



Department
for Transport

Evaluation Programme 2026

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Department for Transport
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1. Introduction

Background

DfT uses monitoring and evaluation to collect real-world evidence about the effectiveness of our interventions in achieving their intended outcomes. This provides accountability and a strong evidence base to guide future policy development, investment decisions, delivery and appraisal.

This activity informs the development of ongoing interventions and the options appraisal and planning for new initiatives. For the remainder of this document, 'evaluation' is used to refer to both monitoring and evaluation.

Our previous Evaluation Strategy and Programme was published in June 2022. In this update, our strategy for evaluation is combined with that for other parts of our analysis in an Appraisal, Monitoring and Evaluation Strategy that covers the next five years. This strategy aims to deliver powerful transport analysis, using people-focused evidence, that identifies the most effective interventions and drives value for money. Incorporating evaluation plans into this broader analytical strategy reflects our ongoing objective to strengthen the links between appraisal and evaluation, which we originally considered in a [report](#) in 2016.

The purpose of this document

This document provides a comprehensive update on evaluation activity at DfT. The sections cover:

- An overview of how evaluation is designed and delivered in DfT, and how we work with our partners on this (Section 2);
- A comprehensive update on progress with the Department's principal current evaluation projects (Section 3); and
- Information about the findings of past evaluation projects and links to published reports (Section 4).

This information is provided for transparency, to share our progress with evaluation with our stakeholders in the transport sector and the public.

2. Overview of evaluation at DfT

This section provides an overview of how evaluation is designed and delivered in DfT, and how we work with our partners in the transport sector to deliver a strong evaluation programme.

Evaluation approaches and methodologies

Our overall approach to evaluation follows the guidelines provided in HM Treasury's [Green Book](#) and [Magenta Book](#).

It also reflects the considerations set out within DfT's [Transport Analysis Guidance](#) (TAG), which provides guidance and advice on conducting transport-related studies.

We take an evidence-driven and methods-neutral approach to evaluation. Our evaluation approaches are designed to deliver the best-value evidence for each intervention, based on its specific evidence needs. This means that the evaluation approaches and methodologies used may vary between different policy areas.

Where feasible and appropriate, an impact evaluation may draw on counterfactual-based designs, by comparing outcomes for locations receiving transport investment with outcomes in matched locations with similar characteristics, in a quasi-experimental impact evaluation design.

In other cases, we may use theory-based impact evaluation approaches to examine the mechanisms by which programmes are expected to deliver their benefits, or make comparisons between the observed outcomes and the original forecasts for the scheme.

Process evaluation will be prioritised where interventions are innovative in their objectives or modes of delivery, and where there is potential for capturing lessons learned.

Where appropriate, we also use aim to use value for money evaluation to assess the outturn costs and benefits for our interventions, and understand whether the investment was a good use of resources.

Prioritisation

DfT has a substantial number of projects and we need to prioritise our evaluation activity carefully to achieve the best value from our evaluation programme. Our ambition is not to conduct evaluation of all projects, but to conduct proportionate evaluation, which matches evaluation activity to the need and opportunity for good-quality evidence.

We draw on three broad criteria to inform our decisions around prioritisation:

1. Scale of investment

We would seek to evaluate our highest-value projects on the grounds of accountability for the use of public funds, unless the nature of their impacts is so well understood as to render it unnecessary to conduct evaluation to understand their benefits.

2. Strategic importance

We will give particular attention to the evaluation of interventions that are important to the direction of government policy, including interventions that are novel and innovative.

3. Contribution to our evidence base

We will seek to prioritise evaluations which provide an opportunity to collect robust, policy-relevant evidence that can inform current project implementation and future investment decisions. We will also look to prioritise opportunities to assess the extent to which evaluation corroborates the appraisal, and evidence which can be used to inform future appraisal analysis.

Effective prioritisation depends on close relationships between our evaluation specialists and the policy teams they support, so that decisions about prioritisation can be taken as interventions are planned. By embedding most of our evaluation analysts within policy directorates, we facilitate this process. Equally, maintaining a small central evaluation team allows for effective prioritisation of evaluation planning across DfT's activities.

Evaluation staffing and capability

DfT's analysts who deliver evaluations are organised in a 'hub and spoke model'. There is a small central team, the Evaluation Centre of Excellence (CoE), linked to multiple 'embedded' analytical teams within policy directorates.

The Evaluation CoE is located in Analysis Directorate, which is led by the Chief Analyst. It implements the evaluation strategy and co-ordinates the evaluation programme.

The CoE is responsible for promoting, developing and quality assuring evaluations, as well as providing training, guidance and other support to build evaluation capabilities among our analysts and policy officials. It also leads our liaison with the Evaluation Task Force.

Embedded evaluation analysts are located in multi-disciplinary analytical teams that are overseen by a network of senior analysts who manage portfolios of analytical projects. Embedded analysts work closely with policy officials on the development and delivery of

evaluations, ensuring they are tailored to policy need and feed into the decision-making process at the right time.

Funding is typically drawn from policy budgets, which ensures the policy team have ownership of their evaluations, while project management is typically discharged by analysts due to their expertise.

The Evaluation CoE co-ordinates a regular programme of evaluation training and capability building, which aims to equip all DfT analysts with basic evaluation skills and strengthen confidence in assessing and using evaluation evidence. This covers a broad range of evaluation types, approaches and methodologies.

In addition, the team delivers occasional deep-dive training sessions for areas where learning needs have been identified, for example in relation to technical skills in particular evaluation approaches or methodologies.

The CoE also runs DfT's Evaluation Network, which meets on a regular basis to share informal learning and best practice among all evaluation analysts in the department.

Governance and assurance for evaluation

There is a system of governance arrangements for evaluations in DfT.

Evaluation projects in policy directorates are managed by embedded analytical teams that are overseen by a senior analyst. Evaluation CoE oversees evaluation activity across DfT, providing periodic quality assurance checks and reports for management, and producing periodic published updates of this programme to share our progress with our stakeholders and the public. This work is overseen by the Chief Analyst, who has overall accountability for DfT's evaluation activity.

As part of DfT's research programme, evaluations are included in policy directorates' annual evidence and research plans which are reviewed by ministers. Approved plans are summarised in the published [DfT Areas of Research Interest](#) which are used to communicate our priority evidence and research needs to external researchers, as well as funders, investors, industry and small and medium-sized enterprises.

An R&D Board, chaired by our Chief Scientific Adviser, provides oversight of DfT's research programme, including evaluations. The highest-value evaluations provide periodic progress reports to this Board.

For major projects, evaluation planning is built into business case development, alongside benefits management planning, as part of the management case. Evaluation plans are reviewed by internal specialists as part of the business case assurance process. For these projects, assurance reports on progress with benefits management and evaluation are provided to our Delivery Committee by Evaluation CoE and project delivery specialists.

Contracting

Most of our evaluation studies are delivered by external evaluation contractors and academic researchers who are commissioned through competitively-tendered frameworks or individual contracts.

Our default framework for commissioning large evaluation studies is the Crown Commercial Services Research & Insights Market Place. We also use sector-specific frameworks for rail and roads projects where there is a need for sector knowledge as well as general evaluation expertise.

We maintain several framework 'call-off' contracts to enable us to quickly commission research studies, including some evaluations. Our Evaluation CoE holds a contract which has been used to commission evaluation support. Other call-off contracts are used by our roads, local transport and rail evaluation teams.

We work with a moderately-sized supply chain of contractors who deliver our evaluation studies. To maintain and extend this supply chain, we aim to provide opportunities for engagement with contractors and to provide advance notification of future tendering opportunities.

We endeavour to allow adequate time for tender processes and to provide good-quality feedback for contractors who bid for them, to help explain our needs and the basis for tender assessments.

Working with partner organisations

DfT works with a range of partners in developing and delivering this evaluation programme.

The entries in this programme for active travel evaluations have been developed by Active Travel England (ATE), the government's executive agency responsible for making walking, wheeling and cycling a safe, accessible and attractive choice for everyone to get around in England. The agency has taken the lead role in evaluating the impact of active travel investment through their national Active Travel Portfolio Evaluation and delivering capability and capacity building to improve local evaluation.

Some other evaluations in the programme have been developed with or through our agencies and public bodies including those for UK Search and Rescue (Maritime and Coastguard Agency), High Speed 2 (HS2), East West Rail and Innovate UK.

Several evaluations of local transport programmes, such as for the Local Authority Major schemes, the Transforming Cities Fund and the City Region Sustainable Transport Settlements, involve close working with local authority partners. A common arrangement is for DfT to establish a framework to guide local authorities' evaluation activities, backed up by the use of a national evaluation contractor to coordinate, support and synthesise evidence from local evaluation activity.

Some evaluations are developed with other departments, such as those for the Levelling Up Fund (led by the Ministry for Housing, Communities and Local Government) and local

authority plans to tackle NO2 concentrations (through the Joint Air Quality Unit with the Department for Environment, Food and Rural Affairs).

Outside the programme, National Highways, the arm's length body charged with managing and improving England's motorways and major A roads, maintains its series of [Post Opening Project Evaluations for major schemes](#). DfT maintains a strong interest in the evidence from these reviews, which inform its road investment strategies.

In the rail sector, DfT works with a range of industry partners including Rail Delivery Group, Network Rail, Office for Road and Rail, Transport Focus and train operating companies in the development and delivery of evaluation projects. DfT will also be working closely with Great British Railways (GBR) in developing the rail evaluation programme, as this new public body is established to operate rail infrastructure and passenger rail services in Great Britain.

Publication and dissemination of findings

We will publish evaluation reports in accordance with the [Government Social Research: publication protocol](#), to share evidence and learning with our stakeholders and the public. We will continue to use updates to our evaluation programme to highlight recent evaluation findings.

For our largest evaluation projects, we will aim to publish evaluation frameworks and plans in advance of the evaluation being conducted. This will typically occur when the evaluation design has been finalised.

Where it is feasible and proportionate to do, we will consider publishing datasets from evaluations to facilitate further independent research to inform policy.

Our published evaluation documents will also be made available via the [Evaluation Registry](#), which brings together all planned, ongoing and complete evaluations across government.

Reporting on progress

We will continue to publish further update of our evaluation programme every few years to describe our further progress with the evaluations listed in the programme and highlight our most recent evaluation findings and publications.

3. The current Programme

An overview of the Programme

Enhancing growth and place

- Local Authority Major Schemes
- Levelling Up Fund
- City Region Sustainable Transport Settlements
- Transforming Cities Fund
- Roads Reform
- Roads Investment Strategies programme
- High Speed 2
- Elizabeth line
- East West Rail
- Rail Enhancements portfolio
- Transformational impacts of stations
- Heavy Goods Vehicle Parking and Driver Welfare Match Funding Grant Scheme
- Mode Shift Revenue Support Scheme
- Study of the EU's Entry / Exit System (EES) on UK-based goods and passenger transport operators

Improving journeys for people

- Bus Service Improvement Plans
- Rural Mobility Fund
- £3 bus fare cap
- Mobility Centres
- E-scooter trials second evaluation
- Pavement parking
- Transport Safety Officer pilot
- Safer Roads Fund
- Rail Reform
- Rail fares and ticketing

Delivering green and healthy transport

- Office for Zero Emission Vehicles (OZEV)
- Zero Emission HGV Infrastructure Demonstrator programme
- Rapid Charging Fund pilot
- Zero Emission Bus Regional Areas
- Active Travel Fund
- Active Travel Social Prescribing pilot
- Active Travel Portfolio Evaluation
- Local NO₂ reduction plans
- UK Second Generation Search and Rescue Aviation
- UK Shipping Office for Reducing Emissions (UK SHORE)

Using science, innovation, technology and data

- Innovate UK Land and Maritime Transport portfolio
- Integrated Transport Digital Twins programme

Enhancing growth and place

Local Authority Major Schemes

Local authority major schemes include local transport infrastructure schemes funded by the Major Road Network (MRN) and Large Local Majors (LLM) programmes. Local authority major scheme promoters are required to undertake proportionate monitoring and evaluation to assess whether the scheme has delivered value for money and to ensure that lessons are learned for future investment decisions.

DfT reviews and signs off scheme promoters' evaluation plans, reviews evaluation reports to ensure that they are fit for purpose and commissions meta-evaluations of completed scheme evaluations.

We have recently updated the [local authority major schemes benefits management and evaluation framework](#), to provide scheme promoters with more detailed guidance on developing high quality and proportionate benefits management and evaluation activity. The framework is aligned with updates to key analytical guidance documents (including TAG, the Magenta Book, and the Green Book).

We have published meta-evaluations of local authority major schemes periodically. The last meta-evaluation covered schemes funded between 2011 and 2016, and was published in 2022. The next meta-evaluation report, which will include around 36 projects approved for construction between 2008 and 2020, will be published in 2026.

Levelling Up Fund

The £4.8 billion [Levelling Up Fund \(LUF\)](#) invests in infrastructure that improves everyday life across the UK. It supports town centre and high street regeneration, local transport projects and cultural and heritage assets. The fund is jointly managed by HM Treasury, the Ministry of Housing, Communities and Local Government (MHCLG) and DfT.

DfT is supporting MHCLG to carry out the process evaluation of the LUF programme. [Phase 1 of the process evaluation](#) was completed in 2025, with phase 2 due to complete in 2027.

For transport schemes funded through LUF, we are currently scoping the option of using available monitoring data to produce a report on outputs and early outcomes.

City Region Sustainable Transport Settlements

The [CRSTS](#) is a £5.7 billion 5-year funding settlement which was [allocated to 7 Mayoral Combined Authorities](#) (MCAs) in England in April 2022. CRSTS includes capital funding for MCAs to invest in local transport network infrastructure, with a particular focus on public transport.

As a condition of funding, MCAs are required to undertake their own evaluations of their CRSTS schemes. DfT has also commissioned programme-level process, impact and value for money evaluations.

The process evaluation involves case studies to explore different aspects of how the CRSTS has been designed and delivered, with the aim of learning lessons to inform the delivery of future multi-year integrated funding settlements. Three case studies have been completed to date. Case study 1 examined the funding allocation process for CRSTS and the first round of funding between 2021 and 2022. Case study 2 explored the design and delivery of the Transforming Cities Fund evaluation, identifying lessons for the evaluation of CRSTS and other local transport funds. Case study 3 explored the delivery of CRSTS to date, including the strategies employed by MCAs, and how the arrangements between DfT and authorities have balanced the priorities of devolution and accountability.

The impact and value-for-money evaluation entails a national evaluation framework to enable the evaluator to collate and synthesise evidence on the overall impact and cost-effectiveness of CRSTS. A baseline report was published in 2025. Interim outputs from the evaluation will be published in 2027 or 2028 and the final report is expected to be published in 2029 or 2030.

All evaluation reports are published [here](#).

Transforming Cities Fund

The [Transforming Cities Fund](#) (TCF) is a £2.45 billion fund aimed to drive up productivity by improving connectivity within city regions, through investment in infrastructure to improve public and sustainable transport links.

Encouraging an increase in journeys made by low-carbon, sustainable modes was a central objective of the programme, which funded a variety of interventions including new and refurbished railway stations, enhanced bus services and better provision for walking and cycling.

A national evaluation contractor appointed by DfT has conducted an evaluation of the TCF programme as a whole, drawing on local and national data.

Reports published so far are a [baseline report from 2022 to 2023](#), and a [case study evaluating the novel 'co-development' process](#) by which DfT and funded areas developed business cases collaboratively. A final synthesis report and in-depth case studies will be published in 2026.

Roads Reform

Roads Reform refers to a series of changes made to the management and operation of the strategic road network (SRN) to ensure road users experience the best quality service and the network supports economic growth. The reforms resulted in the creation of National Highways as a government-owned strategic highways company, the introduction of a long-term Road Investment Strategy (RIS), putting in place a new governance system and setting up an independent watchdog (Transport Focus) and monitor (Office of Rail and Road).

In 2016, DfT commissioned a [theory-based impact evaluation of these Road Reforms](#) to understand whether and how they are working, and what improvements could be made. The evaluation drew on a range of data sources including qualitative interviews with

internal and external stakeholders for the principal organisations, telephone surveys of businesses in the National Highway's supply chain and a desk-based review.

Findings from the first two waves of the evaluation were published in 2019. A third wave of the evaluation was published in 2022. The findings suggested that the reforms were effective in improving how the SRN is managed, and that they had positive effects on value for money and road users' experience.

An additional, fourth, wave of the research is now underway, with a particular focus on the last investment periods (RIS 2 and the interim settlement for 2025-26). The research questions are similar to the first three waves, but methods have been adapted to reflect that the Roads Reform system is more embedded now.

Roads Investment Strategies programme

A Road Investment Strategy (RIS) provides five-year funding settlements to ensure the Government adopts a long-term strategic view of the maintenance and operation of the SRN, to deliver benefits for customers and promote economic growth. To date, the government has invested approximately £43bn across the first two five-year investment periods and the interim settlement (2015 - 2026).

Since 2015, there has been on-going, routine monitoring and evaluation activity. Major schemes are evaluated in line with National Highways' Post Opening Project Evaluation (POPE) methodology. Key performance indicators for the SRN are measured annually by the Office of Rail and Road. Transport Focus conducts the annual Strategic Road User Survey. National Highways has also conducted meta-analyses, looking across different major schemes. The last meta-analysis was published in 2019 and National Highways is currently scoping an updated meta-analysis of more recent schemes.

Heading into the third road investment period, DfT is working with National Highways to take stock of the current evidence base across the first two investment periods, to understand gaps and develop evaluation plans for future investment. This evidence will be used to inform future spending decisions and road investment planning.

High Speed 2

High-Speed 2 (HS2), a high-speed rail line between London and Birmingham, has begun construction. A programme reset exercise is underway and is expected to conclude in 2026.

HS2 Limited and DfT have developed a comprehensive benefits management programme to measure, monitor, assess and report on the extent to which HS2 is being delivered in line with government commitments and is achieving its intended objectives. Data collection for relevant metrics in the benefits management programme will commence in 2026.

A monitoring and evaluation strategy, including an evaluation framework and a theory of change, has been developed and will be finalised following the conclusion of the programme reset.

Elizabeth line

The Elizabeth line, a new railway linking Reading and Heathrow to Shenfield and Abbey Wood, running through tunnels under central London, opened in May 2022. Transport for London (TfL) and DfT have worked together to develop, commission and deliver robust evaluation of the scheme.

[The baseline study](#) was published in September 2022. This report provided comprehensive baseline data on transport in London areas prior to the line's opening, as well as summarising baseline conditions in relation to wider areas such as land, property, the local economy and regeneration.

The [first post-opening evaluation](#) of the Elizabeth line was commissioned in 2022 and its report was published in 2025. This study examined the early impacts of the Elizabeth line, drawing on transport datasets, transport models, administrative datasets on economic outcomes, interviews with local stakeholders, and a passenger survey. A quasi-experimental analysis (using a difference-in-differences approach) was also conducted to assess the impact of the Elizabeth line's opening on public transport usage in London.

The study found that the Elizabeth line has improved connectivity, reduced journey times and lowered crowding, while achieving a high level of customer satisfaction. It has generated additional demand on the London public transport network. More broadly, the line is associated with a significant growth in jobs and housing, and there are some early signs of transformational impacts in certain areas.

A second post-opening evaluation of the Elizabeth line is now in development. This will focus on the longer-term socio-economic and transformational impacts of the line on the communities affected by the railway.

East West Rail

East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford, Milton Keynes, Bedford and Cambridge, with the aim of driving innovation, economic growth and sustainable development across the Oxford-Cambridge region.

East West Rail Company (EWR Co) has been created to oversee the project.

DfT and EWR Co are working together to develop and deliver robust evaluation of the East West Rail programme. A baseline study is planned for 2026/27. It is expected that this study will include development of an evaluation framework and a theory of change, as well as collection of comprehensive baseline data for future post-opening evaluation.

Rail Enhancements portfolio

DfT has committed substantial investments in new or improved infrastructure that enable service changes and other benefits to improve journeys for passengers and freight customers across the rail network. These investments will enhance the railway by adding capacity, creating new connectivity or providing technical improvements to the way the railway runs.

DfT has a benefits management framework to measure, monitor and report on the benefits and outcomes realised for individual rail schemes within the portfolio.

The evaluation of high-profile rail enhancements and infrastructure programmes aims to progressively improve the value for money and impact of the Department's portfolio. Our approach balances evaluation of the largest investments with taking opportunities to address evidence gaps, inform politically high-profile policies with robust evidence, and contribute to ongoing and future rail appraisal and value-for-money assessment.

Baseline and post-opening evaluation studies are conducted for selected major rail programmes, with priority given to those with the highest levels of investment, such as TransPennine Route Upgrade, those with the greatest potential for learning, such as the re-opening of the Northumberland line, which provided new connectivity, and the opening of a new station at Cambridge South, which serves the Life Sciences cluster and new areas of housing development.

Transformational impacts of stations

DfT investment in rail stations aims to improve connectivity and support local growth. DfT has commissioned a research study on the transformational impacts of investment in rail stations for local economies, with the aim of improving the existing evidence base on the impacts of stations.

Four case study stations are included in the study: Birmingham New Street, Cambridge North, Reading and Wakefield Westgate. These stations were selected to cover a range of investment contexts, both in terms of the nature of the station and its location.

The study will draw on both qualitative and quantitative research methods. Stakeholder interviews and review of planning materials such as business cases will provide context and help show the expected impacts of the selected projects. A difference-in-difference analysis will compare trends in economic outcomes before and after the investment for each case study station area against trends observed in similar areas without such investment.

The report is expected to be published in 2026.

Heavy Goods Vehicle Parking and Driver Welfare Match Funding Grant Scheme

In November 2022, the Department for Transport (DfT) introduced the [Heavy Goods Vehicle Parking and Driver Welfare Match Funding Grant Scheme \(HGV MFGS\)](#). The Scheme's objective was to improve lorry parks, where HGV drivers rest, to contribute to the overall aim of improving HGV driver recruitment and retention rates. The Scheme provided matched funding to lorry park operators to support improvements in one or more of the following areas: driver welfare facilities, security, parking, and decarbonisation.

DfT commissioned a process and impact evaluation of the Scheme. The evaluation is focused on sites that applied for and completed works by 31 March 2025.

Data collection has included surveys and in-depth interviews with HGV drivers at lorry parks to assess driver awareness of lorry park improvements and consider the impact of

each improvement. In addition, stakeholder interviews have been conducted with representatives from the freight haulage industry to obtain views of the Scheme, how it was introduced, impact for drivers and future thinking. The report will be published in 2026.

Mode Shift Revenue Support Scheme

The Mode Shift Revenue Support (MSRS) Scheme provides grant funding to businesses to cover the additional costs of transporting freight by rail or inland waterways rather than road, provided the monetised economic benefits of this mode shift (for example, decongestion, greenhouse gas emissions and others) exceed the grant expenditure.

DfT commissioned a retrospective process and impact evaluation of the MSRS Scheme. The evaluation will use extensive time series data to understand how the Scheme has influenced eligible journeys and to develop an understanding of how journeys might have been taken in the absence of the Scheme. The process evaluation will focus on understanding applicants, funding allocations and Scheme uptake (including any change over time) to improve understanding of how MSRS has influenced eligible freight journeys since 2018, and identifying any unanticipated Scheme impacts (positive or negative). The report will be published in 2027.

Study of the EU's Entry / Exit System (EES) on UK-based goods and passenger transport operators

The EES is an EU policy that replaces manual passport stamping with a digital register that records each entry and exit for non-EU and non-Schengen nationals, including UK nationals. Its purpose is to systematically enforce the Schengen short stay immigration limit, which caps visa-free stays at 90 days in any rolling 180-day period ('90/180'). For UK goods and passenger transport operators, this means that all business and leisure travel by UK national drivers in the Schengen Area now counts towards the same 90/180 limit. EES could therefore change how operators plan cross-border services, assign drivers and manage compliance risks.

DfT commissioned a robust pre-implementation baseline for UK goods and passenger transport operators that hold a Standard International Operator Licence (SIOL). The study profiles:

- Current operator activity, including extent and frequency of GB–Schengen operations
- Workforce composition by nationality and residence status
- Current monitoring of days in the Schengen Area under 90/180
- Awareness of, and early responses to, EES

The findings are intended to build an evidence-based picture of how far UK SIOL-holding operators are exposed to EES and the 90/180 rule, and in what ways. The report is expected to be published in 2026.

Improving journeys for people

Bus Service Improvement Plans

The [National Bus Strategy](#), published in 2021, set out the previous government's vision to deliver better bus services for passengers across England and increase bus patronage.

Bus service improvement plans (BSIPs), which set out the local vision for bus service improvements across local transport authorities in England outside London, were a major part of the strategy.

DfT is carrying out a process, impact and value for money evaluation of BSIPs. The impact evaluation will combine quantitative analysis (drawing on quasi-experimental methods where feasible) with theory-based approaches. The value for money evaluation will assess the extent to which BSIP interventions have been able to meet their strategic objectives and have (or may deliver over a longer timeframe) social, economic and environmental benefits that exceed costs.

An [interim report](#) was published in September 2024, including a summary of delivery progress, initial monitoring data on key metrics, initial findings from the process evaluation and emerging insights on early impacts. A final evaluation report is expected to be published in 2026 or 2027.

Rural Mobility Fund

The Rural Mobility Fund provides funding for pilots of 17 digital demand responsive transport schemes in 15 local authority areas across England. The evaluation aims to understand the potential for demand responsive transport to fill gaps in public transport provision in rural and suburban areas, and identify lessons learned in mobilisation and implementation.

The evaluation is split into two phases. The first phase comprised two rounds of process evaluation and collection of scheme level monitoring data. An [interim](#) and [final](#) report have been published from phase 1 (in 2023 and 2025 respectively).

Impact and value for money evaluations are being undertaken as part of the second phase, with report publication expected in 2026 or 2027. The impact evaluation will use contribution analysis, drawing on monitoring data, a user survey, on-board observation fieldwork and stakeholder interviews. The value for money evaluation will update cost-benefit analysis undertaken at the appraisal stage with outturn data.

£3 bus fare cap

The £2 bus fare cap, which ran from January 2023 to the end of 2024, was replaced by a new £3 bus fare cap. This applies to single bus fares in England outside London from January 2025, through to the end of March 2027. DfT has commissioned an impact and value for money evaluation of the first 12 months of the scheme.

This evaluation will generate evidence on whether the £3 bus fare cap achieved its aims of ensuring affordable bus fares and access to economic and social opportunities, while also delivering value for money.

The impact evaluation will analyse changes in bus usage over time and apply quasi-experimental impact evaluation methods to estimate the changes in patronage relative to what would have otherwise happened (i.e. compared to the previous £2 cap, as well as a scenario with no fare cap).

The value for money evaluation will assess the social, economic, and environmental value delivered by the scheme relative to the scale of public funding provided by DfT. Deep dive case studies will provide richer insights on specific themes relating to passengers' lived experiences of the scheme.

The report will be published in 2026 or 2027.

Mobility Centres

Mobility Centres seek to promote safety on the roads and support the mobility needs of older and disabled people, enabling them to maintain independence and participate fully in society. The centres operate through a network of sites across England, providing a range of services designed to meet diverse mobility needs. These include specialised driving assessments, conducted by Occupational Therapists and Approved Driving Instructors, to determine an individual's fitness to drive and recommend appropriate adaptations or alternative transport solutions.

DfT is conducting an evaluation of Mobility Centres, exploring how effectively services are delivered and what outcomes they achieve for clients. The evaluation draws on multiple data sources, including stakeholder interviews, a client survey and consultations, and programme monitoring information, to provide DfT with comprehensive evidence about programme performance. Impacts of the services delivered by centres on clients will be assessed using a theory-based impact evaluation approach.

The evaluation report will be published in 2026 or 2027.

E-scooter trials second evaluation

DfT made regulations allowing trials of rental e-scooters in 2020, to assess their benefits and impacts and inform whether and how to legislate for e-scooter use in the future. The trials have been extended and are currently due to conclude in May 2028.

A second evaluation of e-scooter trials was commissioned in 2025, building on the first evaluation which was published in 2022, to gain more detailed understanding from the trials.

The study consists of an impact and process evaluation, using theory-based impact evaluation approaches, with additional quasi-experimental impact evaluation approaches to be used where feasible. A [research protocol](#) for the study was published in September 2025.

The evaluation report is expected to be published in 2027. The Department will continue to scope out further learning activity beyond the second evaluation, as part of the trial expansion.

Pavement parking

In 2020, the Department [consulted on measures to assist local authorities in tackling pavement parking](#) in England. In 2025, a [government response](#) was published; this announced that powers to prohibit pavement parking in their areas will be devolved to Strategic Authorities, or the highest tier of local government where no Strategic Authority exists.

A baseline study is now in development to quantify and understand the current prevalence and impacts of pavement parking, particularly for vulnerable pedestrians. Methods have not been finalised but are expected to include theory-based impact evaluation approaches supplemented with quantitative measures and case studies where practicable.

Timings of the evaluation will be determined based on the implementation of new powers. A baseline report, and any future post-implementation evaluation reports, will be published in due course.

Transport Safety Officer pilot

In 2023, the Department for Transport launched a pilot of Transport Safety Officers (TSOs), based on a model trialled by Transport for West Midlands. TSOs are trained staff deployed to reduce anti-social behaviour on local transport networks, mainly buses and some trains, in hotspot areas. They follow a '3 Es' approach: Engage, Educate, Enforce. Enforcement powers are used only as a last resort.

DfT is conducting a comprehensive evaluation of the pilot, covering process, impact, and value for money. The evaluation explores short- and medium-term outcomes. It aims to understand the effectiveness of TSOs in improving safety and reducing anti-social behaviour. It draws on qualitative research with stakeholders and surveys of passengers, and also uses quasi-experimental impact evaluation methods to analyse the scheme's impact on key outcomes across the four pilot areas.

The evaluation report is expected to be published in 2026 or 2027.

Safer Roads Fund

Announced in 2017, the Safer Roads Fund started as a £100 million fund which provided investment targeted at England's most dangerous roads (as assessed by the Road Safety Foundation). A further £100m was added to the Fund in 2022 and has funded safety improvements to a further 50 high risk roads up to 2026.

A process evaluation was commissioned to understand what worked well and less well in the Fund's administration and to what extent it encouraged local authorities to adopt safe system principles. Findings from this evaluation were published in 2018 and in 2025. An output evaluation is currently underway to assess the scope of physical improvements made to the completed Safer Roads Fund roads. Its report is expected to be published in 2026 or 2027.

A longer-term impact evaluation, which is currently in development, will assess the effectiveness of the treatment of roads by the Safer Roads Fund in reducing the number of people killed or seriously injured on those roads and other impacts. It will also provide an assessment of the value for money by examining the costs and benefits of a selection of road schemes.

Rail Reform

DfT is committed to delivering a unified and simplified rail system that places passengers at the heart of the mission, objectives and incentives for the railway, and places train operators under public ownership and control. Rail Reform involves organisations from across the sector and will establish a new organisation, Great British Railways, as the single guiding mind. It will bring together responsibility for track and train under a single organisation, planning and running the railway as one connected system and delivering benefits for passengers, freight customers and taxpayers.

DfT has developed a structured benefits management approach to measure, monitor and report on the delivery of the programme.

DfT is currently working to scope, agree and plan additional evaluation activity. The first stage of evaluation will build on a previous scoping exercise looking at data requirements and evaluation methods, and will develop an evaluation strategy for the distinct elements of rail reform.

Rail fares and ticketing

As part of Rail Reform, DfT is transforming fares, ticketing and retailing for the railways, with the aim of ensuring that these meet the needs of both 21st century passengers and taxpayers. We are developing fares and ticketing improvements across a number of areas and evaluating individual projects to develop evidence of their impact.

An evaluation of the single-leg and demand-based pricing trials on three London North Eastern Railway routes is expected to be published in 2026. This study has taken a quasi-experimental impact evaluation approach, comparing trial flows with similar routes outside the trial and used rail ticketing data and passenger surveys to explore impacts for passengers and revenue.

Also underway is an evaluation of four Digital Pay As You Go (DPAYG) trials involving a range of different mobile app suppliers and train operator companies. This will look at passengers' experience and satisfaction with DPAYG and fares options, and inform future decision-making on the feasibility of implementing DPAYG on the network. The evaluation report is expected to be published in 2027.

Project Oval expanded the use of contactless Pay As You Go (PAYG) in the southeast of England and its evaluation is ongoing. The aim of this evaluation is to assess the extent to which implementing PAYG ticketing and fares reforms improves passengers' experience of fares ticketing and retailing on the railways in the South East. A report of this evaluation is expected to be published in 2027.

Delivering green and healthy transport

Office for Zero Emission Vehicles

The Office for Zero Emission Vehicles (OZEV) works across government to support the transition to zero emission vehicles (ZEVs). This includes providing support for the take-up of ZEVs, as well as funding to support chargepoint infrastructure across the UK. This will contribute to economic growth and reduce greenhouse gas emissions and air pollution on our roads.

OZEV undertakes regular stakeholder consultations and routine monitoring of project delivery metrics for its portfolio. Additional monitoring and evaluation activity is designed to improve the evidence base about the impacts of OZEV schemes.

Building on recently published evaluations of the OZEV portfolio and the Low Emission Vehicle Infrastructure (LEVI) Fund, OZEV is considering options for further monitoring and evaluation activity between now and 2030, to collect the necessary information and data to track progress in delivering its interventions. This could include elements of the current portfolio such as the Electric Car Grant, other vehicle grants, further work on LEVI and other infrastructure grants, the impact of regulations such as the ZEV Mandate, and new elements of the portfolio as it develops. We will aim to prioritise work that will improve the provision of evidence about delivery of programme objectives as we move towards the UK's 2030 target for reduced emissions.

Zero Emission HGV and Infrastructure Demonstrator programme

The Zero Emission HGV and Infrastructure Demonstrator (ZEHID) programme, funded by DfT and delivered in partnership with Innovate UK, is supporting the deployment, uptake and demonstration of commercially available zero emission HGVs in the 40-44t weight category. It is also deploying the charging and fuelling infrastructure to help the haulage sector decarbonise and transition to zero emission HGVs.

The programme is nearing the end of its delivery phase (2023-2026) and will shortly be entering its five-year demonstration phase (April 2026-2031), in which vehicles and infrastructure will be demonstrated in real-world commercial operations, with data being collected and published throughout to inform future commercial investment decisions. 151 of the 300 zero emission HGVs have already been delivered, with the majority of the remaining vehicles to be in place by April 2026. There are 70 planned infrastructure locations as part of the programme, with 26 already in operation.

Three strands of monitoring and evaluation are underway as part of the programme:

- Innovate UK's cross-cutting monitoring study – this provides analysis of monitoring data, surveys of funded participants and interviews with participants and wider sector stakeholders for a range of innovation programmes delivered by Innovate UK, including the ZEHID programme. The report is expected to be published in 2027.
- Technical evaluation commissioned by Innovate UK – this is focussing on technical data logging and cleansing, infrastructure and user research. Six annual reports will be published throughout the demonstration phase, with the first due in 2026.

- Project and participant evaluation – agreed evaluation metrics will determine the degree to which the stated programme outcomes and impacts have been achieved, with data collected periodically throughout the demonstration phase, against a baseline, and tracked over time. The timing of report publication is to be confirmed.

Rapid Charging Fund pilot

The Rapid Charging Fund (RCF) was announced in 2020 as a £950 million government initiative designed to accelerate private sector investments in ultra-rapid chargepoints on the Strategic Road Network (SRN) ahead of growing demand. The RCF aimed at subsidising the cost of the work to increase electricity network capacity at key sites, where it was not commercially viable for the private sector to do so alone. The £70 million RCF pilot, launched in December 2023, was intended to test the feasibility and implementation of the fund's objectives, and to extract lessons to inform future policy.

DfT commissioned an independent process evaluation of the RCF pilot from inception to January 2025 focusing on lessons learned from stakeholders' experiences of the pilot and highlighting key ingredients for future funding options. The insights are based on a document review and a series of ten semi-structured interviews and focus groups with stakeholders, completed 2024-25.

The evaluation report will be published in 2026.

Zero Emission Bus Regional Areas

The Zero Emission Bus Regional Areas (ZEBRA) programme provides funding for zero emission buses and related infrastructure through two funding rounds; ZEBRA 1 and ZEBRA 2. Combined, these programmes provide funding to 42 local transport authorities (LTAs) across England. As a condition of funding, LTAs are required to undertake their own evaluations of their ZEBRA projects and engage with the programme-level evaluation commissioned by DfT.

ZEBRA 1

The evaluation of the ZEBRA 1 programme consists of an impact evaluation to understand the extent to which the programme has met its objectives, and a process evaluation to understand how ZEBRA projects were implemented and what lessons can be learned.

The impact evaluation approach involves programme-level monitoring of outputs and costs, including analysis of carbon and air quality impacts, which will be compared to a modelled counterfactual. The process evaluation approach includes interviews with local transport authorities, bus operators, and delivery partners. A value for money assessment of the programme will be undertaken separately.

A [pre-implementation process evaluation](#) was completed in 2023. Interim and final evaluation reports are expected to be published in 2026 and 2027.

ZEBRA 2

DfT commissioned an impact and process evaluation of the ZEBRA 2 programme in 2025, which will build on the evaluation approach used for ZEBRA 1. A value for money

assessment of the ZEBRA 2 programme will be undertaken separately. Interim outputs are expected in 2027, with a final evaluation report due in 2028.

Active Travel Fund

Announced in 2020, [Active Travel Fund \(ATF\) tranches 1 and 2](#) provided £217 million in capital grants to 78 local transport authorities across England. Tranche 1 (the Emergency Active Travel Fund) supported the installation of temporary measures during the Covid19 pandemic, while Tranche 2 supported more permanent schemes, including Low Traffic Neighbourhoods (LTNs), School Streets and new or improved cycle routes to be delivered from 2020–21 onwards.

An [evaluation baseline](#) was published in 2025, providing analysis of pre-intervention data and testing the feasibility of the planned process, impact and value for money evaluation methods. The process evaluations, also published in 2025, explore local authorities' experience of developing and implementing Active Travel Fund schemes. Active Travel England (ATE) is currently delivering the longer-term impact and value for money evaluation of LTNs and Cycle Paths, and distribution analysis of School Streets. These reports are expected to be published in 2026 and 2027.

Active Travel Social Prescribing pilot

[Launched in autumn 2022](#), the £13 million Active Travel Social Prescribing pilot is testing ways to help people improve physical and mental health by adding walking, wheeling and cycling to GP social prescriptions in 11 local authority areas. It aims to meet the specific needs of local communities and underrepresented groups facing socio-economic deprivation and health inequalities by integrating active travel into existing referral pathways and local healthcare systems.

ATE has commissioned a mixed-method evaluation which includes a process evaluation, an interim impact evaluation and a final impact and value for money evaluation. Initial operational insights were generated from fieldwork and have informed the wider pilot roll-out, drawn from qualitative research with local delivery partners, link workers and local authority stakeholders.

The interim and final reports will evaluate the impact on users participating in active travel social prescribing activities across a range of outcomes. Participant surveys will be collected at the beginning and subsequently at six and twelve months to estimate change in physical activity, mental health and wellbeing, and views of local walking and cycling routes. The evaluation reports are expected to be published in 2027.

Active Travel Portfolio Evaluation

The government published the second [Cycling and Walking Investment Strategy \(CWIS2\)](#) in 2022, outlining the objectives to be delivered between 2021 and 2025. The objectives include doubling cycling rates, increasing the rate of walking and getting more children actively to schools across England.

The Active Travel Portfolio Evaluation is designed to measure the impact of investment over this period. This includes cycle infrastructure, walking routes, safer crossings and behaviour change initiatives such as cycle training, bike hire schemes, and school and

community outreach. Active travel interventions are delivered in complex urban environments and often evaluation is challenging, which is compounded when funding is from many different sources – including DfT, MHCLG, local authorities and ATE.

ATE has developed a range of evidence assessments to underpin future evaluation. Interventions will be grouped into four themes aligning with national objectives – enabling adult cycling, walking and wheeling, active school travel, and planning and design.

The evaluation of Active School Travel is underway. This entails process, impact and value for money evaluations of active travel infrastructure and behaviour change interventions near schools, which will be informed by a national survey of parents and carers of children attending primary schools. This data will be considered alongside in-depth case studies of six schools and supported by secondary analysis of road casualty data. The report is expected to be published in 2028. The remaining evaluation themes will be commissioned later in 2026.

Local NO₂ reduction plans

The UK Government requires local authorities with persistent exceedances of nitrogen dioxide (NO₂) concentration limits at roadsides to design, develop and implement local plans to reduce concentrations to within statutory limits in the shortest possible time.

The Joint Air Quality Unit commissioned a multi-year central evaluation of local plans. The current second phase of evaluation (2024-2028) builds upon the first evaluation (2019-2024), providing an opportunity to assess longer-term impacts of plans.

The first evaluation explored air quality, traffic, and health impacts of local plan interventions. Findings indicated observable impacts from plans and falling average ambient NO₂ concentrations in many local authorities.

Areas of focus in the second evaluation include contribution analysis to examine the contribution of interventions to the reduction of NO₂ in local areas, health outcomes, and equity impacts. The evaluation includes air quality analysis, case studies and rapid assessments. Case studies take an in-depth look at impacts of local plans before and after implementation and are designed to reflect the local context. Rapid assessments are triggered by emerging evidence needs; they are shorter-term studies which focus on a particular area, measure, or relevant theme.

Reports on progress are [published annually](#).

UK Second Generation Search and Rescue Aviation

The Maritime and Coastguard Agency (MCA) Second Generation Search and Rescue Aviation (UKSAR2G) programme provides the next generation of Search and Rescue aviation, replacing the existing Search and Rescue Helicopter and Aerial Surveillance and Verification contracts. This programme brings new aviation assets, bases and capability, including unmanned aircraft and unprecedented use of data to ensure that HM Coastguard is able to search for, and rescue, people in distress at sea or on land.

The programme is currently in its transition phase from the legacy contract, which commenced in 2024 and is due to end in January 2027.

The MCA has implemented a three-phase monitoring and evaluation programme. Phase 1 consists of a [baseline study](#), published in June 2025, which developed a monitoring and evaluation framework and collected baseline measures.

Phase 2, which is planned for 2030, will be a mid-service process evaluation to assess how the UKSAR2G programme was implemented and what effects it is having.

Phase 3 will consist of a final impact evaluation and an assessment of value for money. It will be undertaken towards the end of the contract, in 2035-2036.

UK Shipping Office for Reducing Emissions

DfT launched the [UK Shipping Office for Reducing Emissions](#) (UK SHORE) in 2022, with total funding of £206 million. UK SHORE aims to address maritime emissions and create skilled jobs across the country through match funding across four major schemes aimed at accelerating the research into, and development of, clean maritime technologies.

In 2023, DfT commissioned a process, impact and value for money evaluation of the UK SHORE portfolio, and of its individual schemes.

The [interim report](#) detailing initial process and impact findings was published in March 2025. The findings showed good levels of satisfaction with the delivery of UK SHORE. Many funding beneficiaries reported having been successful at improving their technology and commercial prospects, though for some areas, such as environmental outcomes, it was too early to see significant impacts.

The final report, expected to be published in 2026, will include impact and process findings, based on analysis of monitoring data and primary research with funding beneficiaries, as well as a value for money assessment. The process evaluation will consider the set-up of schemes and competitions within the portfolio, working processes, and the experience of applicants from application through to delivery. The impact evaluation will focus on UK SHORE outcomes and impacts, such as the development of technologies, the attribution of environmental benefits, commercial prospects and opportunities for funding beneficiaries, spillover benefits for other sectors, and wider social objectives such as job creation. The value for money evaluation will assess the extent to which schemes have been delivered in an economic and effective way, and whether the benefits of UK SHORE are likely to exceed the cost of public delivery.

A longer-term evaluation of UK SHORE phase 1 schemes is in development and will aim to collect evidence on impacts with longer lead-in times. A discrete technical evaluation of the most technologically advanced projects is underway and will run until 2028 and provide more detailed data about the performance of each of the projects and applicability to the wider sector.

In late 2025, DfT announced additional funding of £448 million as part of UK SHORE phase 2, for which an evaluation is currently being developed. This study will build on the approach taken in the phase 1 evaluation and will include process, impact and value for money evaluation of the new portfolio.

Using science, innovation, technology and data

Innovate UK Land and Maritime Transport portfolio

The Land and Maritime Transport portfolio, which consists of separate innovation programmes delivered by Innovate UK in partnership with DfT, represents a significant investment in the future of UK transport innovation and decarbonisation. Programmes delivered through this portfolio since 2022 include:

- Zero Emission HGV and Infrastructure Demonstrator programme
- Commercialising Connected and Autonomous Mobility programme
- Tees Valley Hydrogen Transport Hub programme
- Rail First of a Kind programme
- Transport Decarbonisation Demonstrator
- Maritime Decarbonisation programme

A monitoring study for the portfolio was commissioned in late 2023, covering transport-focused innovation programmes delivered by Innovate UK between 2022 and 2025. The study draws on monitoring data, surveys with funding beneficiaries, and interviews with beneficiaries and wider stakeholders in the transport sector. The final report is expected to be published in 2027.

A new monitoring study, which will cover transport innovation programmes delivered by Innovate UK between 2026 and 2029, is currently in development and will build on the approach taken for the first monitoring study.

Integrated Transport Digital Twin programme

The Integrated Transport Digital Twin R&D programme will combine multiple strands aiming to enable more holistic network management by local stakeholders, increased capability by DfT for incident response, improved data sharing, and increased innovation in transport. By 2030, the programme will aim to demonstrate the value digital twins can offer in integrated network management and crisis response by bringing together different stakeholders, establish best practice, and disseminate learnings.

Robust evaluation is a key component of this work, to provide evidence and a steer on what parts of the programme need be adjusted, scaled up or do not provide value for money. The programme evaluation will draw on process, impact and value for money evaluation. Monitoring and evaluation frameworks will be developed to guide reporting and data collection, support governance, and produce case study reports in 2027 and 2028. The final report is expected to be published in 2030.

4. Completed evaluation studies and publication list

2026

Future Transport Zones

Future Transport Zones was a £92 million programme of funding for four local areas to trial innovative transport models. The fund ran between 2019 and 2024, with some funded schemes being maintained by participating local authorities beyond this point.

DfT commissioned a national level [process and implementation evaluation](#), which conducted case studies to generate cross-cutting learning. Schemes trialled included hubs integrating public transport and rental modes, mobility credits and transport data projects. Supplementary studies were reported for Mobility as a Service apps, which were trialled in all four Zones.

Findings explored the barriers and best practice for implementing innovative transport schemes and programmes. Wave 1 and 2 reports were published in 2022 and 2023, and the final report will be published in 2026.

Economic performance impacts of road enhancements

The Economic Performance Impacts of Road Enhancements study includes a statistical report with econometric analyses to quantify the effects of investments in the strategic and local road network, and findings from mixed-methods case studies exploring the impacts of individual schemes.

The study examined 194 strategic road or local road enhancement schemes which were completed between 2002 and 2021 and had the principal objective of improving connectivity between places by reducing journey times. Economic administrative data for locations within 30 km of the schemes was analysed and compared with areas where there were no enhancements, using statistical methods.

We aim to publish the report later in 2026.

2025

Local Electric Vehicle Infrastructure (LEVI) fund process evaluation

The [LEVI fund](#) aims to 1) provide a step-change in the deployment of local, on-street charging infrastructure across England and 2) accelerate the commercialisation and investment in the local charging infrastructure sector.

DfT commissioned a process evaluation of the LEVI Fund up to May 2024, along with initial analysis of progress in delivery up to January 2024. A mixed-methods approach was used, involving analysis quantitative and qualitative data from LEVI Fund recipients and other stakeholders. This was complemented by analysis of published secondary data and DfT monitoring data. The full report is published [here](#).

Driver 2020

Driver2020 evaluated the effectiveness of five voluntary interventions for learner and novice drivers identified in previous DfT research as promising approaches to reduce the risk to young and novice drivers.

The project ran from 2019 to 2024 and produced [four reports](#), including a summary report and individual reports which examined the effectiveness of interventions delivered to novice drivers, the effectiveness of interventions delivered to learner drivers, and explored the delivery of the interventions through qualitative research.

The Driver2020 project found no evidence that any of the three interventions offered to learner drivers, or the two offered to novice drivers, reduced collisions in the first 12 months of post-test driving for 17–24-year-old drivers when offered on a voluntary basis.

Safer Roads Fund process evaluation

Announced in 2017, the Safer Roads Fund started as a £100 million fund which provided investment targeted at England's most dangerous roads (as assessed by the Road Safety Foundation). A further £100m was added to the Fund in 2022, which has funded safety improvements to a further 50 high risk roads up to 2026.

A report of the [first phase of the evaluation](#), covering the announcement and application stage, was published in 2018. This found that the practical aspects of administering the fund were generally working well, with participating Local Authorities identifying some areas for improvement.

A [second phase of research](#), covering implementation, was published in 2025. This explored Local Authorities' attitudes to the fund and the Safe Systems approach to road safety, their experiences of implementation of the scheme and their perceptions of impacts of the Fund. Learnings from the process evaluation carried out in the early rounds of the Fund have informed the delivery of the subsequent rounds.

Dartmoor line evaluation of re-opening

The Dartmoor Line is a rail line linking Okehampton with Crediton and Exeter St David's. Having been previously closed in the 1970s, the Line was re-opened to passenger traffic in 2022, with funding from support from the DfT as part of its Restoring Your Railway Fund.

An early impact [evaluation of the Dartmoor Line re-opening](#) was commissioned to identify – and where possible quantify – the early outcomes of the reopening of the Line, with a particular focus on transport and connectivity outcomes.

The evaluation collated evidence of a range of positive outcomes, including improved public transport journey times and connectivity and good levels of patronage that broadly align with forecast demand. The report also found evidence of financial sustainability in the form of an annual operating surplus, whereby estimated trip revenues to and from the re-opened Okehampton station outweigh operational expenditure for the line.

HS1 second evaluation

High Speed 1 (HS1) is a high speed rail line that fully opened in 2007, connecting London with the Channel Tunnel and onwards to the rail network of continental Europe.

A [first interim evaluation](#) was published in 2015 to understand early impacts for transport users, as well as economic productivity and regeneration impacts. A second evaluation was commissioned to evaluate the longer-term transport and socio-economic impacts of HS1 on a range of stakeholders.

A [second evaluation](#) was published in 2025 and found that HS1 improved passenger experience, reduced journey times, and encouraged commuting into London. However, local economic indicators in areas outside of London (which was out of scope for methodological reasons), such as GVA per capita, had not increased significantly compared to a counterfactual.

£2 bus fare cap

The £2 bus fare cap ran from January 2023 until the end of 2024. It had two primary aims: to reduce the cost of living, particularly for low-income households, by reducing the cost of travel, and to support recovery in bus patronage by simplifying and reducing the cost of travel and increasing passenger confidence. It operated across England (outside London) with bus operators participating on a voluntary basis, and capped single tickets at £2.

DfT carried out a process, impact and value for money evaluation of the scheme. [Interim reports](#) were published in 2023 and [a final report](#) was published in May 2025. The evaluation found that the scheme contributed to an increase in bus patronage in its first 10 months of operation, and supported passengers with the cost of living by reducing travel costs, although the impact of the scheme varied across different types of passengers. Survey data suggested that 16-24 year olds, urban populations and frequent bus users tended to benefit the most.

Inclusive Transport Strategy

The Inclusive Transport Strategy (ITS), published in 2018, set out an ambitious programme of work to improve disabled people's access to the transport system.

An evaluation of the strategy ran from 2020 to 2024 and included primary research with disabled and non-disabled people, assistance dog users, transport operators and local licensing authorities. It also monitored change in 23 metrics relating to disabled people's travel through the publication of an Inclusivity Scorecard.

The [baseline evaluation report](#) was published in January 2022, along with the [Year 1 Inclusivity Scorecard](#). [Updates to the scorecard](#) were published periodically over the course of the evaluation. The [final evaluation reports](#) were published in 2025.

Overall, the evaluation did not find any improvements in key outcomes for disabled people at a national level over the evaluation period, although this may reflect delays in delivery, and the wider context of the Covid-19 pandemic, and may not take account of any improvements at a local level or for specific user groups. However, the evaluation identified a series of lessons for how transport provision can be improved for disabled people.

Tackling Loneliness with Transport Fund

In October 2018, the government launched its [loneliness strategy](#), which identified loneliness as a significant social concern. DfT [delivered pilot transport schemes](#) that aim to reduce loneliness, funded by HM Treasury's [Shared Outcomes Fund](#). The pilots implemented and delivered a range of targeted transport schemes for those at risk of loneliness.

DfT conducted a process and impact evaluation to understand the contribution transport can make to alleviating loneliness, and identify which types of interventions were successful. The evaluation also examined the wider benefits of the pilots beyond reducing loneliness. The [final report](#) was published in September 2025.

Qualitative evidence from the evaluation indicated some positive outcomes for beneficiaries' experience of social connections. However, there was insufficient data to establish a direct link between the observed outcomes and the activities delivered by the pilots.

Active Travel Fund evaluation

Announced in 2020, [Active Travel Fund \(ATF\) tranches 1 and 2](#) provided £217 million in capital grants to 78 local transport authorities across England. These grants supported the installation of temporary projects during the Covid-19 pandemic (ATF1) and long-term schemes such as Low Traffic Neighbourhoods (LTNs), School Streets and Cycle Paths, to be delivered in 2020/21 (ATF2).

The [baseline study](#) published in 2025 found the mixed-methods, quasi-experimental evaluation design for ATF2 to be sufficient to proceed, broadly feasible but constrained by scheme delays, cancellations and limited post-intervention data in some locations.

The stage [one](#) and [two](#) process evaluations of ATF1 and 2, conducted 18 months apart, included focus groups with local authority officers from different authority types across England. They found that successful schemes tended to have strong political support, clear strategic plans and skilled teams. Challenges included limited resources, short

timeframes, evolving guidance and delays caused by consultations and organisational changes. The reports were published in 2025.

2024

Reach for the Sky Challenge Fund

As part of the Department for Transport's Generation Aviation scheme, the [Reach for the Sky Challenge Fund](#) (RFTS), administered by the UK Civil Aviation Authority, provided £2.3 million across three funding rounds between January 2023 and December 2025 to 40 non-profit organisations. This grant supports outreach programmes to get young people from all backgrounds into aviation, particularly targeting underrepresented groups.

In 2023, DfT published a [summary of a survey](#) with successful applicants for the fund, alongside case studies of funded projects.

In 2024, DfT published a [process and impact evaluation](#) report, analysing monitoring data provided by outreach programmes funded by RFTS in 2024.

The process evaluation generated evidence on applicants' experiences of designing outreach projects, applying for funding and implementing projects. The impact evaluation investigated outcomes in terms of the scale and type of outreach activities, size and characteristics of audiences and changes in awareness of opportunities in the aviation sector. The findings showed increased awareness of, and motivation to pursue, aviation careers among programme participants.

Cornwall e-cycle pilot evaluation

A pilot scheme, delivered by Cornwall Council and partners in 2021/22, provided members of the public with opportunities to try an e-cycle without having to purchase one, using a combination of public roadshow events, longer-term "opportunity to try" fleet loans for employers, and personal Wheels 2 Work electric loans. The aim was to broaden access to e-cycles, encourage new and diverse users, and explore the potential for e-cycle use to support everyday travel and mobility.

The DfT commissioned evaluation used a mixed-methods approach, combining project monitoring, process evaluation, and impact assessment through surveys and interviews with participants. It also explored the relationships between participation in the pilot and subsequent travel behaviours. The [full evaluation report](#) found nearly all loan participants used the e-cycle available to them at least once per week and about one in five pilot participants reported buying an e-cycle afterwards.

Evaluating the ADI cycle awareness pilot

DfT commissioned an [evaluation of the Approved Driving Instructor \(ADI\) cycle awareness pilot](#) to explore the potential for improved cycle awareness training within driver instruction. The pilot was designed to raise awareness of cyclists' behaviour and improve interactions between new drivers and cyclists by providing dedicated training resources for ADIs and learner drivers.

The evaluation used a randomised controlled trial design that compared ADIs who received access to the training materials with those who did not. Data was collected using surveys to measure changes in attitudes and awareness towards cyclists.

The evaluation found that awareness of the Bikeability Trust increased among ADIs who received the training, but there was only a measurable effect on two of the 13 attitudinal statements about cyclists and motorists shown to participants.

E-cycles rapid evidence assessment report

The [E-cycles rapid evidence assessment report](#) was commissioned by DfT to review existing research and evidence on initiatives aimed at increasing the uptake and use of electrically assisted bicycles and related e-cargo bikes in England.

The assessment involved a systematic search and synthesis of published and grey literature on e-cycle use, the profile of users, and the factors that act as barriers or motivations for adopting e-cycles. The rapid evidence assessment also sought to identify any available evidence on the effectiveness of e-cycle projects in increasing use and influencing travel behaviour.

The review found that motivators for e-cycle use can include enjoyment, physical and mental health, ability to ride longer and faster and reduced physical effort compared to using a conventional cycle. The key barrier identified was the high cost of purchasing an e-cycle, particularly among young people.

Behavioural impacts of e-cycle trials

The [Behavioural impacts of e-cycle trials report](#) reviews and synthesises evidence from a series of trials, pilots, and research programmes that investigated interventions involving electrically assisted cycles (e-cycles).

The assessment collated information from 18 separate studies to examine how access to e-cycles relates to changes in transport behaviour. The review specifically looked at instances where individuals were given the opportunity to try an e-cycle without having to purchase one, recognising that the cost of e-cycles can be a barrier to uptake and also drew on a combination of project monitoring and literature from pilots conducted in various contexts to identify patterns of behaviour associated with e-cycle use.

The literature reviewed in this short study indicates that interventions providing the opportunity to try an e-cycle for a period may encourage use, leading to changed travel behaviours (around commuting at least), and decreased use of a car.

E-cargo bike grant fund national scheme evaluation

The [E-cargo bike grant fund national scheme evaluation report](#) examined the implementation and operation of the national grant fund designed to support organisations in procuring electrically assisted cargo bikes (e-cargo bikes). The scheme, funded by the DfT and administered through the national E-cargo Bike Grant Fund, offered financial support for eligible organisations to purchase e-cargo cycles to integrate into their transport operations.

The evaluation assessed how the fund was delivered, including the application and award processes, and how recipients used the funded e-cargo bikes in practice. It also reviewed the context and scope of the national scheme to understand how funded cycles were deployed across organisations with diverse operational needs. The evaluation drew on programme monitoring information and stakeholder feedback to document implementation processes, lessons learned, and implications for future similar schemes.

E-cargo bike grant fund local authority scheme evaluation

The [E-cargo bike grant fund local authority scheme evaluation report](#) examined the delivery and implementation of the local authority strand of the Department for Transport's E-cargo Bike Grant Fund. The scheme provided funding to local authorities in England to procure electrically assisted cargo bikes (e-cargo bikes) for use within their areas, supporting efforts to introduce low-emission, active travel alternatives to conventional vehicles and encourage sustainable transport practices.

The evaluation documented how the fund was administered, including the motivations of local authorities for securing e-cargo bikes and the ways in which the funded cycles were deployed in practice. The assessment drew on monitoring data, feedback from participating authorities, and evidence on travel behaviour change associated with e-cargo bike use to build an understanding of implementation processes and outcomes relevant for future schemes. While exploratory in nature, the evaluation also considered carbon savings and lessons for the design of similar local transport interventions.

Measures to Reduce the Heavy Goods Vehicle (HGV) Driver Shortage

In response to an acute shortage of HGV drivers, the UK Government introduced 33 measures (some temporary, some permanent) to support the road haulage sector, which addressed supply chain efficiency, driver training, capacity of testing and licencing processes, driver working conditions and taxes. The first measures were introduced in March 2020. Of the temporary measures, some had ended by April 2023, while others continued until the end of 2023.

DfT commissioned an [evaluation of the 17 measures](#), drawing on interviews and a survey with HGV drivers and trainees. While findings are not generalisable across the entire road freight sector in the UK, the research found that most of the measures included were not believed to have made a significant contribution to increasing the number of HGV drivers, or their availability. However, Skills Bootcamps and testing and licencing measures were perceived as effective measures. Participants also identified wider lessons from the driver shortage, noting the possibility of a future driver shortage and suggesting that factors limiting the appeal of the HGV driver role need to be addressed.

2023

Heavy Goods Vehicle (HGV) Drivers' Hours and Working Time

The fatigue of HGV drivers is managed, from a regulatory perspective, through a combination of legislation. In exceptional circumstances, a temporary relaxation of driving time limits and/or rest drivers' hours regulations can be considered.

[This research](#) aimed to assess the benefits and disadvantages that have resulted from these relaxation periods, and the impact they have on HGV driver fatigue. The research included a literature review, quantitative analysis of road safety statistics for periods of normal drivers' hours rules and periods of relaxation, qualitative stakeholder interviews, and a review of DfT's existing guidance for operators to request drivers' hours relaxations.

The report identified several gaps in the evidence base. However, the literature review identified a link between safety risk and driver fatigue which is only partially managed by the working and driving time regulations. Quantitative analysis did not identify any evidence of a relationship between relaxation periods and fatigue-related HGV road traffic collisions or casualties.

Transformational impacts of transport investments

DfT commissioned an analytical project entitled "[Understanding and Quantifying Transformational Impacts from Transport Interventions](#)" to enhance its understanding of how and why transport schemes achieve transformational impacts and how contextual factors, such as local conditions, complementary investments and policies, can work with a new transport investment.

The study involved a literature review, case studies of 15 recent transport schemes, and qualitative comparative analysis. A key finding of the study was the critical role of effective coordination between key stakeholders, in enabling transport to meaningfully affect transformation in a local area. This includes coordination between DfT and local authority, public and private sector, and transport providers and developers.

Great Western Route Modernisation post-opening evaluation

Great Western Route Modernisation was a complex programme of electrification and infrastructure enhancements which substantively completed in 2017, and enabled the introduction of new trains and major services changes between London Paddington and the west and south-west of England and south Wales in 2019.

DfT commissioned an [early evaluation of the Great Western Route Modernisation \(GWRM\) programme](#) to understand initial performance and early outcomes of the long-distance service elements of the programme. The evaluation also considered how the GWRM scope of works changed within the programme lifecycle, and the effect this had upon the achievement of intended objectives.

The evaluation found that the programme broadly met its objectives regarding delivery of various passenger benefits, including significant journey time reductions, enhanced service levels, improved punctuality and reliability, as well as reduced carbon emissions.

LNER single-leg pricing trial

A Single Leg Pricing (SLP) trial was introduced on three London North Eastern Railway (LNER) flows to and from London–Leeds, –Newcastle, and –Edinburgh with the aim of providing a fairer and simpler fares structure.

The [evaluation of the LNER single leg pricing \(SLP\) trial](#) was commissioned to provide a summative assessment of the impact of the SLP trial on revenue and customer

satisfaction. Due to the COVID-19 pandemic, onboard passenger surveys were not possible during the evaluation, and so the report focused on revenue impacts.

The evaluation found that the SLP trial did not appear to have a significant (positive or negative) impact on revenue. However, the pandemic, which affected all passenger journeys and revenue across the network during the trial, introduced a level of uncertainty in the findings and further SLP evaluation is ongoing.

Evaluation of the flexible season rail ticket

Flexible season tickets were introduced in 2021 as part of the government's plan to reform rail fares, ticketing and retailing. They were particularly aimed at the then growing number of people who did not commute every day, reflecting both a change in working patterns evident before March 2020, and the acceleration of this trend since the beginning of the Covid-19 pandemic

An ex-post [evaluation of the flexible season ticket](#) product for part-time commuters was commissioned to provide evidence on the implementation, outcomes and impacts of the Flexible Season Ticket product, during and after the first year of launch.

The evaluation found evidence that the flexible season ticket was meeting the needs of many rail passengers travelling between two and four days a week, and was viewed positively amongst this cohort of rail passengers. It also identified factors that could encourage further update of the product, including further raising awareness and considering future modifications to enable more flexible use.

Evaluation of the Rail Safety & Standards Board (RSSB) Research & Development Programme

The Rail Safety and Standards Board (RSSB) is a non-profit organisation which supports the rail industry to deliver a better and safer railway. Its Research and Development (R&D) Programme has been running since 2001 and aims to promote cross-industry collaboration and adoption of research for the benefit of the wider rail sector.

The [evaluation of the Rail Safety & Standards Board Research & Development Programme](#) was commissioned to retrospectively review the impact and value for money of RSSB's R&D programme, along with the extent to which it achieved its aims and objectives.

The evaluation found that RSSB's R&D Programme was affecting positive changes to enhance rail safety, sustainability, and efficiency. It achieved this through implementing system-level solutions to long-term challenges and addressing market failures. The programme also produced high-quality outputs and fostered crucial industry collaboration. The evaluation also identified strategic direction, engagement and implementation as areas that could be improved across the programme.

2022

OZEV – portfolio-level retrospective evaluation

DfT commissioned an independent retrospective evaluation of three schemes within OZEV's overall grant portfolio: the Plug-in Vehicle Grant (PIG) for cars and vans; the Electric Vehicle Homecharge Scheme (EVHS); and the Workplace Charging Scheme (WCS).

Overall, this evaluation found that the grants have had material impacts on demand for new EVs and chargepoint installations, particularly for cars and home chargepoints, and that the market for electric cars is now maturing. The electric van market was at an early stage of development due to ongoing constraints to uptake.

The full report is published [here](#).

Earlier publications

2022

[Evaluation of Local NO2 Plans - 2021 Annual Report](#)

[First of a Kind Innovation Programme](#)

[Temporary Traffic Regulation Order impact evaluation](#)

[Inclusive transport strategy: evaluation baseline and technical reports](#)

[National evaluation of e-scooter trials report](#)

[Evaluation of roads reform \(Waves 2 and 3\)](#)

2021

[Cycle City Ambition Programme](#)

[Transforming Cities Fund: co-development case study](#)

[Longer semi-trailers: annual report 2019](#)

2020

[Increased speed limit for HGVs](#)

2019

[Bikeability Impact study](#)

Evaluation of Roads Reform (Wave 2)

Scoping study: evaluating economic performance impacts of road enhancement

Total transport feasibility report and pilot review

2018

20mph speed limits impact and process evaluation

Safer Roads Fund Process Evaluation Phase 1 Report

Behavioural insights interventions to encourage learner drivers to practise more

Cycling Cities Ambition: baseline and interim report

Economic impact of new and improved rail lines: case studies and method

Street works permit schemes: evaluation of effectiveness

Impact evaluation of National Speed Awareness Course

Inclusive Transport Strategy: monitoring and evaluation framework

Impact of the Local Sustainable Transport Fund: synthesis of evidence

Local Major Schemes: meta-evaluation 2006 to 2010

Local Sustainable Transport Fund: final meta-analysis

LSTF evaluation: carbon impacts and congestion relief

LSTF evaluation: impact of sustainable transport measures on town centres

LSTF evaluation: strategic employment sites and business parks

LSTF evaluation: visitor travel and sustainable transport

Sustainable Travel Towns: evaluation of the longer-term impacts

Thameslink Programme Evaluation: baseline report

2017

[Exploring the economic benefits of strategic roads](#)

[An evaluation of low cost workplace-based interventions to encourage the use of sustainable transport](#)

[Drug driving law evaluation report](#)

[Impact of the Local Sustainable Transport Fund: summary report](#)

[Local Sustainable Transport Fund annual report 2014 to 2015](#)

[Local Sustainable Transport Fund: what works?](#)

[Low Carbon Truck and Refuelling Infrastructure Trial: final report](#)

[Review of interventions to increase the safety of young and novice drivers](#)

[Search and rescue helicopter statistics](#)

2016

[Cycling infrastructure: framework for evaluating economic and social impacts](#)

[Evaluating fixed penalty notices for careless driving offences](#)

[Increased speed limit for heavy goods vehicles over 7.5 tonnes: initial summary report](#)

[Infrastructure and Projects Authority annual report on major projects 2015 to 2016](#)

[Longer semi-trailer trial evaluation: annual report 2015](#)

[Street works lane rental evaluation](#)

[Strengthening the links between appraisal and evaluation](#)

2015

[Better Bus Areas programme impact evaluation baseline data report](#)

[Better Bus Areas programme process evaluation report](#)

[HS1: first interim evaluation](#)

[Local Sustainable Transport Fund annual report 2013 to 2014](#)

[Local Sustainable Transport Fund: interim meta-analysis](#)

[Longer semi-trailer trial evaluation: annual report 2014](#)

[Low carbon truck trial: executive summary 2014](#)

[Major Projects Authority annual report 2015](#)

[The value of community rail partnerships and the value of community rail volunteering](#)

2014

[Freight mode shift benefit values technical report: an update](#)

[Local major schemes: meta-evaluation 2007-2012](#)

[Longer semi-trailer trial evaluation: annual report 2013](#)

[Major Projects Authority annual report 2014](#)

[Revenue support freight grant schemes: review](#)