



## Statistical Release

Congestion on inter-urban roads  
Monthly provisional estimates: April 2008  
(includes final data for March 2008)

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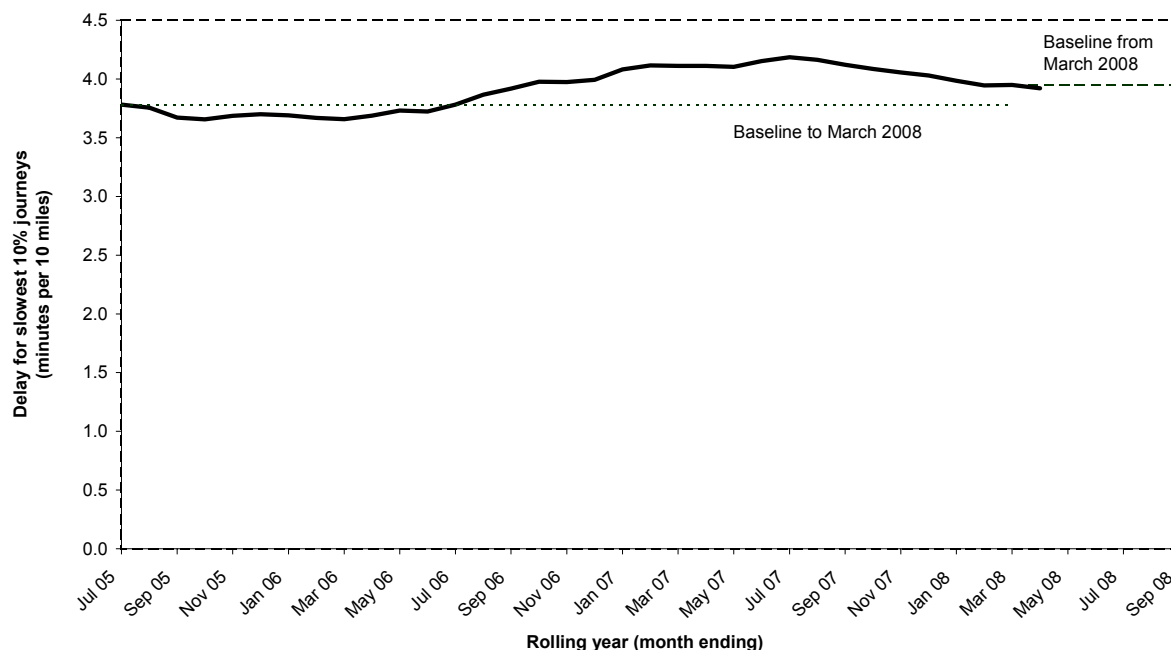
This monthly release presents National Statistics on reliability and congestion for inter-urban roads in England. The inter-urban network consists of all motorways and trunk A roads managed by the Highways Agency, as well as the M6 Toll. This is also known as the Strategic Road Network (SRN).

The indicator used to monitor reliability is the average delay in minutes per 10 miles (derived from the differences between observed journey times and a reference journey time) experienced on the slowest 10% of journeys for each monitored route.

- Provisional figures for the year ending April 2008 show that average vehicle delay on the slowest 10% of journeys has fallen from 3.95 to 3.92 minutes per 10 miles since the baseline year ending March 2008, a decrease of 0.7 per cent.
- Compared with the previous baseline year ending July 2005, average vehicle delay rose by 3.7 per cent to April 2008 and 4.4 per cent to March 2008.

The chart below shows the monthly trend, on a rolling 12 month basis.

## Journey time reliability measure on the Strategic Road Network



### Notes

1. For the Comprehensive Spending Review 2007 (CSR07), the Department has a Public Service Agreement (PSA) to deliver reliable and efficient transport networks that support economic growth. One of the four indicators used to measure success against this PSA is reliability, measured using average vehicle delay on the SRN's slowest 10% of journeys. The baseline is the year April 2007 - March 2008, and the measure will be monitored for the period up to the year ending March 2011. Reliability performance will be assessed in the context of an expected increase in traffic of 1-2% per year. There is no specific numerical target.
2. For the Spending Review 2004 (SR04), there was a PSA target that the average vehicle delay on the SRN's slowest 10% of journeys should be less in the year ending March 2008 than in the baseline period August 2004 – July 2005.
3. For both CSR07 and SR04, the PSA indicator is the average vehicle delay, derived from the differences between observed journey times and a reference journey time (the time that could theoretically be achieved when the traffic is free-flowing), weighted by traffic flows for each route of the network. The slowest 10% of journeys are selected for each 15-minute departure time between 06:00 and 20:00 for each day of the week, on each of the 91 routes. The indicator therefore reflects journeys experienced on all types of route on all days at all times of the day. Note that percentage changes are calculated from unrounded delay figures and may differ from those produced using the rounded figures shown in this release.
4. Summary details of the methodology are provided in *Notes on inter-urban congestion statistics* and full details in *Congestion on the strategic road network*.

5. This monthly publication is a web-only publication.
6. Further information and queries should be directed to:

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7. National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo regular quality assurance reviews to ensure they meet customer needs.
8. The data for April 2008 are provisional because there has not been full quality assurance at a route level, but it is unlikely that they will be revised. Provisional estimates for May 2008 will be published on 3 July 2008.