Business Plan 2011–2015

Department for Transport (DfT)

May 2011

This plan will be updated annually

Our vision is for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities. By improving the links that help to move goods and people around, and by targeting investment in new projects that promote green growth, we can help to build the balanced, dynamic and low-carbon economy that is essential for our future prosperity.

Our most ambitious project is the delivery of a new high speed rail network that could transform the way Britain works as profoundly as the coming of the original railways. Such a network has the potential to make rail increasingly the mode of choice for inter-city journeys within the UK, and for many beyond, as well as to radically reshape our economic geography, connect our great cities and international gateways, and help to bridge the North-South divide that has for too long limited growth outside London and the South East.

We will make big changes at the local level too, because we know how crucial good transport is to people's quality of life. So we will free local authorities from central government control, letting them decide their own local transport priorities and solutions. And we will put more power into the hands of transport users by giving them the information they need to hold government and transport providers to account.

We also want our roads to become safer, less congested and less polluted. So we will support the introduction of the latest technologies, encouraging the use of electric and other ultra-low emission vehicles, to make transport cleaner and greener. And we will use insights from behavioural science to improve road safety and encourage lower carbon forms of travel. Our railways must also play their part in building a more modern and effective transport system – it is right that we demand greater efficiency from our network, and from rail franchise operators.

A) Vision (p.2 of 2)

This plan sets out how we will deliver this vision over the next four years: what we will do, and by when, to transform our transport system so that it can take its place at the centre of the Coalition's plans for a new, more sustainable model of growth.

Philip Hammond, Secretary of State for Transport

B) Coalition Priorities

Structural Reform Priorities

1. **Deliver the Coalition's commitments on high speed rail**
   - Carry out the preparation needed to start work on a high speed rail line early in the next Parliament connecting London with Heathrow, Birmingham, Manchester and Leeds, as the first step towards a national high speed rail network for the whole of Britain

2. **Secure our railways for the future**
   - Secure the sustainability of the railway and create capacity for improvement of services, by addressing the high cost of the UK railway compared with other railways and comparable industries; continue to invest in Crossrail and Tube upgrades in the capital

3. **Encourage sustainable local travel**
   - Encourage sustainable local travel and economic growth by making public transport (including light rail) and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion

4. **Tackle carbon and congestion on our roads**
   - Support the early market for electric and other ultra-low emission vehicles, promote the more effective use of strategic roads by addressing the causes of congestion, and continue to improve road safety

5. **Promote sustainable aviation**
   - Create a sustainable framework for aviation in the UK, improve passenger experience at airports and maintain high standards of safety and security for passengers and freight

B) Coalition Priorities

Other major responsibilities

Change DfT and its agencies to deliver excellent service

- Deliver excellent service to the public through the Department's agencies, and complete DfT's internal change programme to deliver a slimmer, more responsive and transparent department

Contribute to a successful 2012 Olympics

- Deliver DfT's commitments on transport for the Olympics, including key infrastructure projects and the implementation of an Olympic Route Network

Promote the maritime sector

- Continue to promote a successful and sustainable maritime sector, with ports that meet customer needs and policies that encourage shipping to be British-registered and of high quality

Ensure the security of transport industries

- Continue to regulate and inspect the aviation, maritime and rail industries, and the Channel Tunnel, to ensure that high standards of security – including counter-terrorism measures – are maintained in an effective, proportionate and sustainable way

B) Coalition Priorities

The Department will no longer…

…micromanage:

- Local authorities by dividing their funding into numerous complex streams
- Train Operating Companies with unnecessarily prescriptive requirements in rail franchise agreements
- Local traffic management schemes with unnecessary requirements for central government approval

…waste money on ineffective national advertising and marketing campaigns

…continue with the M4 bus lane, which penalised the ordinary motorist

…fund and support arm's length transport bodies where their activities are no longer required or can be better provided by other means

C) Structural Reform Plan

The Coalition is committed to a programme of reform that will turn government on its head. We want to bring about a power shift, taking power away from Whitehall and putting it into the hands of people and communities, and a horizon shift, making the decisions that will equip Britain for long term success. For too long, citizens have been treated as passive recipients of centralised, standardised services. This Government is putting citizens back in charge, and Structural Reform Plans are part of this shift of power from government to people.

This section sets out how, and when, the Department will achieve the reforms that are needed to make this happen. Structural Reform Plans are key tools for holding departments to account for the implementation of Programme for Government commitments, replacing the old top-down systems of targets and central micromanagement.

Each month, the Department publishes a simple report on its progress in meeting these commitments. These reports are available on our departmental website and the Number 10 website.

All legislative timings and subsequent actions are subject to Parliamentary timetable and approval.

1. Deliver the Coalition's commitments on high speed rail	*Carry out the preparation needed to start work on a high speed rail line early in the next Parliament connecting London with Heathrow, Birmingham, Manchester and Leeds, as the first step towards a national high speed rail network for the whole of Britain*

ACTIONS	Start	End
1.1 Review and consult on high speed rail		
i. Develop high speed rail strategy for consultation, detailing network options (including scope for Heathrow and High Speed 1 links) and the phasing of construction	Completed	-
ii. Open the Exceptional Hardship Scheme to applications from property owners who might be affected by the High Speed 2 line proposals	Completed	-
iii. Decide on the structure, funding and appointments of HS2 Ltd (the organisation with oversight for the High Speed 2 line), and the delivery timetable for high speed rail	Completed	-
iv. Carry out consultation on high speed rail strategy and route of initial London-Birmingham phase of High Speed 2	Started	Jul 2011
v. Analyse consultation responses and publish proposed route and strategy	Jul 2011	Dec 2011
1.2 Legislate for the London-Birmingham phase of High Speed 2		
i. Complete outline engineering design for the London-Birmingham route	Dec 2011	Apr 2013
ii. Draft environmental impact assessment	Dec 2011	Sep 2013
iii. Consult on Environmental Statement	Apr 2013	Sep 2013
iv. Take first hybrid bill through Parliament	Oct 2013	May 2015
1.3 Prepare the Birmingham-Manchester-Leeds routes and consult		
i. Respond to HS2 Ltd's proposals on design options for Manchester and Leeds routes	Dec 2011	Mar 2012
ii. Carry out informal consultation on route options for Manchester and Leeds	Mar 2012	Mar 2013
iii. Draft consultation paper on proposed routes	Apr 2013	Oct 2013
iv. Formally consult on Manchester and Leeds routes, analyse responses and announce decision	Jan 2014	Dec 2014
v. Commence engineering design; environmental impact assessment; and preparation of the second hybrid bill	Jan 2015	Jan 2015
1.4 Complete sale of High Speed 1 - the Channel Tunnel rail link asset	Completed	-

2. Secure our railways for the future
(p.1 of 2)

Secure the sustainability of the railway, and create capacity for improvement of services, by addressing the high cost of the UK railway compared with other railways and comparable industries; continue to invest in Crossrail and Tube upgrades in the capital

ACTIONS	Start	End
2.1 Identify plans for securing a sustainable railway		
i. Report on the value for money of the UK railway and its accountability structures	Started	May 2011
ii. Set out high-level vision/narrative for a sustainable railway	Completed	
iii. Develop and publish detailed proposals on delivering a sustainable railway including reform of Network Rail	May 2011	Nov 2011
2.2 Change rail franchise terms to give operators the incentive to deliver better services, better stations, longer trains and better rolling stock		
i. Review current franchises (grounds for default, extensions, payments etc)	Completed	-
ii. Develop and announce strategy for implementing franchise reform to existing and new franchises, in line with wider reform plans for securing a sustainable railway	Completed	-
iii. Implement new franchise strategy as existing franchise end dates are reached, including for Greater Anglia, Intercity West Coast, InterCity East Coast, Essex Thameside, Northern and Trans Pennine Express.	Started	May 2015
2.3 Support further capacity improvements and electrification of the rail network		
i. Deliver, with Transport for London (TfL), infrastructure for Crossrail services	Started	By end 2018
ii. Announce way forward on Intercity Express Programme, Thameslink, new rolling stock and electrification	Completed	-
iii. Provide funding to TfL, in line with the Spending Review 2010 funding letter to the Mayor, to support infrastructure investment in the London Underground	Started	Mar 2015
iv. Announce preferred bidder for Thameslink rolling stock	Started	May 2011
v. Complete the commercial arrangements for the delivery of the Intercity Express Programme	Started	Dec 2011
vi. Deliver, with Network Rail, the improved electrified services in the North West	Started	By end 2016

2. Secure our railways for the future
(p.2 of 2)

Secure the sustainability of the railway, and create capacity for improvement of services, by addressing the high cost of the UK railway compared with other railways and comparable industries; continue to invest in Crossrail and Tube upgrades in the capital

ACTIONS	Start	End
2.3 Support further capacity improvements and electrification of the rail network (continued)		
vii. Deliver, with Network Rail, rolling stock and infrastructure for Thameslink services	Started	By end 2018
viii. Deliver, with Network Rail, rolling stock and infrastructure for the Intercity Express Programme on the Great Western Mainline	Started	By end 2017
ix. Deliver the Intercity Express Programme on the East Coast Mainline	Started	By end 2018

3. Encourage sustainable local travel
(p.1 of 3)

Encourage sustainable local travel and economic growth by making public transport (including light rail) and walking and cycling more attractive and effective, promoting lower carbon transport and tackling local road congestion

ACTIONS	Start	End
3.1 Simplify transport funding and decision making, driving smarter investment to encourage low carbon transport and green growth		
i. Announce the process for major transport scheme funding	Completed	-
ii. Select best value schemes from the 'development pool' of local authority major transport schemes and announce funding settlement	Started	Dec 2011
iii. Start providing major transport scheme funding to new schemes announced in Spending Review 2010 (subject to agreeing best and final bids from local authorities)	Apr 2012	Apr 2012
iv. Open bidding for the new Local Sustainable Transport Fund, to enable low cost, high value interventions in local communities	Completed	-
v. Details released on initial tranche of projects to be supported by the Local Sustainable Transport Fund	Oct 2011	Oct 2011
vi. Work with other government departments to develop a national sustainable travel strategy set out in a Local Transport White Paper	Completed	-
vii. Rationalise the number of local authority funding streams	Completed	-
viii. Reform the way transport projects are assessed and funding prioritisation decisions are made so that the benefits of low carbon proposals are fully recognised		
a) Review and revise DfT guidance on appraising transport projects	Completed	-
b) Review and revise DfT processes for assessing schemes and supporting Ministerial decisions	Completed	-

3. Encourage sustainable local travel
(p.2 of 3)

Encourage sustainable local travel and economic growth by making public transport (including light rail) and walking and cycling more attractive and effective, promoting lower carbon transport and tackling local road congestion

ACTIONS	Start	End
3.2 Enhance local public transport		
i. Support low carbon public transport:		
a) Launch the 2010 Green Bus Fund and open bids to bus operators and local authorities	Completed	-
b) Award grants to successful bidders to help them buy new low carbon buses	Completed	-
c) Details released on the number of low carbon buses ordered via the Green Bus Fund	Jul 2011	Jul 2011
ii. Review future distribution of Bus Service Operators Grant	Started	Mar 2012
iii. Respond to Competition Commission report on the bus market	Jan 2012	Jan 2012
iv. Deliver, with operators and public sector bodies, the infrastructure to enable most public transport journeys to be undertaken using smart ticketing by December 2014		
a) Distribute second tranche of smartcard grant to help to deliver smart and integrated ticketing schemes in the ten largest urban areas in England	Completed	-
b) Wholly fund TfL project to deliver new smart readers compatible with the national ITSO specification across the London Oyster estate	Started	Jun 2013
c) Continue to specify smart ticketing requirements, compliant with the national ITSO specification, as rail franchises are renewed over the Parliament	Started	May 2015

3. Encourage sustainable local travel
(p.3 of 3)

Encourage sustainable local travel and economic growth by making public transport (including light rail) and walking and cycling more attractive and effective, promoting lower carbon transport and tackling local road congestion

ACTIONS	Start	End
3.3 Tackle the causes of local traffic congestion		
i. Complete traffic signs policy review, reducing the need for central government approvals and giving more flexibility to local authorities to tackle traffic problems	Started	May 2011
ii. Reform management of roadworks		
a) Increase maximum penalty charges where works overrun their agreed period	Started	Oct 2011
b) Consult on, and finalise, regulations enabling new lane rental schemes	Started	Dec 2011
c) End need for government approval of individual local authorities' permit schemes	Started	Apr 2012
3.4 Contribute to the delivery of a successful Olympics		
i. Develop and provide a spectator journey planning service, including travel demand management and accessible routes, via the London 2012 website	Started	Jun 2011
ii. Develop and open an extended Olympic airport slot co-ordination and booking system	Started	Nov 2011
iii. Provide powers through DCMS Olympics Bill for improved traffic management procedures during the Olympics	Started	Dec 2011
iv. New King's Cross Western Concourse open to the public	Started	Mar 2012
3.5 In line with the Red Tape Challenge, bring forward proposals to reduce and reform the stock of statutory instruments and regulations for which the Department has overall responsibility	Started	Dec 2012

4. Tackle carbon and congestion on our roads (p.1 of 3)	*Support the early market for electric and other ultra–low emission vehicles, promote the more effective use of strategic roads by addressing the causes of congestion, and continue to improve road safety*

ACTIONS	Start	End
4.1 Promote electric and other ultra-low emission vehicles and mandate national recharging network		
i. Develop nationwide strategy to promote the installation of electric vehicle infrastructure, including a decision on whether to use an energy Regulated Asset Base and/or changes to planning/building regulations	Started	Jun 2011
ii. Support Plugged-in Places pilots programme to encourage the establishment of electric vehicle recharging infrastructure across the UK to inform the development of the electric vehicle infrastructure strategy		
a) Run bidding process for second round funding	Completed	-
b) Release second round funding to successful bidders	Started	Mar 2013
iii. Push for early EU adoption of electric vehicle infrastructure standards	Started	Mar 2012
iv. Consolidate existing support mechanisms for low and ultra-low emission vehicle research and development	Started	Jul 2011
v. Promote consumer uptake of ultra-low emission vehicles		
a) Begin awarding Plug-in Car grants (25% of the price of an ultra-low emission vehicle, up to £5,000) to buyers of qualifying cars	Completed	-
b) Review strategy to support transition from early ultra-low emission vehicle market to mass market	Started	Mar 2012

4. Tackle carbon and congestion on our roads (p.2 of 3)	*Support the early market for electric and other ultra-low emission vehicles, promote the more effective use of strategic roads by addressing the causes of congestion, and continue to improve road safety*

ACTIONS	Start	End
4.2 Improve traffic flow and remove bottlenecks		
i. Work with the Home Office to review police investigation and closure procedures for motorway incidents	Completed	-
ii. Open M4 bus lane to all road users	Completed	-
iii. Set out, and start delivery of, the investment programme for the strategic road network	Completed	-
iv. Set out and implement measures to reduce the congestion caused by incidents	May 2011	Dec 2012
v. Introduce free-flow charging on the Dartford Crossing	Dec 2013	Dec 2013
4.3 Introduce Heavy Goods Vehicle (HGV) road user charging to ensure a fairer arrangement for UK hauliers		
i. Agree scope and goals of a road user charging scheme	Started	Jun 2011
ii. Consult and communicate with road users on the introduction of the scheme	Started	Dec 2013
iii. Seek to introduce legislation in Parliament to bring HGV road user charging into effect	May 2012	May 2013
iv. Undertake formal procurement for scheme elements and commence operation	Started	Apr 2014
4.4 Review the operation and structure of the Highways Agency		
i. Appoint Non-Executive Chair	Completed	-
ii. Carry out review of the Highways Agency	Started	Nov 2011

4. Tackle carbon and congestion on our roads

(p.3 of 3)

Support the early market for electric and other ultra-low emission vehicles, promote the more effective use of strategic roads by addressing the causes of congestion, and continue to improve road safety

ACTIONS	Start	End
4.5 Switch to more effective ways to make our roads safer		
i. Stop central government funding to local bodies for new fixed speed cameras	Completed	-
ii. Develop and issue guidance to enable local authorities to publish speed camera data	Started	June 2011
iii. Respond to the North report on drink/drug driving	Completed	-
iv. Work with the Home Office to authorise the use of drug screening technology in police stations	Started	Nov 2011
v. Review Part 1 of the motorcycle test	Completed	-
vi. Develop a new strategic framework for road safety	Started	May 2011
4.6 Reform Blue Badge Scheme for people with severe mobility problems		
i. Begin roll out of Blue Badge service improvements, delivering a more efficient system and reducing fraud	Jan 2012	Jan 2012
4.7 Deliver further measures to reduce CO_2 from road transport		
i. Define transport elements in the Government's Carbon Plan for achieving statutory carbon budgets	Dec 2011	Dec 2011
ii. Play an active role in the European Commission's review of long-term targets in new car CO_2 regulations	Started	Jan 2013
iii. Complete transposition of Renewable Energy and Fuel Quality Directives to include mandatory sustainability standards, and enhanced incentives for waste-derived feedstocks such as used cooking oil	Started	Dec 2011

5. Promote sustainable aviation	Create a sustainable framework for aviation in the UK, improve passenger experience at airports and maintain high standards of safety and security for passengers and freight

ACTIONS	Start	End
5.1 Develop a sustainable framework for UK aviation and consider how to make airports operate better		
i. Make statement to Parliament to confirm position on additional runways at Heathrow, Gatwick and Stansted, and cancel all work streams for Heathrow R3	Completed	-
ii. Establish South East Airports Task Force to assess London's major airports	Completed	-
iii. Publish Task Force recommendations for operational improvements	Jul 2011	Jul 2011
iv. Publish scoping document for sustainable framework for UK aviation	Completed	-
v. Consult on sustainable aviation framework for UK	Mar 2012	Jul 2012
vi. Adopt sustainable aviation framework	Mar 2013	Mar 2013
5.2 Reform civil aviation regulation to improve the passenger experience		
i. Review economic regulation and the role of the Civil Aviation Authority	Completed	-
ii. Introduce new economic regulatory regime for aviation	Started	Dec 2013
iii. Review the financial protection regime for passengers (ATOL), and implement revised scheme (including legislation if necessary)	Started	Apr 2013
iv. Call for evidence on proposals to reform aviation security regulation	May 2011	Jul 2011
v. Consult on proposals to reform aviation security regulation	Sep 2011	Dec 2011
vi. Begin trials of reforms to aviation security	Oct 2012	Oct 2012
5.3 Ensure aviation contributes to delivering low carbon goals		
i. Implement the inclusion of aviation within the EU Emissions Trading System	Started	Jan 2012
ii. Publish the Government's response to the Committee on Climate Change recommendations on aviation growth compatible with climate change targets	Jul 2011	Jul 2011

D) Departmental expenditure

This section sets out how the Department is spending taxpayers' money as clearly and transparently as possible.

We have included a table to show the Department's planned expenditure over the Spending Review Period, as agreed with the Treasury. It is split into money spent on administration (including the cost of running departments themselves), programmes (including the frontline), and capital (for instance new railways and upgrades to infrastructure).

This section also includes a bubble chart setting out in further detail how DfT's settlement will be allocated for the 2011-12 financial year, across its key programmes and activities.

Table of spending for 2011/12 to 2014/15

Department for **Transport**

This section sets out the Department's planned expenditure over the Spending Review period, as agreed with the Treasury.

£bn [1] [2] [3]	Baseline 2010/11	2011/12	2012/13	2013/14	2014/15
Total departmental expenditure allocation	12.8	13.0	13.1	12.5	12.0
Administration spending[4]	0.3	0.3	0.3	0.2	0.2
Programme spending[4]	4.8	5.0	4.8	4.7	4.2
Capital spending	7.7	7.7	8.1	7.5	7.5

Administration spending: the costs of all central government administration other than the costs of direct frontline service provision.
Programme spending: spending on activities, goods and services, such as pay and benefits (excluding administration spending as defined above).
Capital spending: spending on assets with a lasting value, such as buildings and equipment.

1. Detailed breakdown of these budgets will be published by April 2011
2. Excludes departmental Annually Managed Expenditure
3. Numbers may not sum due to rounding
4. Excludes depreciation

Planned Departmental Expenditure 2011/12

This bubble chart sets out further detail on how our settlement will be allocated for the 2011/2012 financial year, across our key programmes and activities
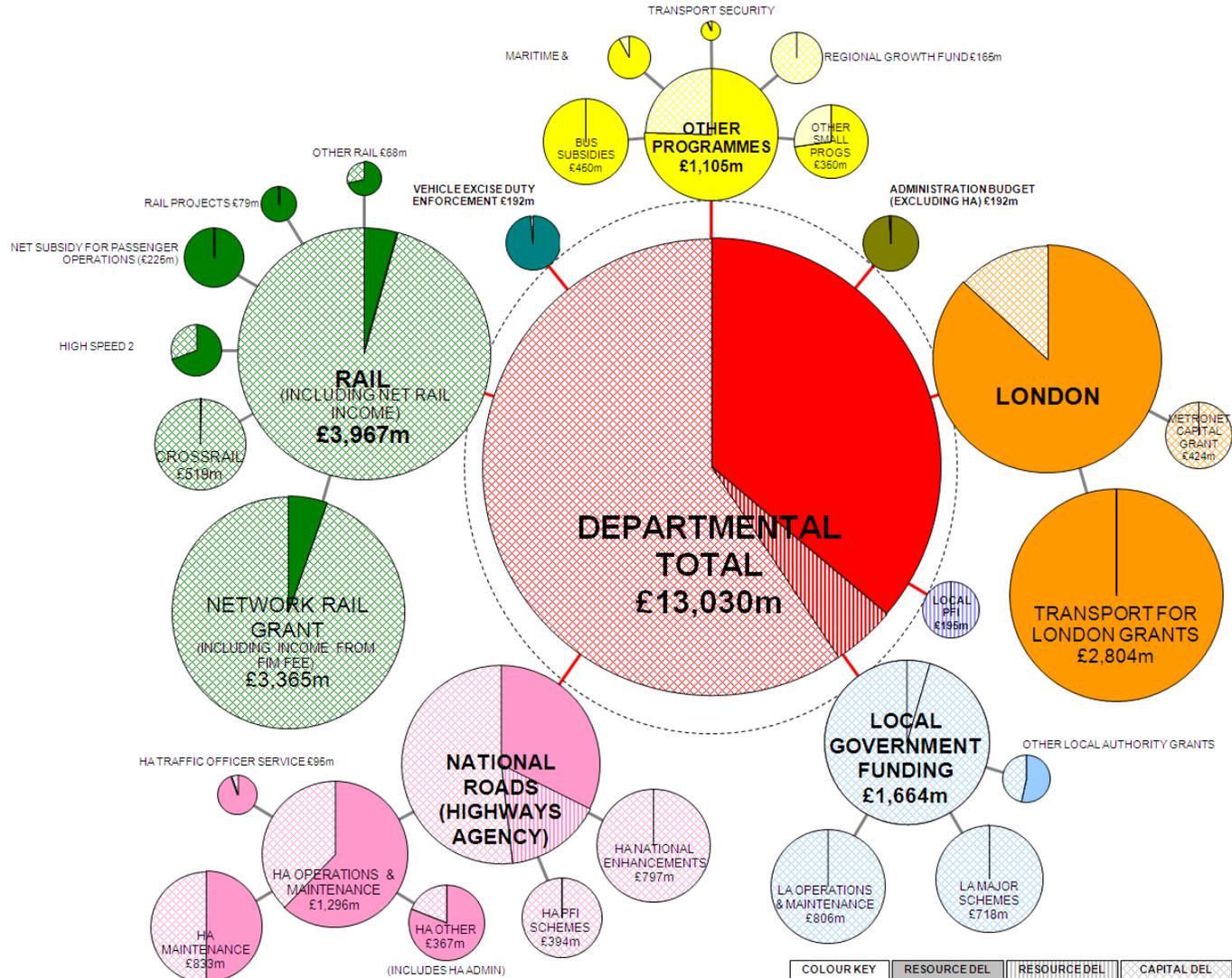
Common Areas of Spend

This data aims to let the public compare DfT operations against other public and private sector organisations, by setting out the cost of common operational areas against common data standards. Here, departments are setting out historical data from 2009/10 to form a baseline for future updates.

In 2009/10, the DfT[1]...
...employed 18,182 full-time equivalent (FTE) people; engaged 638 temporary staff and had an average staff cost of £36,000[2]
...had a total estate of 148,773sqm with a cost of £64.5m equating to a cost per FTE of £5,103
...procured goods and services with a cost of £3,852m with third party suppliers, and were able to provide detailed categorisation for 90.3% of this
...had major projects valued in excess of £32.41 billion of which the largest were Crossrail, Search and Rescue Helicopter procurement and Intercity Express Programme
...spent £498.9m with third party suppliers on ICT and had an average cost of desktop per FTE of £668.89
...managed AME expenditure of £1,083m; and spent £593.9m on staff pay
...spent £162.8m on the HR, Finance, Procurement, Legal and Communications aspects of Corporate Services
...identified £744,193 of Fraud and £111,548 of Error
...spent £118m with Small and Medium Enterprises and £4.9m with Voluntary and Charitable Sector, and was unable to provide information on grants to these organisations

During the baseline year, there were few common data standards across government. So, historical data is not always prepared on a consistent basis. Departments have set out **caveats and exceptions** that explain how their data fits with the common standard, and are critical to understanding this data. We are working to improve substantially the quality of data and particularly consistency across departments.

More detailed data, the caveats, definitions and supplementary information is available in Annex A. In future, we will publish updates to this information as part of our regular reporting of business plan data.

Note1:Organisations covered in this return: Department for Transport (DfTc), Highways Agency (HA), Driver and Vehicle and Licensing Agency (DVLA), Drivers Standards Agency (DSA), Maritime and Coastguard Agency (MCA), Vehicle and Operator Services Agency (VOSA), Vehicle Certification Agency (VCA), Government Car and Despatch Agency (GCDA)

Non-Departmental Public Bodies (NDPBs), Public Corporations and other Entities covered in this Return, British Transport Police , Renewable Fuels Agency, Commission for Integrated Transport, Disabled Persons Transport Advisory Committee, Transport Security, Cycling England, London and Continental Railways, Passenger Focus, Trinity House Lighthouse Services, Directly Operated Railways, Northern Lighthouse Board

Note 2: Figure calculated using data from 2009-10 resource accounts for DfT and its Trading Funds. Excludes NDPBs, public corporations and other entities. DfT's operationally devolved structure has made the calculation of average staff cost complicated. The figure quoted is an approximation and we are currently working towards refining this figure.

E) Transparency

Transparency is key to improved outcomes and productivity in our public services. Public reporting of data promotes higher quality and more efficient services, choice and accountability. Transparency is a driver of economic growth because it enables the development of tools to support users, commissioners and providers of public services.

This section sets out how departments will publish information that will allow taxpayers to assess the efficiency and productivity of public services, holding them more effectively to account. The commitments in this section will be kept under continuous review – it is essential that public services are consistently pro-active in publishing information to help citizens make the best decisions and routinely appraise their success in delivering meaningful transparency to their users.

This Business Plan makes commitments to the publication of key data sets that will improve the transparency of the public service – at the same time, it commits to providing data that is of good quality so that it can be used for effective comparison and to publishing this information in such a way so that it is as accessible as possible. In addition, departments are expected to work with data users to promote awareness of new data sets as they are published so that they become the focus of innovation and enterprise.

In most cases, data will be available free of charge.

Information strategy (p.1 of 4)

Transport is a 'data-rich' area and one where there is huge public appetite for information that can be used to inform travel choices, track performance and hold transport providers to account. This information includes raw data at the lowest level (such as the location of every road accident), real time information (such as that provided to drivers on motorways), and aggregated statistics and indicators (such as familiar measures of train punctuality and reliability).

We already make significant amounts of data available through our website, through National Statistics and specific websites such as Transport Direct and data.gov.uk (where there are now over 150 transport datasets available including raw data in a re-usable format). There is also extensive public access to information through the National Rail Enquiries, TfL, and AA websites and services such as Traveline, Traffic England, and the Highways Agency Information Points.

But there is still much more that can be done to empower the users of transport systems to make more effective travel decisions through the increased availability of data and travel information. We will also work with transport providers to enshrine the principle of transparency throughout the sector to ensure that users are able to hold transport providers to account.

DfT-owned data

The DfT's default position is to publish all the non-personal data it owns or has appropriate licences for, in line with the Public Data Principles and much of this data is already passed to third party agencies to pass onto the public in a variety of forms. We will continue to make more and more of this data available, in an easy to use format. We published in March 2011 our Information Assets Register; this includes a schedule of upcoming data releases, such as our quarterly updates to the National Public Transport Access Nodes (NaPTAN) database – which stores details of all access points such as bus stops and railway stations.

Information strategy (p.2 of 4)

DfT-owned data (continued)

We have recently released the National Public Transport Data Repository on data.gov.uk and will be releasing the second annual snapshot in March. MOT data from the Vehicle and Operator Services Agency (VOSA) is now available, and we will be releasing more data on road accident locations and cycle routes. The Highways Agency provides drivers with expected journey times on the strategic road network via Variable Messaging Signs and communicates issues on the network as they occur, as real time information.

Our Information Asset Register includes comprehensive details of datasets held by DfT and its agencies. We already publish details of the information we share and the parties we share it with, as part of our Information Charter on our website. We will publish sufficient information to demonstrate our compliance with the public sector equality duty, including evidence of the equality analysis we have undertaken on our policies and practices.

The principle of transparency is already firmly embedded in our agencies and arms length bodies as well as the central Department, and we will ensure that it remains a key operating principle of all our activities. We will continue to pro-actively publish information in advance of requests under the Freedom of Information Act. The DfT Freedom of Information (FOI) Publication Scheme is published on our website. It specifies the categories of information that the DfT and its agencies publish, and will publish in the future, and explains how to obtain that information. Furthermore, we publish most FOI disclosures as a matter of policy. Pending the introduction of the proposed Right to Data legislation in the Freedom Bill, requests made by the public for the release of additional datasets can be made in several ways: via the DfT website, via data.gov.uk or the OPSI Public Sector Information unlocking service.

Information strategy (p.3 of 4)

DfT-owned data (continued)
We are also pursuing our wider transparency agenda through publishing details of:

- DfT budgets;

- Contracts (ICT contracts with a value greater than £10k online since August 2010, and all contracts greater than £10k online from since January 2011);

- Tenders with a value greater than £10k (online since September 2010);

- Expenditure (all items above £500 online from since November 2010);

- Pay (senior staff salaries online from since October 2010)

Third party data
Over the period of this plan DfT will continue its ongoing dialogue with transport industry partners and local authorities, both to make more data freely available, and to ensure that the best possible transport information services are available to the public. Our aim is that public has access to the information it wants, in the form it wants, and that the right tools are available to scrutinise this information, judge performance and support well-informed transport choices. This includes encouraging local authorities and transport service providers to make low level data available to developers and convincing operators of the business benefits to them of making their data available. We will examine ways of ensuring that the principle of transparency forms a condition of funding. Local authorities should be accountable to local communities. To ensure that data on local transport outcomes and expenditure are transparently available and to allow local authorities to identify improvements and cost savings, we have published a benchmarking tool on our website. This can be accessed at:
http://www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportsplans/policies/benchmarkingtool.xls

Information strategy (p.4 of 4)

We will work with bus operators to seek to make information on bus punctuality and fares more widely available and with Network Rail and the Ministry of Justice to explore the possibility of extending the Freedom of Information Act to cover Network Rail.

Clare Moriarty, Director General of Corporate Services, will be responsible at Board level for the delivery of this Information Strategy. Contact transparency@dft.gsi.gov.uk

Input indicators

The indicators set out in this section are just a subset of the data gathered by the Department which will be made transparently available as outlined in the Information Strategy.

The Department will adopt the following input indicators:

Input indicator	When will publication start?	How often will it be published?	How will this be broken down?
Rail subsidy per passenger mile	May 2011	Annual	By franchise
Bus subsidy per passenger journey	May 2011	Annual	By region
Cost of maintaining the Highways Agency's motorway and A road network per lane mile	May 2011	Annual	By region
Cost of operating the Highways Agency's motorway and A road network per vehicle mile	May 2011	Annual	By region
Cost of running the rail network	Oct 2011	Annual	By franchise
% of DFT's appraised project spending that is assessed as high or very high value for money	May 2011	Biannual	By scheme

Impact indicators

Our impact indicators are designed to help the public to judge whether our policies and reforms are having the effect they want. The Department will adopt the following indicators:

Impact indicator	When will publication start?	How often will it be published?	How will this information be disaggregated?
Reliability of journeys on Highways Agency's motorway and A road network	May 2011	Monthly	By junction
Proportion of trains running on time	May 2011	4-weekly	By franchise
Proportion of bus services running on time	May 2011	Annual	By local authority
Proportion of urban trips under 5 miles taken by: (i) walking or cycling (ii) public transport	May 2011	Annual	By region
Total greenhouse gas emissions from transport	May 2011	Annual	By mode
Annual road fatalities	May 2011	Annual	By accident site
Percentage of households with good transport access to key services or work	May 2011	Annual	By local authority
Number of newly registered Ultra Low Emission Vehicles	May 2011	Annual	By local authority

Other data (p.1 of 3)

We have highlighted other key data below.
Details of all datasets and statistics published by the Department can be found here:
http://www.dft.gov.uk/about/transparency/

Data which will help people to judge the progress of structural reforms:
Detail of projects supported by the Local Sustainable Travel Fund, by project
Number of low carbon buses purchased through the Green Bus Fund
Total number of licensed low emissions vehicles in Great Britain

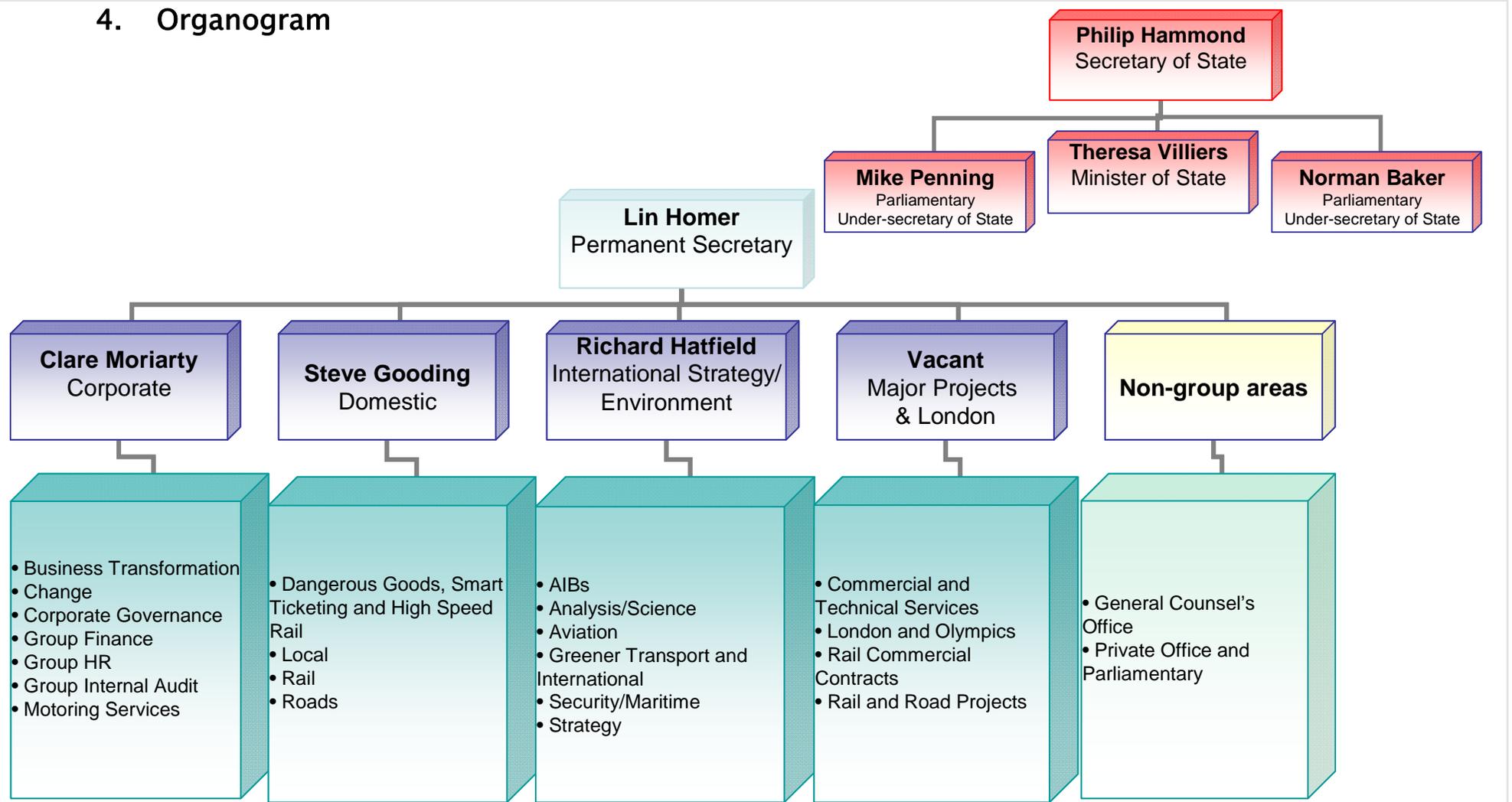| Data which will help people to make informed choices: |
| --- |
| Road condition data, by local authority |
| Congestion on locally managed A roads, by local authority |
| NAPTAN: detail of public transport locations (bus stops, railway stations, etc) |
| NPTDR: National Public Transport Data Repository (public transport timetables) |
| Data on location of all road casualties (reported to the police) |
| Data on traffic flows (volume of traffic by vehicle type on an average day) |
| Information on rail overcrowding |

Other data (p.2 of 3)

Other key data:
Road Freight Survey (survey of freight companies about freight journeys and goods carried)
Port Survey (survey of volumes of goods and passengers passing through ports and along routes)
Vehicle Licensing Statistics (statistics on the number of licensed vehicles and new vehicles)
Vehicle Excise Duty evasion (survey of the number of vehicles evading road tax)
MOT non-compliance (survey of the number of vehicles without a valid MOT or SORN certificate)
Road lengths survey (measures the length of roads, by road type)
Mode of travel to school
Core Accessibility Indicators (annual indicators of local access to key services)
National Travel Survey (ongoing household survey on travel patterns)
Information on the accessibility of transport
Passenger satisfaction measures
Transport Statistics Great Britain

Other data (p.3 of 3)

4. Organogram

Philip Hammond
Secretary of State

Mike Penning
Parliamentary
Under-secretary of State

Theresa Villiers
Minister of State

Norman Baker
Parliamentary
Under-secretary of State

Lin Homer
Permanent Secretary

Clare Moriarty
Corporate

Steve Gooding
Domestic

Richard Hatfield
International Strategy/
Environment

Vacant
Major Projects
& London

Non-group areas

• Business Transformation
• Change
• Corporate Governance
• Group Finance
• Group HR
• Group Internal Audit
• Motoring Services

• Dangerous Goods, Smart Ticketing and High Speed Rail
• Local
• Rail
• Roads

• AIBs
• Analysis/Science
• Aviation
• Greener Transport and International
• Security/Maritime
• Strategy

• Commercial and Technical Services
• London and Olympics
• Rail Commercial Contracts
• Rail and Road Projects

• General Counsel's Office
• Private Office and Parliamentary

A more detailed organogram is available here: http://www.dft.gov.uk/about/dftorganisationchart/