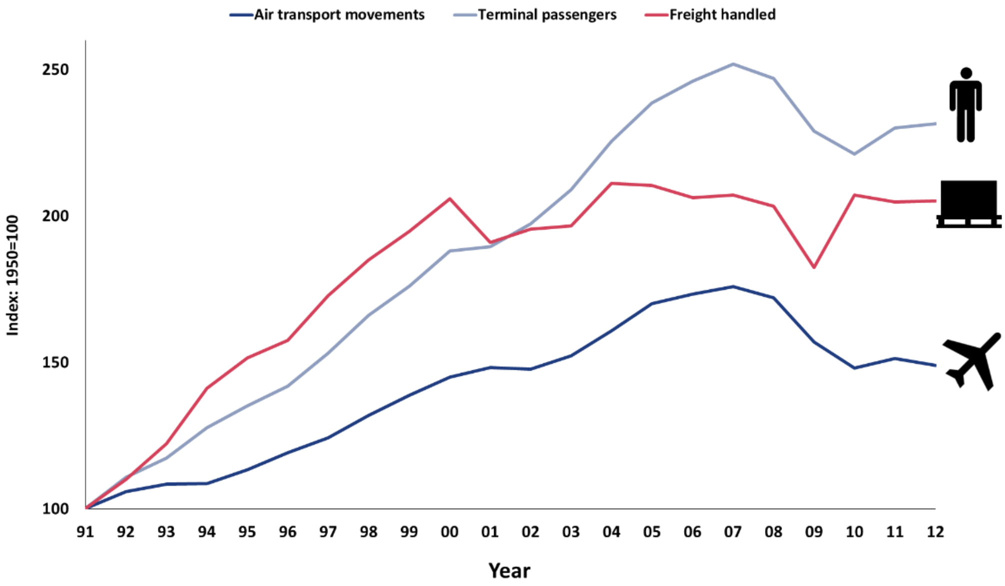
Modal Comparisons – Passenger Transport

- Long term increase in distance travelled across most modes.
- Mainly due to increased travel by cars, vans and taxis.
- Distance travelled has slowed in recent years and seen small falls since 2007.



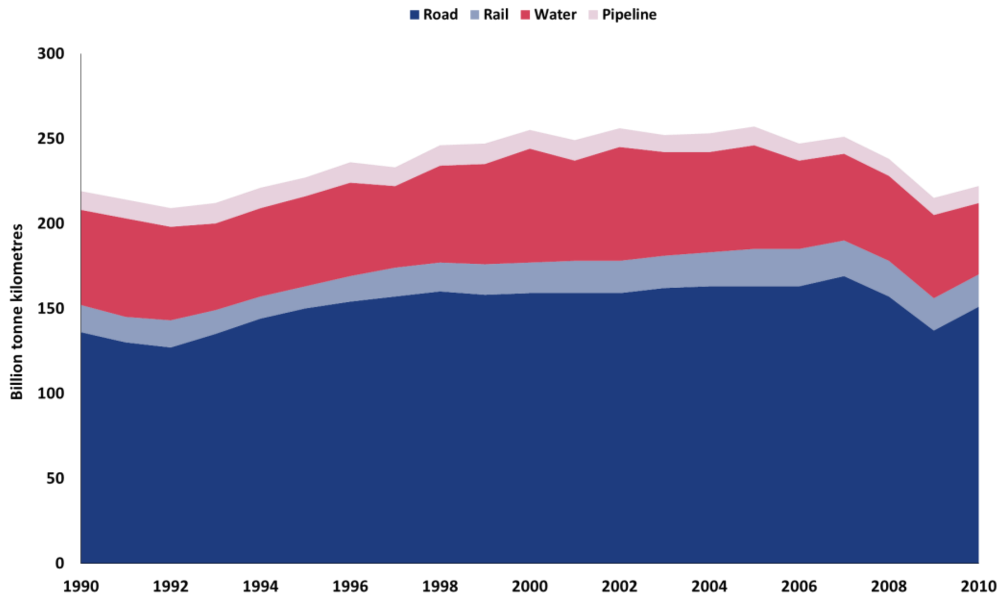
Aviation – Trends in air traffic at UK airports

- Total air traffic at UK airports in 2012 was similar to 2011; passenger numbers increased by 0.6%, air transport movements fell by 1.5% and freight increased by 0.2%
- Passenger numbers are still 8% below the peak in 2007.



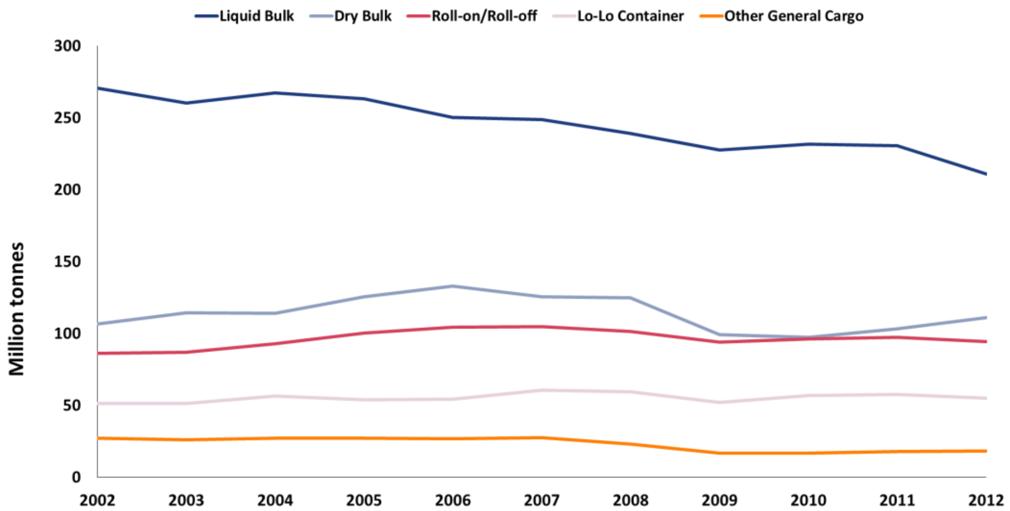
Freight – Domestic Freight: goods inward

- 222 billion tonne kilometres of domestic freight was moved within GB in 2010
- This is broadly the same level as 1990, though a decrease of 14% from the 2005 peak



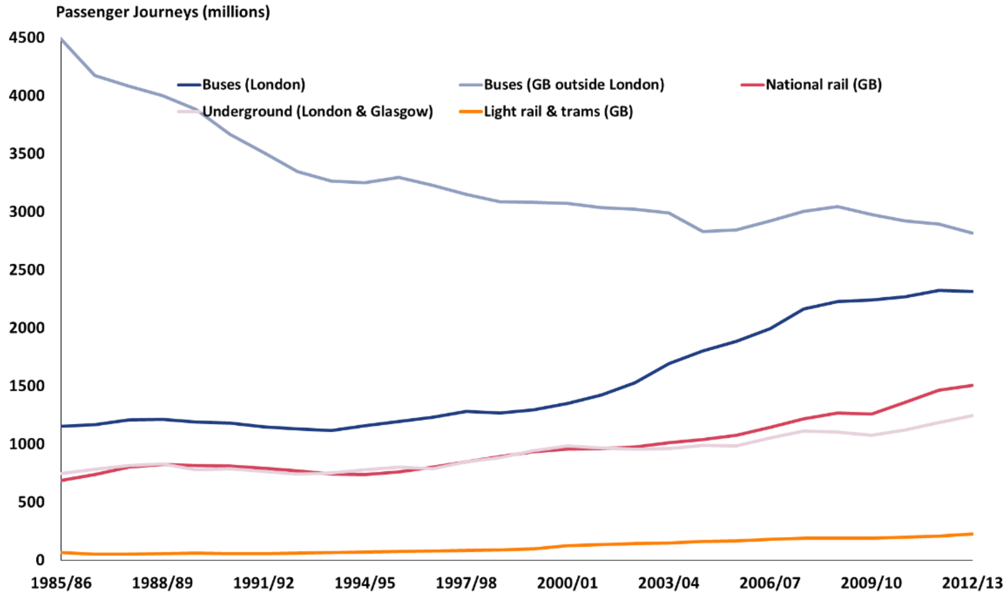
Maritime – Port Freight

- 2/3rds of UK foreign freight traffic are imports.
- Over 50% of UK major port freight traffic is bulk fuels.
- Dry bulk has increased recently due to coal traffic.



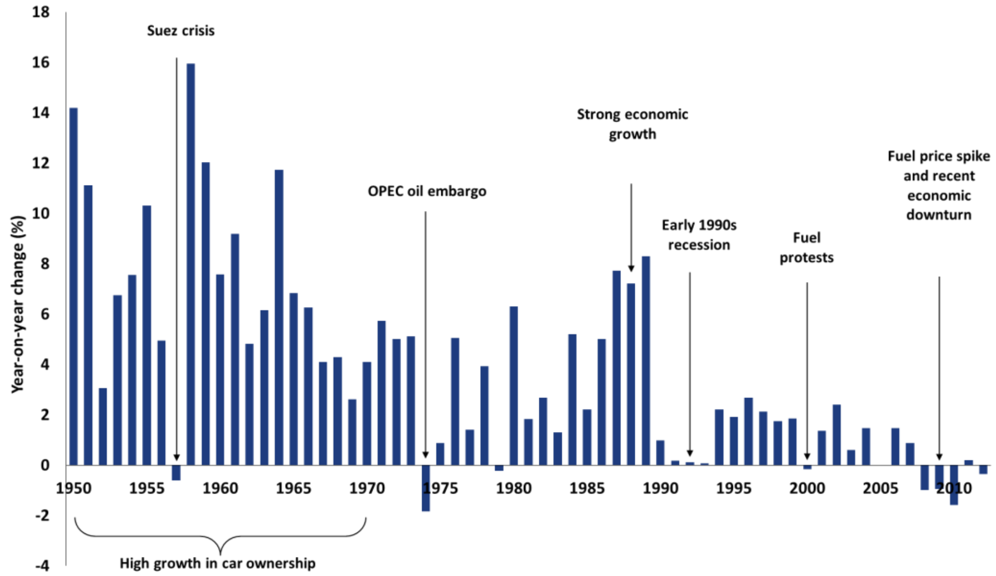
Public Transport – Passenger Journeys

- Rail passenger journeys have more than doubled since privatisation in 1994-95.
- In 2012-13 bus passenger journeys in London levelled off after a decade of growth while outside London journeys continue downward trend.
- Light rail and underground passenger journeys highest ever in 2012-13.



Road Traffic – Stabilisation in motor vehicle traffic

- In 2012, the overall motor traffic volume in Great Britain was 302.6 billion vehicle miles. This extends a relative period of stabilisation in traffic volumes since 2010.



All graphs are found in the Transport Statistics Great Britain 2013, available here:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/264679/tsgb-2013.pdf