



# Department for Transport

## Autumn Performance Report 2006

Presented to Parliament by the  
Secretary of State for Transport  
by Command of Her Majesty  
December 2006

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# Chapter 1 Introduction

This is the Autumn Performance Report for the Department for Transport (DfT). It provides Parliament with a progress report on performance against the Department's Public Service Agreement (PSA) targets using data available up to November 2006.

## Departmental objectives and PSA targets set for 2001–2008

Public Service Agreements (PSAs) link the allocation of public expenditure to published targets with the aim of delivering modern, responsive public services. PSA targets are set for services or outcomes which the Government sees as key national priorities. They express the outcomes sought by the Government, defining clear, long-term goals to provide ambition and a sense of direction, as well as representing a contract between the public and Government.

The Department's current set of PSA targets for the period 2005–08 was published in Spending Review 2004 and the targets took effect from 1 April 2005. The coverage of these targets is broadly the same as the previous targets set in Spending Review 2002, with the addition of one new target on climate change. The Efficiency target, which was a PSA target prior to April 2005, will continue to be monitored. The transfer of responsibility for London Underground Limited (LUL) to the Mayor of London means that a PSA target was not retained for LUL, and information on performance monitoring will no longer be published by the DfT. Details on LUL performance will continue to be published in the TfL annual report and their quarterly operational and financial reports.

PSA targets are used sparingly and do not cover the full range of the Department's responsibilities, which take in other important areas of transport.

## What the report covers

- The DfT's current PSA targets, showing how they have evolved from the 2002 set.
- Information on the Department's Efficiency target.
- The performance indicators used to measure progress.
- Progress against targets based on the most recently available data.
- Data quality.

## What the report shows

- The Department published its new PSA target for congestion on urban roads, based on local targets set in the ten largest urban areas. Performance on the inter-urban reliability target shows a slight deterioration since the baseline period. The Highways Agency is working on detailed development of the full range of interventions that will contribute to delivery of the target.
- Rail performance in all sectors has continued to improve. Punctuality and reliability is at the highest level for six years. In terms of distance travelled, people are using the railways more than at any other time in the last sixty years.
- Our roads are becoming safer. There has been the greatest annual fall in casualties since the road safety strategy was launched and the lowest level of deaths on the road since records began. The target on Disadvantage has been met. On course to meet other elements of the target.
- There has been an overall increase of bus and light rail usage, with accessibility and reliability of bus services continuing to improve. We are on course to achieve the national patronage target and associated improvements to reliability and disabled access. The target for growth in patronage in every region remains challenging.
- Although only four of our seven Air Quality objectives are currently being met, the long term trend is of improving air quality. A review of the Air Quality Strategy is under way, and together with Defra and other departments, we are considering possible additional measures to move towards meeting the objectives.
- We are on course to do more than meet the Kyoto target, and we are endeavouring to meet the demanding national goal of 20 per cent reduction in carbon dioxide emissions below 1990 levels by 2010.
- Efficiency gains of over £7 million against the Administration Cost Limit were achieved in 2005–06, through savings made by the central Department and the Highways Agency.

## Objectives and PSA performance targets

**Objective I:** Support the economy through the provision of efficient and reliable inter-regional transport systems by making better use of existing road network; reforming rail services and industry structures to deliver significant performance improvements for users; and investing in additional capacity to meet growing demand.

**PSA 1.** By 2007–08, make journeys more reliable on the strategic road network.

**PSA 2.** Improve punctuality and reliability of rail services to at least 85 per cent by 2006, with further improvements by 2008

**Objective II:** Deliver improvements to the accessibility, punctuality and reliability of local and regional transport systems through the approaches set out in Objective I and through increased use of public transport and other appropriate local solutions.

**PSA 3.** By 2010, increase the use of public transport (bus and light rail) by more than 12 per cent in England compared with 2000 levels, with growth in every region.

**PSA 4.** By 2010–11, the ten largest urban areas will meet the congestion targets set in their local transport plan relating to movement on main roads into city centres. The target will be deemed to have been met if, on target routes in the ten largest urban areas in England, an average increase in travel of 4.4 per cent is accommodated with an average increase of 3.6 per cent in person journey time per mile. The local targets on which this is based include:

- in London, accommodate an increase in travel of 3 per cent with an increase in journey time of 1.5 per cent;
- in Manchester, accommodate an increase in travel of 1.5 per cent with no increase in journey time; and
- in the West Midlands, accommodate an increase in travel of 4 per cent with an increase in journey time of 5 per cent (the target is expected to change – possibly to 3 per cent – if full funding is granted for the Urban Traffic Control system in 2006–07).

**Objective III:** Balance the need to travel with the need to improve quality of life by improving safety and respecting the environment.

**PSA 5.** Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40 per cent and the number of children killed or seriously injured by 50 per cent, by 2010 compared with the average for 1994–98, tackling the significantly higher incidence in disadvantaged communities.

**PSA 6.** Improve air quality by meeting the Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1,3 butadiene. **Joint target with the Department for Environment, Food and Rural Affairs.**

**PSA 7.** To reduce greenhouse gas emissions to 12.5 per cent below 1990 levels in line with our Kyoto commitment and move towards a 20 per cent reduction in carbon dioxide emissions below 1990 levels by 2010, through measures including energy efficiency and renewables. **Joint with the Department for Environment, Food and Rural Affairs and the Department of Trade and Industry.**

**Objective IV:** Improve cost-effectiveness through sound financial management, robust cost control, and clear appraisal of transport investment choices across different modes and locations.

**There are no PSA targets under this objective.**

## Chapter 2 Road congestion

<p>SR2004 PSA target</p> <p>SR2002 PSA target</p>	<p><b>By 2007–08, make journeys more reliable on the strategic road network (PSA1)</b> (also see the separate target below for congestion in the largest urban areas target)</p> <p>Reduce congestion on the inter-urban road network in England below 2000 levels by 2010.</p>
<p>Performance indicator</p>	<p>The target will be met if, in 2007–08, average vehicle delay associated with the 10 per cent worst daytime journeys on each of the routes on the network is less than during the baseline period (August 2004 – July 2005).</p> <p>Delay is the difference between observed journey time and a reference journey time (the time that could theoretically be achieved when the traffic is free flowing).</p> <p>Coverage: Highways Agency roads in England. For monitoring purposes the network has been split into 103 routes, with 87 of these included in the baseline. Traffic flow and speeds are monitored on each of these routes, in each direction for every 15 minute departure period between 6.00 am and 8.00 pm for every day of the week. The remaining routes have been excluded due to data quality considerations. Where possible they will be brought into the target as data quality improves. Further information is published in the Technical Note at: <a href="http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_030578-01.hcsp#P17_257">www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_030578-01.hcsp#P17_257</a></p>
<p>Progress</p>	<p><b>Status: Highways Agency is working on detailed development of the full range of interventions that will contribute to delivery of the target by 2007-08.</b></p> <p>Baseline data for the year August 2004 to July 2005 were published on 14 February 2006.<sup>1</sup></p> <p>The chart on page 11 shows how delays on the 10 per cent worst daytime journeys have changed between the baseline year and the year August 2005 – July 2006 for each of 58 routes which capture around 80 per cent of the traffic and delay of the PSA target. The remaining routes within the target are not included in this report because of data quality issues that are currently being addressed – see the section on data quality.</p> <p>Overall, on these 58 routes, the average delay encountered on the worst 10 per cent of journeys increased by 2.9 per cent from 3.8 minutes per ten miles in the baseline period to 3.9 minutes per ten miles in the latest period (August 2005 to July 2006).</p> <p>Note that performance on these routes may not be representative of performance across the network as whole. A higher proportion of these 58 routes are motorways than for the other routes. They are busier and had more delays in the worst 10 per cent of journeys in the baseline period than the average for all the routes included in the target.</p>

<sup>1</sup> [www.dft.gov.uk/stellent/groups/dft\\_transstats/documents/page/dft\\_transstats\\_611154.hcsp](http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_611154.hcsp)



The Highways Agency has made significant progress embedding a culture of performance management, which includes use of performance data to understand the causes of unreliable journey times on the network and improve its management of the network.

The measures the Highways Agency is putting in place to achieve the reliability target, using intelligence to focus on the worst areas, include:

- Traffic Officers and Incident Support Units reducing the impact of incidents;
- improved road works management;
- introducing ramp metering to improve traffic flow;
- extending the Motorway Incident Detection and Signalling Systems (MIDAS);
- congestion busting and safety schemes at key hotspots, such as junction improvements, wider slip roads, better road signing, and right turning lanes.

The Traffic Officer Service now patrols the entire motorway network 24/7 and achieved Full Capability on 31st October. The Service has provided a platform for ongoing improvements to the Agency’s incident management capability. Reduced response times for Incident Support Units are being introduced to reduce the impact of incidents. Other key deliverables to support incident management include off-network diversion signing for 85 per cent of the network over the next 3 years, extending location signs to help identify where incidents have occurred, and additional cameras to detect incidents more quickly.

Work is continuing on assessing the overall impacts of these interventions and the impact of traffic growth on the reliability PSA measure.

Quality of data

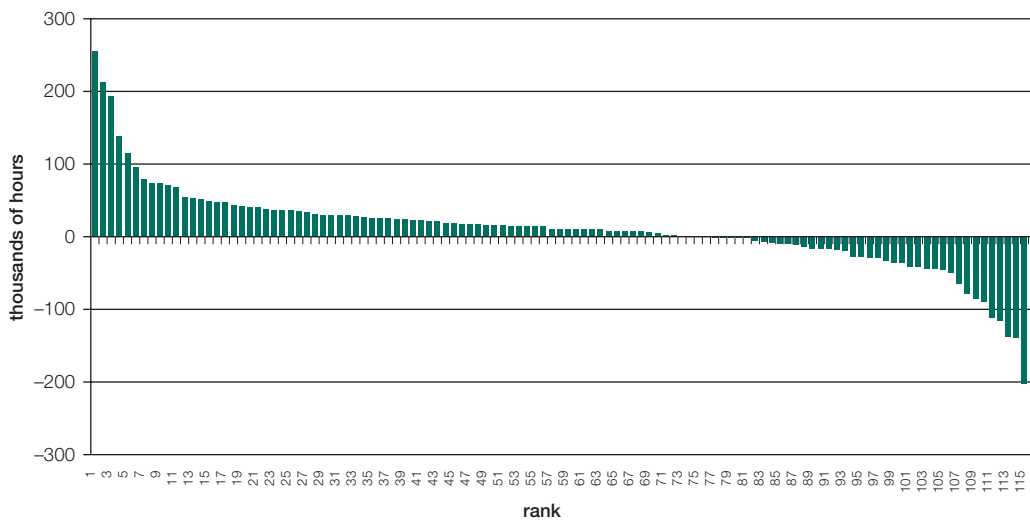
The target measure is constructed from traffic data derived from four separate data sources including the Highways Agency’s National Traffic Control Centre cameras, and MIDAS loops under the road surface as well as data from two external suppliers.

The database used to manage the Highways Agency network and calculate the PSA target measure and other indicators is large and complex, using innovative data capture and processing techniques. Extensive analysis by HA and DfT, including drilling into the performance data to see how it relates to network management experience, has brought to light serious anomalies in some of the data affecting routes accounting for about 20 per cent of the delay and traffic included in the measure.

The Highways Agency has put in place a corrective programme to address these data concerns, improve data processing methods and timeliness, and reprocess the full set of historic data, with the intention of publishing performance data for the full set of routes in time for the next Departmental Annual Report.

For the 58 routes where we have shown performance data above, which cover around 80 per cent of the traffic and delay of the PSA target, we are confident that the data are of sufficiently high quality to merit publication.

**Chart showing change for each of the 58 two-way routes. Changes in total delay in the worst 10 per cent of journeys between baselines and latest period.**



<sup>2</sup> [www.highways.gov.uk/aboutus/9938.aspx](http://www.highways.gov.uk/aboutus/9938.aspx)

**Changes in total delay in the worst 10 per cent of journeys (thousands of hours), ranked by biggest increase within the set of 58 two-way routes**

Rank	Route	Change (thousands of hours)	Rank	Route	Change (thousands of hours)
1	M1 J13 – J6a	256	59	M6 M1 – J8	11
2	M25 J23 – J30	212	60	M2/A2 J1 – Folkestone via Dover	10
3	M25 J16 – J7	194	61	M1 J13 – J19	10
4	A1/A1(M) London – Peterborough	139	62	M26 M20 – M25	10
5	M56/A5117 Wales – M60	115	63	M4 Wales – J13	10
6	A50/A500 M6 – M1	96	64	M5 J15 – J31	8
7	M4 J13 – J1	79	65	M66/A56 M62 – M65	8
8	M25 J30 – J23	74	66	M1 J32 – J36	7
9	M62 J12 – J6	73	67	M18 M62 – M1	7
10	A50/A500 M1 – M6	71	68	M45/A45 M1 – Coventry	7
11	M271/M27 Portsmouth – Southampton	68	69	A453 Kegworth – Nottingham	6
12	M4 J13 – Wales	55	70	A49 A40 – Shrewsbury	5
13	M20 Folkestone – London	53	71	M42 J7 – J1	2
14	M1 J36 – J32	51	72	M45/A45 Coventry – M1	2
15	M1 J19 – J32	49	73	A404(M)/A404 M4 – M40	1
16	A3 London – Portsmouth	48	74	M26 M25 – M20	0
17	M6 J8 – M1	47	75	A303/A30 Exeter – Amesbury	0
18	M62 J18 – A1	44	76	M66/A56 M65 – M62	0
19	M11 J14 – J4	42	77	A49 Shrewsbury – A40	-1
20	M25 J23 – J16	41	78	M55 Blackpool – M6	-1
21	A43 Northampton – M40	41	79	A66(M)/A66 Darlington – Middlesbrough	-2
22	A1/A1(M) Peterborough – London	38	80	M1 J48 – J42	-2
23	M5 M6 – J15	37	81	A404(M)/A404 M40 – M4	-2
24	M56/A5117 M60 – Wales	37	82	A66(M)/A66 Middlesbrough – Darlington	-6
25	M18 M1 – M62	36	83	M62/A63/A1033 Hull – A1	-7
26	M60 J4 – J18 via Barton	35	84	M53/A55 Wales – Wallasey	-9
27	A417/A419 Brockworth – Swindon	34	85	M69 M6 – M1	-10
28	M2/A2 Folkestone – J1 via Dover	31	86	A52/A5111/A6 Grantham – Derby	-10
29	A1/A1(M) Newcastle (A69) – Scotch Corner	30	87	A23/M23 London – Crawley	-11
30	M67/A57/A628/A616 Manchester – M1	30	88	M60 J18 – J4 via Stockport	-14
31	A43 M40 – Northampton	29	89	M1 J42 – J48	-16
32	M27/A31/A35 Honiton – Southampton	29	90	M65 J8 – J1	-17
33	M50/A449/A40 M5 – Monmouth	28	91	M65 J1 – J8	-17
34	M40 J10 – J1	27	92	M3 Southampton – London	-18
35	M27/A31/A35 Southampton – Honiton	26	93	M4 J1 – J13	-19
36	M180/A180 M18 – Grimsby	25	94	M40 J1 – J10	-28
37	A453 Nottingham – Kegworth	25	95	A1/A1(M) Scotch Corner – Newcastle (A69)	-28
38	A417/A419 Swindon – Brockworth	24	96	M11 J4 – J14	-29
39	M5 J15 – M6	24	97	M60 J4 via Stockport – J18	-29
40	M180/A180 Grimsby – M18	23	98	M25 J7 – J16	-33
41	M67/A57/A628/A616 M1 – Manchester	23	99	M1 J6a – J13	-36
42	M6 J20 – J8	22	100	M42 J1 – J7	-36
43	M62/A63/A1033 A1 – Hull	22	101	M69 M1 – M6	-41
44	M54/A5 Wales – M6	19	102	M5 J31 – J15	-42
45	M62 A1 – J18	19	103	M3 London – Southampton	-44
46	A52/A5111/A6 Derby – Grantham	17	104	A23/M23 Crawley – London	-44
47	A303/A30 Amesbury – Exeter	17	105	M20 London – Folkestone	-45
48	M6/A74 Scotland – J32	17	106	M271/M27 Southampton – Portsmouth	-50
49	M55 M6 – Blackpool	16	107	M6/A74 J32 – Scotland	-65
50	M53/A55 Wallasey – Wales	16	108	M6 J20 – J32	-78
51	M60 J18 via Barton – J4	16	109	M25 J16 – J23	-85
52	M62 J6 – J12	15	110	A14 A11 – Felixstowe	-90
53	M54/A5 M6 – Wales	15	111	A14 Felixstowe – A11	-111
54	M50/A449/A40 Monmouth – M5	14	112	A1/A1(M) M1 – Peterborough	-116
55	M1 J32 – J19	14	113	M6 J32 – J20	-138
56	A3 Portsmouth – London	14	114	A1/A1(M) Peterborough – M1	-139
57	M25/A282 J30 – J7	11	115	M6 J8 – J20	-203
58	M1 J19 – J13	11	116	M25/A282 J7 – J30	-237

SR2004 PSA target	<p>By 2010–11, the ten largest urban areas will meet the congestion targets set in their Local Transport Plan relating to movement on main roads into city centres. The target will be deemed to have been met if, on target routes in the ten largest urban areas in England, an average increase in travel of 4.4 per cent is accommodated with an average increase of 3.6 per cent in person journey time per mile. The local targets on which this is based include:</p> <ul style="list-style-type: none"> <li>• in London, accommodate an increase in travel of 3 per cent with an increase in journey time of 1.5 per cent;</li> <li>• in Manchester, accommodate an increase in travel of 1.5 per cent with no increase in journey time; and</li> <li>• in the West Midlands, accommodate an increase in travel of 4 per cent with an increase in journey time of 5 per cent (the target is expected to change- possibly to 3 per cent if full funding is granted for the Urban Traffic Control system in 2006–07) (PSA4)</li> </ul>
SR2002 PSA target	Reduce congestion in large urban areas in England below 2000 levels by 2010.
Performance indicator	<p>Each local target is of the form: On target routes, accommodate an expected increase in travel of <b>X</b> per cent with a <b>Y</b> per cent change in journey time. A local target will be met if the <b>Y</b> per cent change in journey time is achieved or bettered.</p> <p>Journey time relates to the average journey time experienced by people rather than vehicles. For example a bus with 20 passengers will count 20 times within the target whereas a car with a single occupant will count only once. Journey times are being surveyed for in-bound routes for the morning peak. In this context travel is defined as person miles travelled on the target routes.</p> <p>The local targets are weighted to the national target using traffic flow on all major roads across each urban area, excluding Highways Agency roads.</p> <p><b>Coverage:</b> The ten largest urban areas are London, Greater Manchester, Merseyside, South Yorkshire, West Yorkshire, Tyne and Wear, West Midlands, Bristol, Leicester and Nottingham. Across these areas a total of 155 routes are included in the target. The target relates to the morning peak period.</p>
Progress	<p><b>Status: Not yet assessed.</b></p> <p>Baseline figures for the target were published in July 2006, together with a revised technical note.<sup>2</sup> The first assessment of performance is expected to be published in next year's Autumn Performance Report.</p>

<sup>2</sup> [http://www.dft.gov.uk/stellent/groups/dft\\_about/documents/page/dft\\_about\\_030578.hcsp](http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_030578.hcsp)

### **The Department's role**

The Department's role is to support and encourage local authorities in delivering their local targets, through central guidance, allocation of resources, and setting the legislative and organisational frameworks within which local authorities operate. This includes:

**robust delivery planning**, where the department has asked local authorities to produce delivery plans to set out how they plan to deliver their targets, based on the strategies to tackle congestion which were first outlined in their local transport plans;

**sustained investment**, with the Department allocating £462 million through the Integrated Transport Block to nine of the ten urban areas (excluding London) for 2006–07. Nationally 40 major infrastructure schemes are being funded by the Department, most costing over £5 million. It is expected that a further 78 schemes will be approved in the near future. In July, the Secretary of State approved a further 17 major schemes for entry into the regional programmes. In addition to this, the Department continues to fund an extensive and diverse range of minor schemes. This is in addition to schemes outlined in the Transport Innovation Fund. The financial arrangements for London are different, with the TfL Business Plan being financially balanced and including a £12 billion, five-year capital investment programme. Funding of up to £60 million over a four year period is being made available to authorities to reward performance contributing to delivery of this PSA and to encourage a higher level of ambition;

**new duties and powers for local authorities under the Traffic Management Act**, including:

- stronger civil enforcement powers, especially for moving traffic offences;
- clearer guidance and powers on on-street parking enforcement;
- stronger control over street works, including new systems that authorities can opt into taking much greater control over co-ordinating works.

The Act also introduces a network management duty providing an overarching framework for authorities to adopt a more constructive approach to tackling congestion on their network. Its introduction has encouraged authorities to find more effective ways of working and to make better use of existing resources.

Local authorities in the ten largest urban areas are responsible for delivering the local congestion targets which underpin the national PSA target. The measures local authorities are putting in place include:

**promoting alternatives to car use**, for example seeking to expand use of public transport. All of the ten urban areas have launched awareness-raising campaigns to encourage travellers to use local public transport networks. Authorities are working with major employers and schools to produce travel plans to lessen their impact during the peak. This goes alongside measures to improve the quality of buses and bus services. This could include introducing additional bus priority measures, off-bus ticketing and park and ride schemes. For example, Manchester has accelerated the introduction of Quality Bus Corridors linking major suburban centres, while Birmingham is introducing a series of 'Sprint' bus routes. Services to provide live information on journey times have been planned or introduced in all ten areas;

**better network management**, for example in the form of improved technology for controlling urban traffic, allowing it to flow more freely and measures to restrict parking on key routes.

Quality of data

Journey time data for all vehicles other than staged passenger bus services is provided to local authorities by the Department. This data is derived from in-vehicle GPS tracking systems; coverage varies from route to route and from section to section over individual routes and some infilling is necessary where sample sizes are low. At present, data sources only provide estimated average journey times – the Department does not have robust information on individual journey times for every vehicle traversing each route. Bus journey times are collected by local authorities as the Department's GPS data does not cover this vehicle category. Traffic flows and vehicle occupancy rates for all vehicles are also collected by local authorities. Guidance on data collection has been issued to local authorities to ensure consistency of methodology between authorities.

## Chapter 3 Rail services

<p>SR2004 PSA target</p>	<p><b>Improve punctuality and reliability of rail services to at least 85 per cent by 2006, with further improvements by 2008.</b></p> <p><b>This target was introduced to give an increased focus to the punctuality and reliability of passenger train services, which reflected the immediate priority (of both passengers and the Government) of improving performance.</b></p> <p><b>Work is ongoing to enable the quantification of further improvements by 2008, and a value will be determined early in the new year.</b></p>
<p>SR2002 PSA target</p>	<p>Secure improvements in rail punctuality and reliability with a 50 per cent increase in rail use in Great Britain from 2000 levels by 2010.</p>
<p>Performance indicators</p>	<p><b>Punctuality and reliability</b></p> <p>The Public Performance Measure (PPM) combines figures for punctuality and reliability into a single performance measure. It measures the performance of every scheduled franchised passenger train against the daily timetable, and is measured at destination. A train is designated 'on time' if it arrives within 5 minutes (4 min 59 sec) of the planned arrival time. This time is extended to 10 minutes (9 min 59 sec) for long-distance trains. A train that fails to complete all its journey is recorded as cancelled.</p> <p><b>Rail use</b></p> <p>This is measured using passenger kilometre<sup>1</sup> data from the rail industry's central ticketing system. This covers over 90 per cent of all ticket sales. For those ticket sales that the system does not record correctly, notably some operator-specific tickets and multi-modal tickets, the Office of Rail Regulation (ORR), with the help of train operating companies (TOCs) and Passenger Transport Executives (PTEs), is able to produce a robust estimate of passenger kilometre levels.</p> <p><b>Coverage: Great Britain<sup>2</sup></b></p>
<p>Progress</p>	<p><b>Status: Confirmed results show achievement of the 85 per cent target by September 2005, six months ahead of schedule. Progress against the 2008 target will be assessed when work to quantify it is complete.</b></p> <p>The moving annual average performance for 2005–06 against which the 85 per cent target should be judged was 86.4 per cent.</p> <p>Rail performance, as measured by PPM, reached its lowest point in 2001. Since then there has been steady recovery in punctuality and reliability to the current level, the highest for six years.</p> <p>Overall PPM performance, on a moving annual average (MAA) basis, was 87.3 per cent in August 2006, up from 84.8 per cent in August 2005. This compares to the PPM low of 75.1 per cent in October 2001. The most recent result, published by Network Rail in their new role of accounting for whole-industry performance, showed that passenger services achieved a PPM MAA of 87.4 per cent at September 2006.</p>

<sup>1</sup> The number of passengers multiplied by the distance each passenger travels, on average, in kilometres.

<sup>2</sup> The further improvements target for 2008 will be for England and Wales Operators only.

Performance in all sectors showed improvement. In the long distance sector PPM was 83.4 per cent for the year to August 2006 against 79.7 per cent at August 2005. In the regional sector, PPM increased to 86.1 per cent for the year to August 2006 from 83.4 per cent in the previous year. London and the South East performance improved to 88.6 per cent for the year to August 2006 from 86.4 per cent in the previous year.

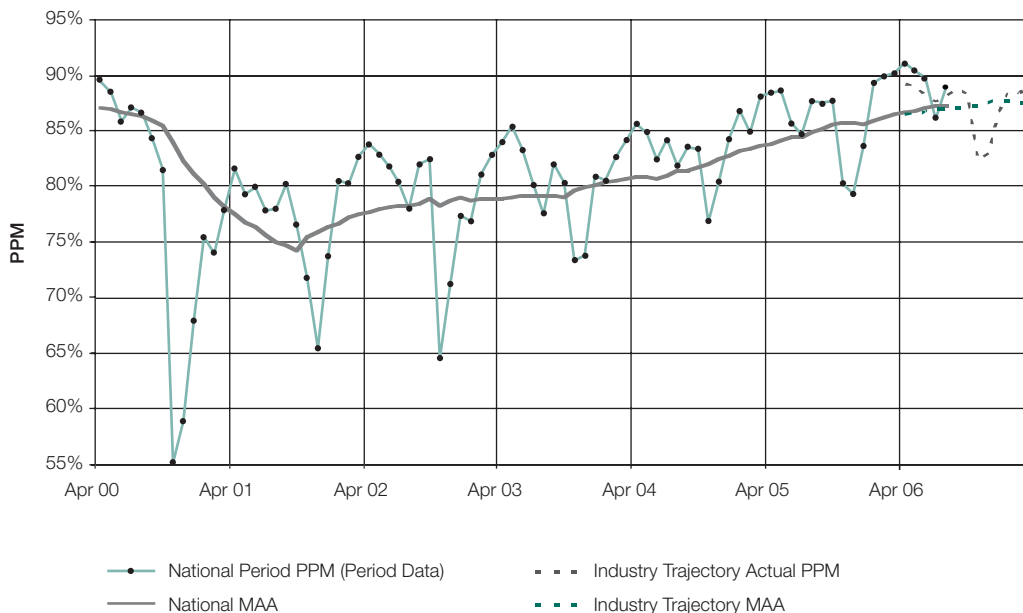
Rail use continues to increase. In terms of the distance travelled, people are using the railways more than at any other time since 1946. Passenger kilometres were 14 per cent higher in the twelve months to the end of August 2006 compared to the 2000–01 baseline year (43.5 billion km compared to 38.2 billion km).

Data source: <http://www.networkrail.co.uk/asp/742.aspx>  
<http://www.networkrail.co.uk/companyinformation/PerformanceData/index.htm>

Quality of data

Statistics on passenger kilometres, punctuality and reliability are collected by ORR. Since April 2005, figures on punctuality and reliability have been collated by Network Rail. The measures employed are well-established and used across the rail industry. They are currently published quarterly by ORR. Consistency of train performance data is underpinned by the rail industry’s own data quality management and internal audit activities. There has been no material change in the collection of the data which generates the PPM.

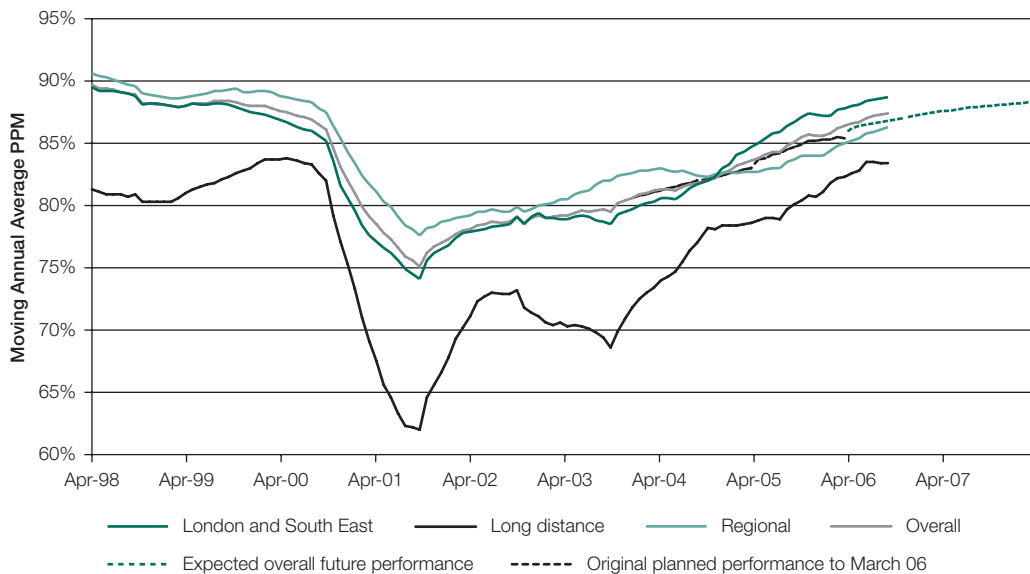
**National PPM – Period data and MAA against industry trajectory**



The graph above shows the PPM by period and MAA against the industry trajectory for performance improvement. Since a low point in 2001 PPM MAA has been rising steadily. Performance suffers in autumn each year but, since 2002, that has also been improving year on year.

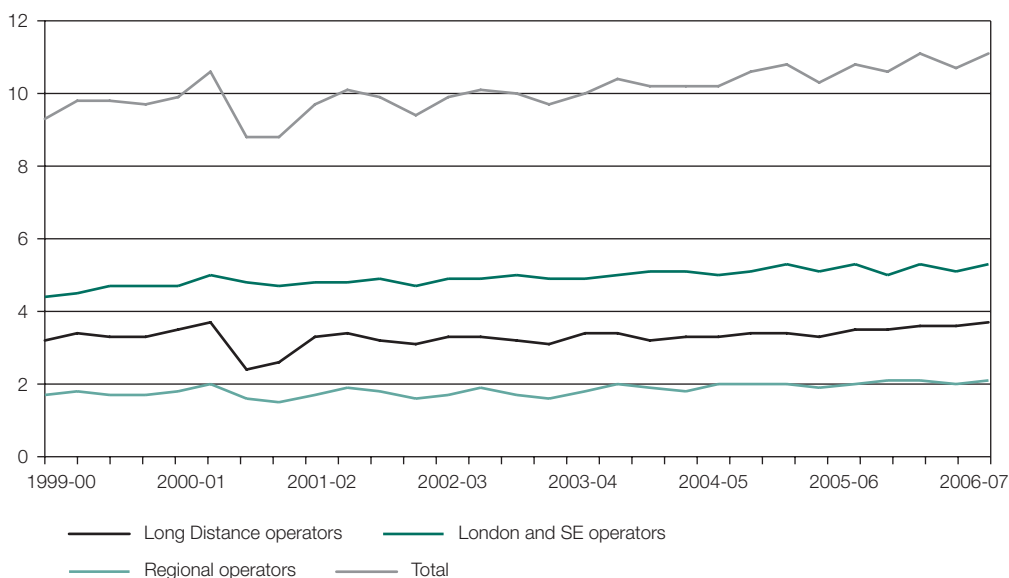


**Public Performance Measure (PPM) moving annual average percentage of trains arriving on time: April 1998 to September 2006, by business sector**



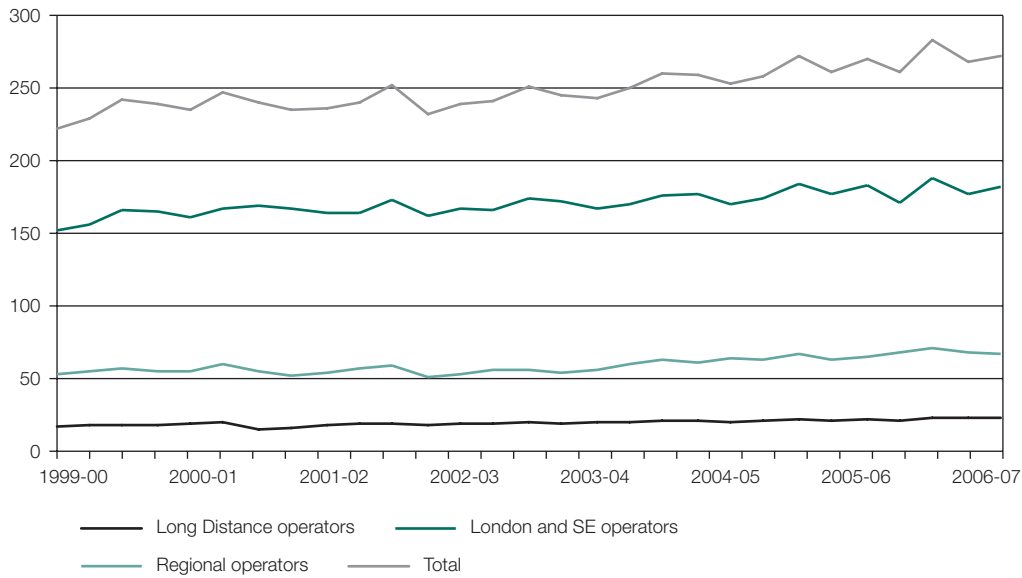
Performance across all passenger sectors has been improving since 2001, a trend expected to continue into 2008. Long distance services suffered the greatest drop in 2001, but have since recovered and are now performing almost as well as other services.

**Number of passenger kilometres travelled (in billions), 1999–00 to 2006–07, by business sector**



In total, the number of passenger kilometres has risen steadily from 9.3 billion in the first quarter of the year 1999–00 to 11.1 billion in the first quarter of the year 2006-07. This is an increase of 19 per cent.

**Number of passenger journeys (in millions),  
1999-00 to 2006-07, by business sector**



The total number of passenger journeys taken has risen steadily from 222 million in the first quarter of the year 1999-00 to 272 million in the first quarter of the year 2006-07. This is an increase of 23 per cent.

## Chapter 4 Bus and light rail usage

SR2004 PSA target	<p>By 2010, increase the use of public transport (bus and light rail) by more than 12 per cent in England compared with 2000 levels, with growth in every region.</p>
	<p>The target has been revised to include a commitment to growth in every region. Improvements to punctuality, reliability, and vehicle accessibility, though no longer mentioned in the target, remain as part of an overarching objective. Set against the historic trend of declining bus patronage outside London, this will be a significant challenge. For this reason, there is no expectation that growth in all regions can be achieved during the SR2004 period (April 2005 – March 2008). Instead, we would aim for year on year growth in every region during the final three years of the PSA target period (April 2008 – March 2011).</p>
SR2002 PSA target	<p>Secure improvements to the accessibility, punctuality and reliability of local public transport (bus and light rail) with an increase in the use of more than 12 per cent by 2010 compared with 2000 levels.</p>
Performance indicators	<p><b>Number of passenger journeys undertaken each year (bus and light rail).</b></p> <p>Baseline year is 2000–01. ‘Light rail’ is a broad term referring to any public passenger-carrying railway system using rolling stock that is lighter in weight or strength than that used on mainline railways or London Underground. Use is defined as the number of passenger journeys undertaken each year, called patronage. This is measured annually using data from Department’s annual surveys of bus and light rail operators.</p> <p><b>Percentage of vehicles with low floor wheelchair access.</b></p> <p>Annual data are available from the Department’s survey of bus and coach operators on the percentage of local buses of low floor construction. Figures show that 22 per cent of local buses were low floor vehicles in the baseline year 2000-01 (although some were not wheelchair accessible).</p> <p><b>Bus reliability (%)</b></p> <p>The Confederation for Passenger Transport (CPT) has agreed with the Department a target of 99.5 per cent reliability, defined as percentage of scheduled service actually run, excluding losses outside the operator’s control. Reliability is not currently considered to be an area of concern with regard to light rail.</p> <p>National Statistics on bus punctuality were published for the first time on 15 June 2006. Although there is no commitment to the continued collection of these data, it is recognised that punctuality is an important aspect of bus services. It is hoped to carry out a punctuality survey in 2007. Further information can be found at: <a href="http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_611844.pdf">http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_611844.pdf</a></p>

**Access to services**

The Department, together with the Central Local Working Group on Accessibility Planning, has developed six 'core' access to services indicators. These are based on total journey time (walking, cycling, public transport) to a set of key destinations (schools, further education colleges, GPs, hospitals, jobs and supermarkets). An 'experimental' set for 2004 has been calculated centrally using consistent data sets and a consistent methodology, and the results have been published. The indicators are currently being calculated for 2005, using higher quality data.

Journey time is not, however, the only determinant of accessibility, and the importance of other influences on accessibility (e.g. cost, reliability, safety) varies from area to area and group to group. Local authorities have therefore been required to include at least one locally appropriate accessibility indicator and target in their second Local Transport Plan.

**Coverage: England**

Progress

**Status: On course to achieve national patronage target and associated improvements to reliability and disabled access: target for growth in patronage in every region remains challenging.**

**Patronage**

A 12 per cent increase in usage for bus and light rail above year 2000 levels is on course. London is largely responsible for the positive trend in bus use thus far, although we anticipate that the introduction of free local concessionary fares in April 2006, and a national scheme from April 2008, will generate significant patronage uplift.

Patronage outside London shows a decline overall. Some local authority areas outside London are delivering an increase in patronage. Examples of these areas are Telford, Brighton, Dorset, York, West Sussex and Cambridgeshire.

4,125 million bus passenger journeys were made in 2005–06, a small increase on the previous year. Bus patronage is 7.3 per cent above the 2000–01 baseline of 3,842 million after five years.

Light rail patronage increased by 1.9 per cent in 2005–06 to 162 million passenger journeys.

Combined bus and light rail patronage has increased by 8.1 per cent over the first five years of the period to which the 12 per cent target relates.

However, combined bus and light rail patronage has fallen in five English regions during 2005–06, by between 1 per cent and 4 per cent with one region (South East) showing flat growth and two regions (East Midlands and Yorkshire & Humberside) showing 1 per cent growth. In London patronage increased by 2 per cent. In the five years since the 2000–01 baseline, patronage has risen by 34 per cent in London, but has fallen by between 0.6 per cent and 14 per cent in the other English regions.

**Accessibility of vehicles**

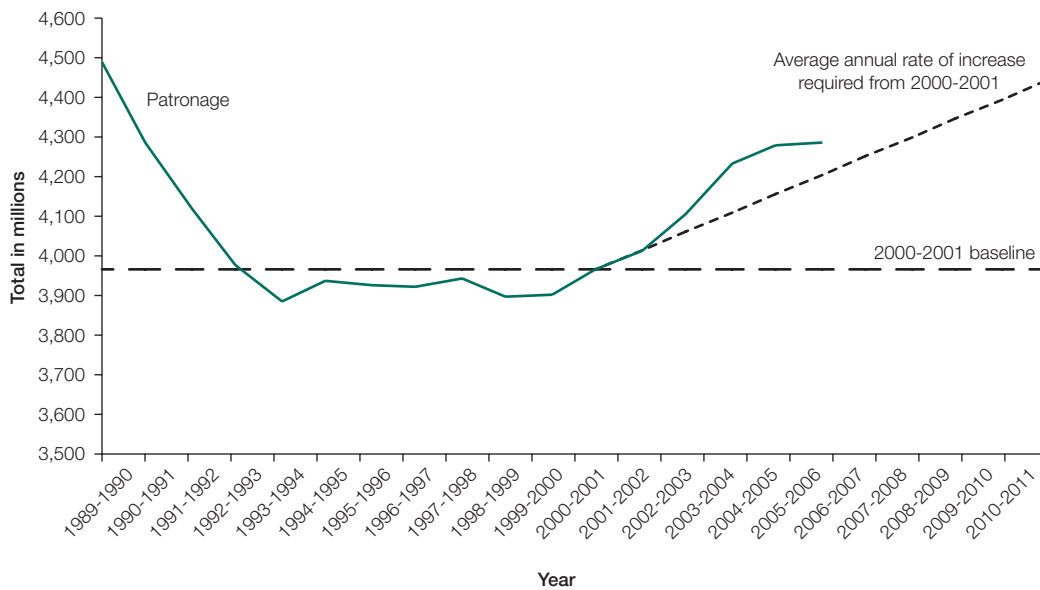
Regarding accessibility of vehicles, 50 per cent of full size buses were low floor wheelchair accessible vehicles in 2005–06. All new light rail vehicles and systems are required to be accessible to disabled people, including wheelchair users.

	<p><b>Reliability</b></p> <p>Bus reliability, has improved from the baseline of 98.2 per cent in 2000–01 to 99 per cent in 2005-06.</p> <p>Related information:  <a href="http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_612535.pdf">http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_612535.pdf</a></p>
<p>Quality of data</p>	<p><b>Patronage</b></p> <p>The data system for the bus area of the target comprises three separate measures covering bus passenger journeys, reliability and punctuality. Passenger journey and reliability data are obtained from two sources. For patronage, the Department conducts its own sample surveys of bus operators. Research has been undertaken that shows that the increasing numbers of non-cash fare passengers were not being fully reflected in bus operator’s data. Patronage figures for England outside London (including historical figures) have been amended to take account of this research. For the London area, data are based on those provided by Transport for London (TfL). The TfL data are based on ticket sale data matched with information about likely usage for each type of ticket.</p> <p><b>Light rail</b></p> <p>For the light rail part of the target, figures are based on an annual return provided by each of the companies or PTEs operating light rail systems in England. These are required to provide information on light rail patronage including ticket sales, number of passenger journeys and sales revenue. Outturn figures are National Statistics.</p> <p><b>Reliability</b></p> <p>Reliability is assessed by the Department through a panel of large operators outside London. TfL reports for its bus contractors in London. The resulting estimates of journey numbers and reliability are both National Statistics.</p> <p>Punctuality estimates are currently only available for England outside London. These are based on the Traffic Commissioner’s guidelines on what constitutes a bus being ‘on time’ – 1 minute early to 5 minutes 59 seconds late. London estimates are prepared are a different basis, using differing definitions. In particular, TfL uses a punctuality window of 2 minutes and 30 seconds early to 4 minutes 59 seconds late. Thus, it is difficult to produce punctuality estimates for England as a whole.</p> <p><b>Accessibility of buses</b></p> <p>The accessibility of buses is measured by annual data for the percentage of vehicles which meet PSV Accessibility Requirements (PSVAR). In practical terms this means low floor buses with wheelchair access. Data are obtained from the Department’s annual sample survey of bus operators. The Department survey is designed to obtain good coverage and more detail from the larger operators, so it is considered to be a reliable source. It is not possible to obtain detailed information on vehicle design from the Driver and Vehicle Licensing Agency (DVLA) records.</p> <p>All light rail vehicles and systems are built to be accessible to wheelchair users, so physical accessibility of light rail does not need to be monitored.</p>

**Access to services**

Access to services indicators are measured by calculating minimum journey times from origins to destinations by public transport, walking and cycling. The data required to produce these indicators are origins (as taken from census data), destinations (primary and secondary schools, FE colleges, hospitals, GPs, workplaces and supermarkets), road network and public transport data, and geodemographic data from the census and other central government sources to determine at risk population groups.

**English bus and light rail passenger journeys 1989–90 to 2005–06 (with projection to 2010–11)**

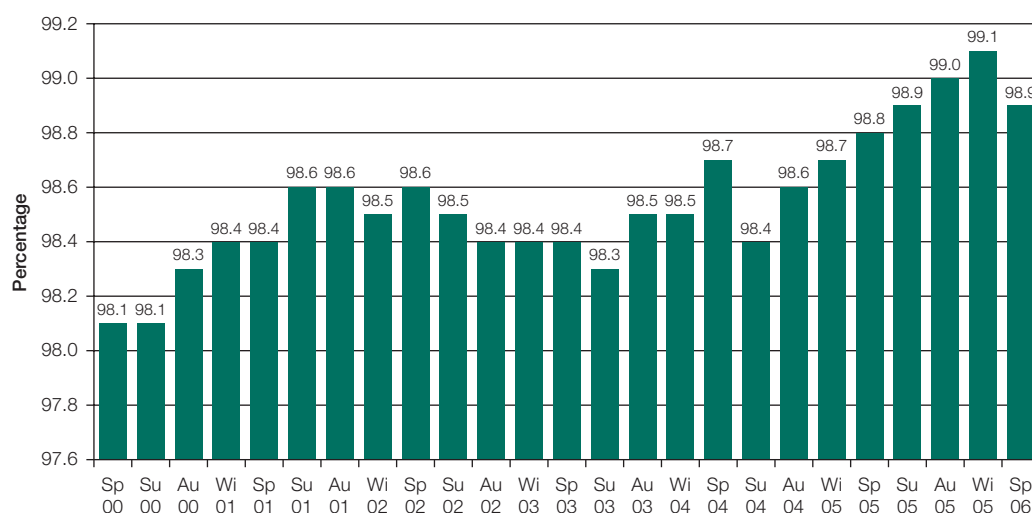


### Bus and light rail patronage 1989–90 to 2005–06, England\*

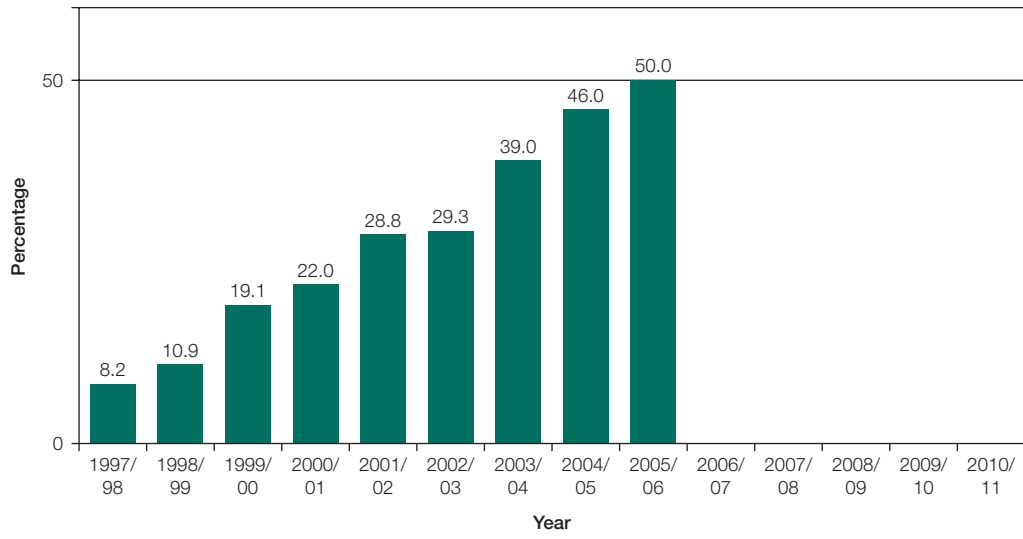
	Bus (Million)	Light rail (million)	Total (million)*
1989-90	4,427	62	4,489
1990-91	4,227	59	4,286
1991-92	4,065	54	4,119
1992-93	3,918	59	3,977
1993-94	3,821	64	3,885
1994-95	3,868	69	3,937
1995-96	3,853	73	3,926
1996-97	3,844	78	3,922
1997-98	3,859	84	3,943
1998-99	3,808	89	3,897
1999-00	3,804	98	3,902
2000-01	3,842	124	3,966
2001-02	3,881	132	4,013
2002-03	3,964	141	4,105
2003-04	4,087	147	4,233
2004-05	4,121	159	4,279
2005-06	4,125	162	4,286

\*Historic figures have been amended since the publication of the Annual Report 2006 due to the changes relating to under-counting of bus passengers (see under quality of data)

### Reliability of service: percentage of local bus schedule run in England: spring 2000 to spring 2006 (excludes losses outside operators' control)



### Percentage of full-size bus fleet that is wheelchair accessible – GB





## Chapter 5 Road safety

SR2004 PSA target	<p><b>Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40 per cent, and the number of children killed or seriously injured by 50 per cent by 2010 compared with the average for 1994–98, tackling the significantly higher incidence in disadvantaged communities.</b></p>
SR2002 PSA target	Same as SR2004 target
Performance indicator	<p><b>Total number of people killed or seriously injured in road accidents</b></p> <p>Baseline: Average annual number of all killed or seriously injured in the period 1994–98 – 47,656. (Measured through casualties reported to the police.)</p> <p><b>Total number of children killed or seriously injured in road accidents</b></p> <p>Baseline: Average annual number of children (under 16) killed or seriously injured in the period 1994–98 – 6,860. (Measured through casualties reported to the police.)</p> <p><b>The percentage reduction in the number of road deaths and injuries for the 88 local councils that are eligible to receive Neighbourhood Renewal Funding (NRF), compared to that for England as a whole</b></p> <p>Baseline: Average for the period 1999–01 – 118,345</p> <p><b>Coverage:</b> The 40 per cent and 50 per cent targets apply to Great Britain, but the focus on disadvantaged communities applies to England only.</p>
Progress	<p><b>Status: Disadvantage target met. Police data indicate that the Department is on course to meet other elements of the target.</b></p> <p>The road safety strategy published in March 2000 set out a comprehensive range of measures to help achieve the casualty reduction targets to be achieved by 2010. Details can be found on the Department's website at: <a href="http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_504644.hcsp">http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_504644.hcsp</a></p> <p>The first of the three-yearly reviews promised in the strategy to check progress in delivering change and towards meeting the targets was published on 7 April 2004. The review confirmed that good progress is being made and that we are on track to meet the casualty reduction targets. Details can be found at: <a href="http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_028165.hcsp">http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_028165.hcsp</a>. A second review of the strategy is currently underway.</p> <p>Annual figures for performance against the road safety target in 2005 were published in June 2006.</p> <p>The number of people killed or seriously injured in 2005 was 33 per cent below the 1994–98 average. (Reported figures: 32,155, in 2005, compared with 34,351 in 2004 and an average of 47,656 per year in the baseline period 1994–98.)</p> <p>The number of children killed or seriously injured in 2004 was 49 per cent below the 1994–98 average. (Reported figures: 3,472 in 2005, compared with 3,905 in 2004 and an average of 6,860 per year in the baseline period 1994–98.)</p>

The numbers of both reported deaths and serious injuries fell, by 1 per cent and 7 per cent respectively, in 2005 compared with 2004. This represents the lowest level of road deaths since records began.

The percentage drop in total casualties in districts in the 88 NRF areas for 2005 compared to the annual average for 1999-2001 was greater than the overall percentage drop for England, so this element of the target has been met. In 2005, England showed a 15 per cent fall. The NRU 88 showed a 19 per cent fall.

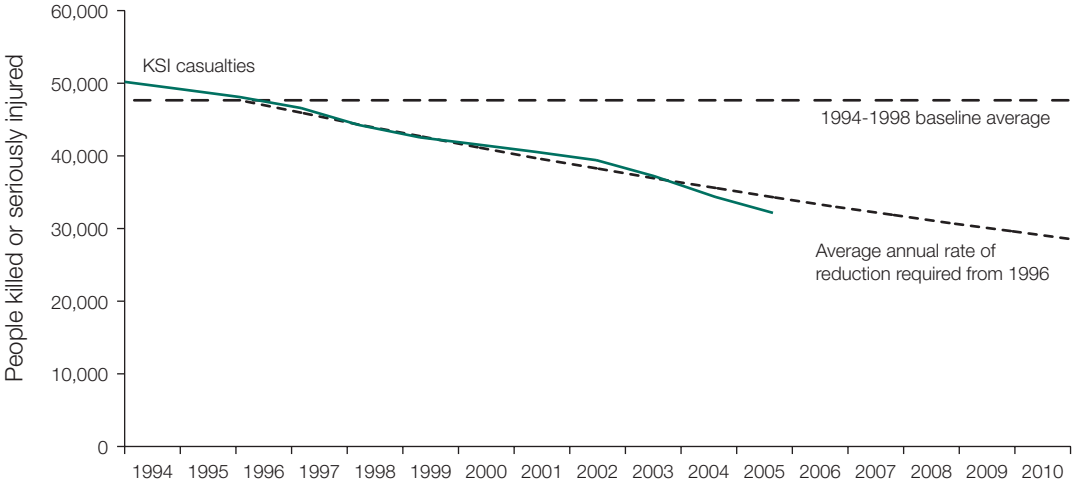
Further information available from:  
[http://www.dft.gov.uk/stellent/groups/dft\\_transstats/documents/page/dft\\_transstats\\_612587.hcsp](http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_612587.hcsp)

Quality of data

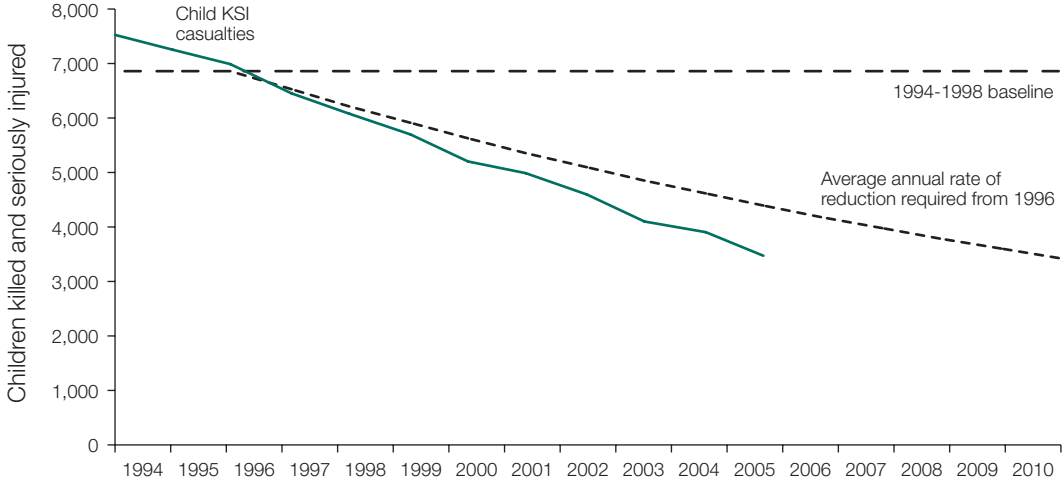
Performance is measured using the police data on all reported road accidents that involve human injury. Responsibilities and quality assurance procedures are well established. The Department applies considerable effort to ensure that returns are submitted by all police forces. It also clearly specifies the information required from the police forces and mitigates the risk of errors arising in data collation/aggregation by operating a series of monitoring and validation checks with clearly defined error tolerance levels and procedures for follow up.

It is thought that virtually all fatalities are reported to the police. However, some non-fatal road accidents are not reported. The Department, working with the Office for National Statistics, is undertaking further research to investigate whether levels of reporting to the police have changed in recent years.

**Killed or seriously injured: trajectory for constant annual percentage change from baseline mid-point (1996)**



### Children killed and serious injured: trajectory for constant annual percentage change from baseline mid-point (1996)



## Chapter 6 Air quality

SR2004 PSA target	<p>Improve air quality by meeting the Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide (NO<sub>2</sub>), particles (PM<sub>10</sub>), sulphur dioxide (SO<sub>2</sub>), benzene and 1,3-butadiene. (Joint target with the Department for the Environment, Food and Rural Affairs (Defra))</p>
SR2002 PSA target	Same as SR2004 target
Performance indicator	<p><b>Desired concentrations of individual pollutants in air to be achieved by a fixed date.</b></p> <p>The Government's Air Quality Strategy sets out different dates for achieving objectives for each of the air pollutants between 2003 and 2010. The policy objectives are similar to, but, in some cases, tighter than the corresponding mandatory EU limit values. Details of the objectives are set out in the Strategy at:  <a href="http://www.defra.gov.uk/environment/airquality/strategy/index.htm">http://www.defra.gov.uk/environment/airquality/strategy/index.htm</a></p> <p>Performance is assessed annually by means of data from the national air quality monitoring network:  <a href="http://www.airquality.co.uk/archive/reports/reports.php?action=category&amp;section_id=16">http://www.airquality.co.uk/archive/reports/reports.php?action=category&amp;section_id=16</a></p> <p>A general assessment of progress in improving air quality is also published each year against two air quality headline indicators for sustainable development. Details can be found at:  <a href="http://www.sustainable-development.gov.uk/progress/national/61.htm">http://www.sustainable-development.gov.uk/progress/national/61.htm</a></p> <p>This PSA target does not include carbon dioxide (CO<sub>2</sub>), which is covered in the section on greenhouse gas emissions.</p> <p><b>Coverage: England</b></p>
Progress	<p><b>Status: four out of seven objectives are currently being met.</b></p> <p>The table on page 27 presents information from our national air quality monitoring network. This shows that in 2005 we continued to meet the 2003 objectives for benzene, 1,3-butadiene and carbon monoxide and the 2004 objective for lead. We are also meeting the current objectives for all air pollutants in most parts of the country – up to 95 per cent in some cases.</p> <p>However results show that there were some sites in urban areas and beside busy roads where the NO<sub>2</sub> (2005) and PM<sub>10</sub> (2004) objectives were not met in 2005, and that with present policies and technologies it is unlikely that the objectives for these pollutants will be met in all parts of the country.</p> <p>While there are currently some exceedences of SO<sub>2</sub>, we expect to meet the 2010 target.</p> <p>The PSA objectives are assessed in terms of concentrations of pollutants and although we have made considerable progress in the last few years, recent measurements show that long term reducing trends for nitrogen dioxide (NO<sub>2</sub>) and particles (PM<sub>10</sub>) are flattening or even reversing at a number of locations, despite current mitigation measures.</p>

A review of the Air Quality Strategy is underway, and, together with Defra and other departments, we have considered possible additional measures, including transport measures, to move us closer to meeting the objectives. The review will also take account of the EC's Thematic Strategy and proposal for a new air quality Directive, currently under negotiation. The public consultation document on the review was issued in April 2006. The analysis of responses is now underway together with further assessment of measures and to take account of latest data. The final report is expected to be published in spring 2007.

The Department continues to implement the Government's strategy for transport contained in *The Future of Transport* White Paper, published in July 2004.

We are continuing work with our European partners to develop even tighter standards for new vehicles and fuels.

We are working directly with key local authorities to identify effective measures to improve air quality, including the development of local PSA targets. Where air quality levels have been exceeded at specific locations, local authorities are required to declare Air Quality Management Areas (AQMAs), and then must establish an Air Quality Action Plan to tackle the problem. So far, of the 180 authorities to have declared AQMAs, 110 have produced an Action Plan.

The Department also issued guidance to Local Authorities on Local Transport Planning (LTP). This guidance included the recommendation to incorporate Air Quality Management Plans into LTPs. In areas where AQMAs have been declared, the content of the plans to tackle poor air quality will be one of the 9 criteria on which the LTPs are judged for funding.

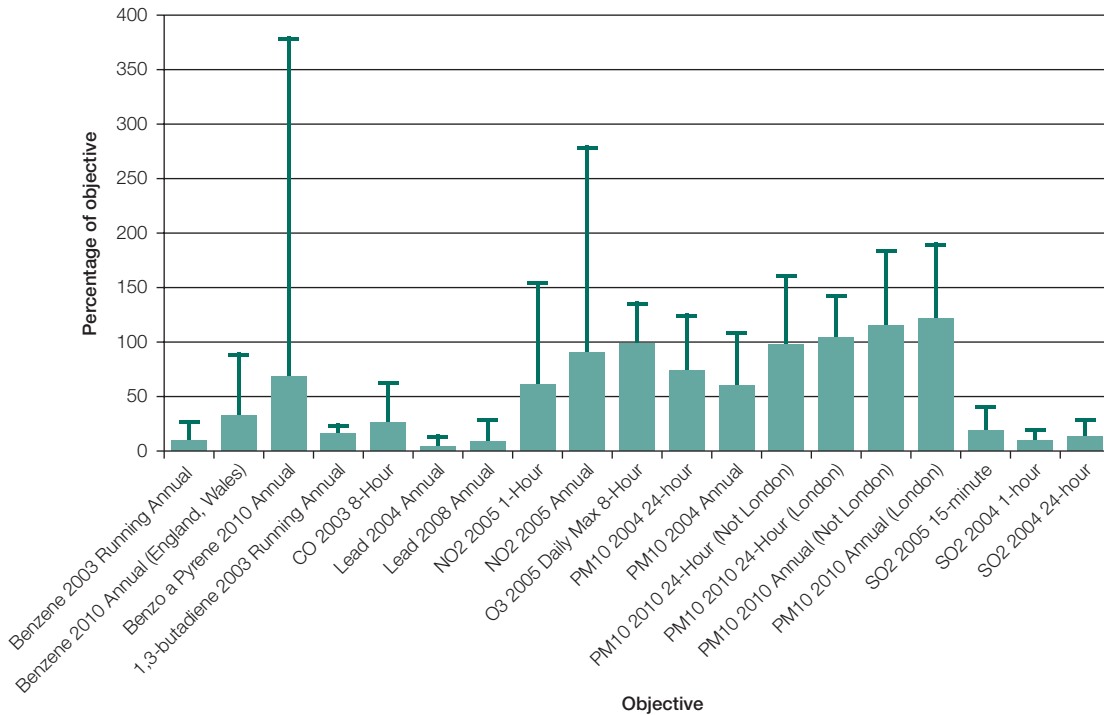
Together with Defra, we are discussing with Greater London Authority/TfL the development and implementation of the Mayor's proposals for a London Low Emission Zone to encourage the use of cleaner HGVs, coaches and buses in the capital. The Mayor issued his proposals for consultation in February 2006, and TfL presented their findings to the Mayor in July 2006. The Mayor has since announced his decision to proceed with the London LEZ, and the earliest it could be implemented is spring 2008.

Quality of data

There are 100 monitoring sites in the automatic urban and rural network in England. Not all of these sites provide data for each pollutant in the PSA target. The sites collect information continuously and publish it hourly at [www.airquality.co.uk](http://www.airquality.co.uk). This network is supplemented by 1,065 non-automatic monitoring sites. Data from these sites are collected and published over longer periods of weeks and months, depending on the pollutant.

Monitoring sites have to meet mandatory requirements specified in European Air Quality Directives, which have been transposed into UK regulation. The Directives allow for uncertainties of 15–25 per cent for individual data, depending on the pollutant. The most recent calculations for monitoring sites in the UK gave uncertainty of 8–11 per cent. Data uncertainties for the whole of the UK automatic monitoring network will be recalculated following type approval of the equipment required by the guidance documents from the European Standards Institute.

**Measured concentrations of pollutants in England in 2005  
as a percentage of the relevant objectives  
(mean of all sites and highest site)\***



\*Final quarter of 2005 monitoring data remains provisional. Provisional 2005 Lead data currently unavailable, therefore 2004 data presented instead

The columns in the above table represent average concentrations of pollutants at monitoring sites across England. The vertical blue lines represent the range of concentrations at these sites. Where the tops of the ranges are below 100, the objective is being met.

Information on concentrations of other air pollutants can be found in Chapter 2 of Defra's Autumn Performance Report 2005:

<http://www.defra.gov.uk/corporate/deprep/2005/chapter2.pdf>

## Chapter 7 Climate change

<p>SR2004 PSA target</p>	<p>To reduce greenhouse gas emissions to 12.5 per cent below 1990 levels in line with our Kyoto commitment and move towards a 20 per cent reduction in carbon dioxide emissions below 1990 levels by 2010, through measures including energy efficiency and renewables. (Joint target with the Department for the Environment, Food and Rural Affairs (Defra) and the Department of Trade and Industry).</p>
<p>Performance indicator</p>	<p><b>Carbon dioxide and other greenhouse gas emissions</b></p> <p>Carbon dioxide (CO<sub>2</sub>) and other greenhouse gas (GHG) emission estimates have most recently been published in the Climate Change Programme 06.</p> <p><b>Supporting indicators</b></p> <p><b>Fuel efficiency of vehicles</b></p> <p>Statistics on average new car fuel efficiency are published every year, using DVLA and SMMT data. As part of the Voluntary Agreement between the European Commission and the automotive industry, there is an EU-wide average new car fuel efficiency target of 140 g/km to be met by 2008–09.</p> <p>The Powering Future Vehicles (PFV) Strategy committed to review the level of the targets in 2005 to ensure that they remained challenging but deliverable. This review was postponed to take account of the outcomes of the Climate Change Programme Review and the Energy Review and is currently under way.</p> <p><b>Carbon content of fuel</b></p> <p>The carbon content of petrol and diesel has remained largely unchanged over time, and on current trends will continue to do so. Thus, in order to reduce the carbon content of road fuels there needs to be increased uptake of low carbon fuels such as biofuels and in the longer term low carbon electricity and hydrogen.</p> <p><b>Coverage: United Kingdom</b></p>
<p>Progress</p>	<p><b>Status: The UK is on course to do more than meet our Kyoto target of keeping annual greenhouse gas emissions between 2008–12 at 12.5 per cent below base year levels. Latest projections suggest that CO<sub>2</sub> will be 16.2 per cent below 1990 levels by 2010 with further policies to be considered likely to take us nearer our 20 per cent goal.</b></p> <p>We have voluntarily set ourselves a significantly harder domestic target, of a 20 per cent reduction in carbon dioxide emissions below 1990 levels by 2010.</p> <p>The Kyoto target is not directly comparable to the domestic target because the former covers a basket of greenhouse gases which includes methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride as well as carbon dioxide, while the second covers only carbon dioxide.</p> <p>The Climate Change Programme 2006, estimates that by 2010 the Programme could reduce the UK's emission of the basket of greenhouse gases on which the Kyoto target is based to 23–25 per cent below base year levels; and reduce the UK's carbon dioxide emissions to 15–18 per cent below 1990 levels</p>

Analysis for the recent Climate Change Programme Review showed that existing Government policies in transport would save similar amounts of carbon in 2010 (proportional to sector emissions) as in other sectors and that had we not acted emissions from transport would have been 15 per cent higher in 2010.

#### **Current trends in transport emissions**

Most transport emissions count towards targets under the Kyoto Protocol, including emissions from domestic aviation. Emissions from international aviation and international shipping, however, do not count because there is no agreement on how, or whether, to allocate emissions from these sources to individual countries.

#### **Fuel efficiency of vehicles**

Data produced by DfT (using DVLA data) on new car fuel efficiency shows that new cars have continued to become more fuel efficient. New cars sold in the UK in 2004 were on average some 11 per cent more fuel-efficient than in 1995 – and they were 20 times cleaner and made a third less noise than cars bought in the 1980s. The rate of progress has slowed in recent years, however and new cars sold in 2005 were only 0.9 per cent more fuel efficient on average than new cars sold in 2004.

The Graduated Vehicle Excise Duty and the Company Car Tax are now both linked to vehicles' carbon emissions.

Budget 2006 strengthened these environmental incentives. There is now a new top rate of VED and, to encourage take-up and assist the development of the low carbon market, the Government has set the lowest VED rate (Band A) at £0.

However, the most fuel efficient cars currently commercially available in the UK are in Band B, with a £40 VED rate.

Colour-coded energy efficiency labels for new cars, modelled on those for household white goods and linked to the graduated VED bands are now in most UK car showrooms.

We support the Voluntary Agreements on new car fuel efficiency between the European Commission and the automotive industry. The current Agreements are due to expire in 2008–09 and the UK is therefore pressing for new targets and implementation options to be finalised as soon as possible. Any decision will be subject to consultation, but the UK will maintain our stance that all options, including mandatory targets with trading, must be considered.

The Government's Powering Future Vehicles Strategy, published in 2002, aims to promote the development, introduction and take-up of new vehicle technologies and fuels in order to reduce the impact of road transport on the environment, whilst ensuring the full involvement of the UK automotive industry in the new technologies. As the technology, innovation and policy landscape has changed since 2002, the Strategy is currently being reviewed.



### **Carbon content of fuel**

Under the Renewable Transport Fuels Obligation five per cent of transport fuel sold in the UK will have to come from renewable sources by 2010. We estimate that this will cut net carbon emissions by one million tonnes, equivalent to taking one million cars off the road.

The Government now intends the level of the Obligation to rise above 5 per cent after 2010—11 provided critical environmental, economic and technological criteria are met.

The mass-production of fuel cell cars using renewably produced hydrogen is still some decades off, but there are already three hydrogen fuel cell buses in service in London, in a two-year, Green Fuels Challenge – and New Vehicle Technology Fund – supported trial. This is part of a wider EU initiative: Clean Urban Transport for Europe.

Several innovative vehicles were launched for demonstration in 2004—05, including a hybrid London black cab, an electric shuttle bus in Lincoln and a range of electric delivery vehicles in Sheffield, while an Infrastructure Grant Programme, which provides grants to service station owners for refuelling points for alternative fuels, was launched on 16 August.

### **Sustainable travel strategies**

We are putting record amounts of investment into public transport to give people a real choice of ways to travel. We have the fastest growing railway in Europe and highest number of passengers in 40 years.

Total journeys taken in England by bus have increased for each of the last 6 years; in the last 5 years bus use in England has grown by 7.4 per cent. But in too many places outside London, bus use is still declining. The Department is working through in the coming months proposals for improving the public transport offer provided by buses outside London.

We support a range of measures, called 'smarter choices' aimed at enabling people to choose sustainable travel options. These include the Sustainable Travel Towns Initiative in Darlington, Peterborough and Worcester and the Travelling to School Initiative – joint with DfES.

We have set up Cycling England, an expert advisory body, to plan and co-ordinate increases in cycling. Its budget has recently been doubled – to £30 million over three years with a particular emphasis upon Cycling England's youth programme. The Government also provides cycling funding to local authorities outside London – for 2005—06 an estimated £35 million is being spent.

We are about to embark upon a significant piece of research that will provide an in depth understanding of public engagement with climate change issues and identify how best to influence travel choices to reduce the environmental impacts of transport.

We have announced a new communications campaign to promote consumer information on buying greener vehicles, eco-safe driving and workplace travel planning.

**Emissions trading**

Including aviation in the EU emissions trading scheme by 2008 or as soon as possible thereafter was a priority of our recent Presidency of the European Union. In December 2005, under our chairmanship, the EU Environment Council recognised that emissions trading seems to be the best way forward. The European Commission is now taking forward work and will aim to bring forward draft legislation by the end of 2006.

In February 2006, DfT, Defra and DTI ministers wrote jointly to the Commission asking that the inclusion of surface transport in EU ETS be given serious consideration in the 2006 review of EU ETS.

In March 2006, we presented a proposal concerning emissions trading to reduce CO<sub>2</sub> emissions from ships and a draft work plan to the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO). Although explicit reference to the proposal was considered too ambitious at this time, we did manage to retain reference to 'market based solutions' in the draft work plan. When MEPC met in October 2006, it approved the work plan and also noted a further paper from the UK in which we set out the background for emission trading and the different possible approaches to introducing such a mechanism for shipping. Work on CO<sub>2</sub> emissions from ships will continue at the next MEPC meeting, in July 2007.

## Quality of data

**Carbon dioxide and other greenhouse gas emissions**

To assess progress of the EU15 countries towards the Kyoto target, all Member States must provide the Commission with data on their own performance. There are uncertainties associated with estimates in a given year; however trends over time are likely to be much more reliable. For more information on these uncertainties see the Defra website at [www.defra.gov.uk/environment/statistics/airqual/aqemissions.htm](http://www.defra.gov.uk/environment/statistics/airqual/aqemissions.htm).

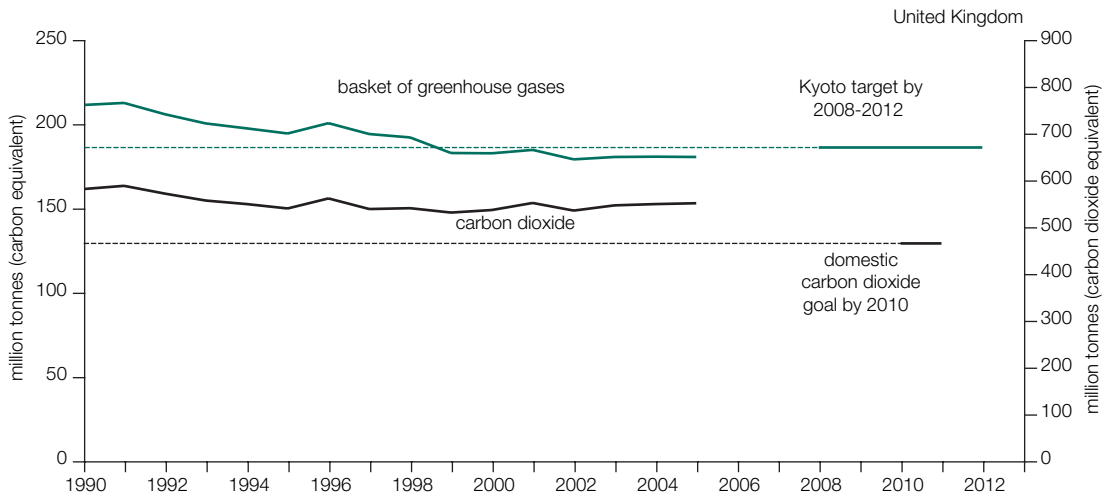
**Fuel efficiency of vehicles**

DVLA and SMMT records are of a very high quality and provide a very accurate statistical record.

**Carbon content of fuel**

The carbon content of petrol and diesel (which is known) is an inherent property of the fuel and remains largely static over time. The potential life-cycle carbon savings from switching petrol and diesel for biofuels has been the subject of much study to increase its accuracy.

## Emissions of greenhouse gases: 1990–2012



Note: Estimates for 2005 are provisional. Updated Aug 2006.

Source: netcen, Defra

## Chapter 8 Efficiency

SR2004 PSA target	<p><b>The SR2004 Efficiency target to achieve annual efficiency gains of 2.5 per cent against the Departmental Expenditure Limit is not a PSA target.</b></p>
SR2002 PSA target	<p>Achieve annual efficiency improvements of 2.5 per cent, measured against the Department's Administration Cost Limit.</p>
Performance indicator	<p>The SR2002 PSA Efficiency Target is based on achieving efficiencies and savings relating to the Administration Cost Limit (ACL). The ACL for 2005–06 is £270 million, which results in a PSA target of £6.75 million of efficiency gains.</p> <p><b>Efficiencies are defined as:</b></p> <ul style="list-style-type: none"> <li>• increased outputs/outcomes for the same inputs; and</li> <li>• constant outputs/outcomes for reduced inputs.</li> </ul>
Progress	<p><b>Status: SR2002 PSA target achieved</b></p> <p>Efficiency gains of £7.17 million against the ACL were achieved in 2005–06, through savings made by the central Department and the Highways Agency (which are the main areas funded from the Department's administration budget).</p> <p>The Central Department reduced headcount by 196 full time equivalents by March 2006, producing a saving of £3.4 million.</p> <p>The Highways Agency achieved Administration Cost savings of £3.765 million through a variety of channels including:</p> <ul style="list-style-type: none"> <li>• headcount reduction</li> <li>• active financial management to constrain pay expenditure</li> <li>• reduction in the number and cost of non Civil Servants working in the Agency</li> <li>• Acting to reduce the cost of accommodation and telecoms</li> <li>• Acting to reduce the cost of travel and subsistence.</li> </ul> <p>This is the final year in which the SR2002 PSA efficiency target will apply. However, the Department's ongoing SR2004 efficiency programme will continue to embed efficiency culture within the Department and ensure that efficiency gains continue to be achieved against both administration and programme expenditure.</p> <p><b>Status: 2005–06 target trajectory for the SR2004 Efficiency Programme (Gershon) exceeded. The DfT Efficiency Programme is on course to deliver its March 2008 savings target of £785 million.</b></p>

The DfT's Efficiency Programme will deliver the efficiency proposals developed by the Department as its contribution to Sir Peter Gershon's Review of Government Efficiency announced in SR2004. The Department's target is to realise total annual efficiency gains of at least £785 million by 2007–08, of which at least half will be cashable, releasing resources, wherever possible, to front-line activities. This target represents 2.5 per cent year on year gains against the Department's overall budget over the SR2004 period, excluding rail, which was subject to its own review. Headcount reductions reported by the Department at March 2006 are shown in the table below:

<b>Business Unit</b>	<b>Reported reductions at March 2006 (full-time equivalents)</b>	<b>Target: March 2008 (full-time equivalents)</b>
Central Department	196	200
DVLA	159	500

Efficiency gains reported by the Department at **March 2006** are shown in the table below:

<b>Directorate/ Agency and initiative</b>	<b>Reported efficiency gains: March 2006 (£m)</b>
DVO Group – support services	41.4
DVO Group – reductions in Vehicle Excise Duty evasion and Sale of Marks	65.6
Highways Agency – procurement of strategic roads	71.1
Local Authorities – procurement of strategic roads	54.1
Local Authorities – non-roads	30.9
Transport for London	126
Central Department – Headcount reduction	3.4
Central Department – support services move to Shared Services centre	0
Central Department – minor programmes	34.7
<b>TOTALS</b>	<b>427.2</b>

Progress against the Department's Lyons relocation targets at **March 2006** was as follows:

	<b>Reported relocations: March 2006 (full-time equivalents)</b>	<b>Target for March 2008 (full-time equivalents)</b>
Lyons relocation target	47	60

A further 13 posts are intended for relocation to Hastings.

Headcount reductions reported by the Department at **October 2006** (Q2) are shown in the table below:

<b>Business Unit</b>	<b>Reported reductions at October 2006 (full-time equivalents)</b>	<b>Target: March 2008 (full-time equivalents)</b>
Central Department	275*	200
DVLA	182	500

\*Includes a number of vacancies that the Department is intending to fill.

Efficiency gains reported by the Department at **October 2006** (Q2) were:

<b>Directorate/ Agency and initiative</b>	<b>Reported efficiency gains: March 2006 (£m)</b>
DVO Group – support services	44.3
DVO Group – reductions in Vehicle Excise Duty evasion and Sale of Marks	68.6
Highways Agency – procurement of strategic roads	71.1*
Local Authorities – procurement of strategic roads	88**
Local Authorities – non-roads	41.2**
Transport for London	175***
Central Department – Headcount reduction	5.7
Central Department – support services move to Shared Services centre	0
Central Department – minor programmes	35.1
<b>TOTALS</b>	<b>529</b>

\*Savings reported by the Highways Agency are subject to a time-lag in data reporting. Figures are therefore subject to change.

\*\* Savings reported by Local Authorities are reported 6-monthly. Figures are therefore subject to change.

\*\*\*Savings reported by Transport for London are subject to a time-lag in data reporting. Figures are therefore subject to change.

Progress against the Department's Lyons relocation targets at **October 2006** (Q2) was as follows:

	<b>Reported relocations: October 2006 (full- time equivalents)</b>	<b>Target for March 2008 (full-time equivalents)</b>
Lyons relocation target	47	60

The Department's Efficiency Technical Note (ETN), published on its website, sets out how the wider efficiency programme will be taken forward across the SR2004 period and how efficiency gains will be measured and validated. Service quality measures are in place in the Department's efficiency workstreams, and are checked regularly to ensure that service quality does not suffer as a result of efficiencies.

Quality of data

The collection of data, monitoring of progress and quality assurance is carried out through the Department's Efficiency Programme Board in accordance with the reporting requirements of the Office of Government Commerce and the appropriate audit and assurance mechanisms.



## Appendix

### Other related documents

The documents listed in this section set out the Department's commitments to delivering results and achieving best value for money. They are a complement to this report.

#### The DfT Annual Report 2006 (Cm 6817)

The DfT Annual Report tells Parliament how the Department has spent its money and what it plans to do in the future. It describes our policies and programmes and outlines what we propose to fund in 2006–07. The Report includes information about the progress and performance against our PSA targets for the period 2005–06.

#### DfT's 2005–06 Resource Accounts

The Autumn Performance Report complements the operating and financial review (OFR) section of the DfT's 2005–06 Resource Accounts which were published on 20 July 2006.

The OFR sets out:

- Summary of progress against all DfT objectives.
- The funding of the DfT.
- An explanation of variations between estimates and outturn.
- Provisions and investments generally.

#### The Spending Review 2004

The Government's Spending Review 2004 *New Public Spending Plans 2005–2008* (Cm 6237) was published in July 2004. It takes forward the Government's objective of a strong economy and a fair society with stability, security and opportunity for all. It sets out spending plans for the next three years and the further improvements in public services that are planned.

As part of the comprehensive spending review in 1998, each department entered into a Public Service Agreement (PSA). This identified its aims and objectives and the targets it was committed to achieve with the resources available to it during the three financial years from April 1999. Revised PSAs were agreed in subsequent Spending Reviews in 2000, 2002 and 2004. The Department for Transport's PSA for 2004–05 was set in Spending Review 2002. A new PSA for the period 2005–08 arising from the Spending Review 2004 came into effect from April 2005.

### ***The Future of Transport: a network for 2030***

This White Paper (Cm 6234), published in July 2004, looks at the factors that will shape travel and our transport networks over the next 30 years. It sets out how the Government will respond to those pressures, safeguarding our economic and social well-being and our environment.

### **The Departmental Investment Strategy**

This is a summary of the Department's Investment Strategy published in May 2005. It sets out investment plans for the period covered by the Spending Review 2004 (2005 to 2008).