

AIM

Transport that works for everyone.

OBJECTIVES AND PERFORMANCE TARGETS

Objective I: Support the economy through the provision of efficient and reliable interregional transport systems by making better use of the 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.

1. *By 2007-08, make journeys more reliable on the strategic road network.*
2. *Improve punctuality and reliability of rail services to at least 85% 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.

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

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

5. *Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40% and the number of children killed or seriously injured by 50%, by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities.*
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 with the Department for Environment, Food and Rural Affairs.*
7. *To reduce greenhouse gas emissions to 12.5% below 1990 levels in line with our Kyoto commitment and move towards a 20% 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.

WHO IS RESPONSIBLE FOR DELIVERY?

The Secretary of State for Transport is responsible for the delivery of this PSA. The Secretary of State for Environment, Food and Rural Affairs is jointly responsible for delivering target 6 and, with the Secretary of State for Trade and Industry, target 7.

The Secretary of State for Transport is also responsible for delivering the agreed efficiency target set out in the Department for Transport chapter of the 2004 Spending Review White Paper.